CITY OF HIGHLAND
CITY COUNCIL
AGENDA

REGULAR MEETING

November 14, 2023
6:00 p.m.
City Hall
Donahue Council Chambers
27215 Base Line
Highland, California

CITY COUNCIL MEMBERS

Larry McCallon, Mayor
Penny Lilburn, Mayor Pro Tem
Jesse Chavez-Cordova, Council Member
Anaeli Solano, Council Member
John P. Timmer, Council Member

STAFF

Joseph A. Hughes - City Manager
Chuck Dantuono - Director of Administrative Services/City Treasurer
Betty Hughes - City Clerk
Lawrence Mainez - Community Development Director
Carlos Zamano - Public Works Director/City Engineer
Maricela Marroquin - City Attorney

MISSION STATEMENT

Highland is dedicated to the betterment of the individual, the family, the neighborhood and the community. The City Council and the staff of Highland are dedicated to providing the quality of public facilities and services that its citizens are willing to fund and will do so as efficiently as possible.

Visit the City's website at: www.cityofhighland.org

In compliance with the Americans with Disabilities Act (ADA), if you need special assistance, please contact the City Clerk's office at (909) 864-6861, ext. 226, at least 72 hours prior to the meeting for any requests for reasonable accommodation to include interpreters.

Pursuant to Government Code Section 54957.5, any disclosable public records related to an open session item on a regular meeting agenda and distributed by the City of Highland to all or a majority of the City Council less than 72 hours prior to that meeting are available for public inspection at City Hall, 27215 Base Line, Highland, CA 92346, during normal business hours.

Submission of Public Comments: For those wishing to make public comments by email to be read aloud at the meeting, please submit your comments by 5:00 p.m. on November 14, 2023, to the City Clerk at publiccomment@cityofhighland.org. If you are submitting a public comment pertaining to an item on the November 14, 2023 agenda, please identify the agenda item number in the subject line.

For those wishing to make a public comment regarding public hearing items (Nos. 11 & 12), please identify the agenda item in the subject line. Comments can be submitted any time prior to the meeting, as well as during the meeting up until the close of the public hearing on the corresponding item to be considered part of the record. Please email your comments to publiccomment@cityofhighland.org.

All email comments shall be subject to the same rules as would otherwise govern speaker comments at the Council meeting. Members of the public will be permitted to make public comments in person.

CITY COUNCIL REGULAR MEETING
NOVEMBER 14, 2023 - 6:00 p.m.

AGENDA

CALL TO ORDER

INVOCATION

PLEDGE OF ALLEGIANCE

ROLL CALL

REPORT FROM CLOSED SESSION

SPECIAL PRESENTATIONS

PUBLIC COMMENT (ITEMS NOT ON THE AGENDA)

To address the City Council, please complete a speaker form located at the entrance and give it to the City Clerk prior to the beginning of the meeting. Your name will be called when it is your turn to speak. State Law prohibits the City Council from taking action on any item not on the agenda. Individual speakers are limited to three minutes each.

Comments received via email by November 14, 2023, 5:00 p.m., will be read into the record, provided that the reading shall not exceed three (3) minutes. Email comments submitted by a speaker that also appears in person to address the same matter will not be read into the record.

CITY COUNCIL CONSENT CALENDAR

1. Waive the Reading of All Ordinances
   RECOMMENDATION: Waive the reading of all Ordinances in their entirety and read by title only.

2. Minutes – October 10, 2023 City Council Regular Meeting
   RECOMMENDATION: Approve the Minutes as submitted.

3. Warrant Register
   RECOMMENDATION: Approve Warrant Register No. 759 for November 14, 2023, in the amount of $4,198,470.76 and Payroll of $354,483.26.

4. Treasurer's Report for September 2023
   RECOMMENDATION: That the City Council receive and file Treasurer's Report for September 2023.

5. Claim Consideration - Francisco Pedro Garcia
   RECOMMENDATION: George Hills Company recommends the City Council reject the claim.

6. Authorization to Submit Claims for Fiscal Year 2023/2024 TDA Article 3 Funds for 9th Street Transit Stops, Sidewalk, and Bikeway Improvements (Project No. swk19001)
   RECOMMENDATION: That the City Council:
   1) Adopt Resolution No. 2023 - _____ authorizing submittal of periodic claims to SBCTA for Fiscal Year 2023/2024 TDA Article 3 funds for 9th Street Transit Stops, Sidewalk, and Bikeway Improvements; and
   2) Authorize the Public Works Director/City Engineer and the Director of Administrative Services/City Treasurer to execute the claim documents.

7. Conduct a Second Reading of Ordinance No. 462 - Greenspot Village and Marketplace Specific Plan Revision (SPR 23-001) to Increase the Maximum Dwelling Unit Count from 946 to 1,218

RECOMMENDATION: That the City Council conduct a second reading of Specific Plan Revision (SPR 23-001), read by title only, and waive further reading of Ordinance No. 462 increasing the maximum dwelling unit count from 946 to 1,218.

8. Design Services Proposal from Engineering Resources of Southern California, Inc. for the 5th Street, Greenspot Road, and Orange Street Pavement Rehabilitation Project (Project No. ola23002)

RECOMMENDATION: That the City Council:

1) Approve the proposal from Engineering Resources of Southern California, Inc. (ERSC) to provide engineering design services for the 5th Street, Greenspot Road, and Orange Street Pavement Rehabilitation Project (Project No. ola23002); and
2) Authorize the City Manager to approve contract amendments up to 10% of the contract amount.

9. Proposed City of Highland Community Development Block Grant (CDBG) Applications for Fiscal Year 2024-2025

RECOMMENDATION: That the City Council:

1) Approve the city's application for Enhanced Code Enforcement that supports a portion of the salary and benefits of a Code Compliance Officer, Administrative Assistant and Community Development Director; and
2) Approve the city's application to construct pavement rehabilitation and ancillary work on four streets located in a neighborhood within the CDBG Low-Moderate Income eligible block area boundaries including: 1) Cunningham Street, 2) Flemming Street between Cunningham Street and Colwyn Avenue, 3) 7th Street between Cunningham Street and Colwyn Avenue, and 4) Colwyn Avenue between Hibiscus Street and 7th Street.

10. Declare One (1) Seat Vacant on the Planning Commission

RECOMMENDATION: That the City Council:

1) Declare one (1) seat vacant on the Planning Commission; and
2) Direct the City Clerk to advertise the vacancies on the Planning Commission.

CITY COUNCIL PUBLIC HEARING

The order of business for Public Hearings shall be:

1) Mayor opens Public Hearing;
2) Staff presentation;
3) Applicant/Representative presentation;
4) Speakers in favor of proposal;
5) Speakers in opposition to proposal;
6) Applicant rebuttal;
7) Mayor closes Public Hearing;
8) Council discussion, motion and vote.

ONCE THE PUBLIC HEARING IS CLOSED NO FURTHER TESTIMONY IS TAKEN.

For those wishing to make a public comment regarding public hearing items (Nos. 11 & 12), please identify the agenda item in the subject line. Comments can be submitted any time prior to the meeting, as well as during the meeting up until the close of the public hearing on the corresponding item to be considered as part of the record. Please email your comments to publiccomment@cityofhighland.org. The City Clerk shall read all email comments provided that the reading shall not exceed three (3) minutes because this is the time limit for speakers at a Council Meeting.

11. An Application by Sean and Alicia Cobb for the Mills Act Tax Adjustment Program
RECOMMENDATION: The Historic and Cultural Preservation Board recommends that the City Council approve the Mills Act Agreement between the City of Highland and Sean and Alicia Cobb for the property located at 27225 Nona Avenue Highland, CA 92346 for a term of ten (10) years.

12. An Appeal (APP 23-001) of the Planning Commission's Approval of a Conditional Use Permit (CUP-23-003); Variance (VAR-23-001); and Design Review (DRA-23-004) Application to Allow the Construction of a 53,665 Square Foot Warehouse and Associated Improvements (Patriot 5th and Central, LLC)
RECOMMENDATION: That the City Council uphold the Planning Commission's approval by adopting Resolution No. 2023-_____, denying Appeal (APP 23-001) and upholding the Planning Commission's approval of Conditional Use Permit (CUP-23-003) for the development of a 53,665 square foot speculative industrial warehouse building; Variance (VAR-23-001) to allow the building to exceed the maximum building height permitted in the Business Park Zone by 14 feet; Design Review (DRA-23-004) for the project's Site Plan, Building Elevations, Conceptual Grading Plan, Public Art Piece, Conceptual Landscape Plan, and Adoption of a Mitigated Negative Declaration.

CITY COUNCIL LEGISLATIVE

13. City Manager Report and Comments (Work Program, Regional/Legislative/ Development Issues, Subcommittees, etc.)
RECOMMENDATION: Discussion and possible action.

14. Council Member Comments (Agency/Committee/AB 1234 Reports, District Updates, etc.)
RECOMMENDATION: Discussion and possible action.

ANNOUNCEMENTS

CLOSED SESSION

CONFERENCE WITH LEGAL COUNSEL – ANTICIPATED LITIGATION
Significant exposure to litigation pursuant to Government Code Section 54956.9(d)(2) and/or (d)(3):
One case.

ADJOURN

Regular Meetings
Effective March 1, 2022, pursuant to Resolution No. 2022-001, the regular City Council meetings will be held once a month on the second Tuesday of each month.

2023
December 12

2024
January 9; February 13; March 12; April 9; May 14; June 11; July 9; August 13; September 9; October 8; November 12; December 10

I, Alondra Muñoz, Deputy City Clerk, certify I caused to be posted this Agenda on or before November 9, 2023, by 5:30 p.m., on our website at www.cityofhighland.org and in the following designated areas:

Highland Branch Library
7863 Central Avenue

Fire Station No. 1
26974 Base Line

City Hall
27215 Base Line

Date: November 9, 2023

Alondra Muñoz
Deputy City Clerk

STAFF REPORT

TO THE CITY COUNCIL

DATE: November 14, 2023

FROM: Joseph A. Hughes, City Manager

REVIEWED BY: Betty Hughes, MMC, City Clerk

PREPARED BY: Alondra Muñoz, Deputy City Clerk

SUBJECT: Waive the Reading of All Ordinances

RECOMMENDATION: Waive the reading of all Ordinances in their entirety and read by title only.

Approved _____ Motion _____ Second _____ Agenda Item No. 1

Denied _____ Ayes _____

Continued _____ Noes _____ File No. _____

Tabled _____ Abstain _____

Absent _____

B Hughes

City Clerk

City Manager

STAFF REPORT

TO THE CITY COUNCIL

DATE: November 14, 2023

FROM: Joseph A. Hughes, City Manager

REVIEWED BY: Betty Hughes, MMC, City Clerk

PREPARED BY: Alondra Muñoz, Deputy City Clerk

SUBJECT: Minutes – October 10, 2023 Regular Meeting

RECOMMENDATION: Approve the minutes as submitted.

Approved _____ Motion _____ Second _____ Agenda Item No. 2

Denied _____ Ayes _____

Continued _____ Noes _____ File No. _____

Tabled _____ Abstain _____

Absent _____

City Clerk

City Manager

MINUTES
CITY COUNCIL REGULAR MEETING
OCTOBER 10, 2023

CALL TO ORDER

The regular meeting of the City Council of the City of Highland was called to order at 6:00 p.m. by Mayor McCallon at the Donahue Council Chambers, 27215 Base Line, Highland, California.

The invocation was given by Pastor Tracy Johnson, Immanuel Baptist Church, and the Pledge of Allegiance was led by Mayor Pro Tem Lilburn.

ROLL CALL

Present: Chavez-Cordova, Lilburn, McCallon, Solano, Timmer
Absent: None

REPORT FROM CLOSED SESSION

None

SPECIAL PRESENTATIONS

None

PUBLIC COMMENT (ITEMS NOT ON THE AGENDA)

None

CITY COUNCIL CONSENT CALENDAR

A MOTION was made by Council Member Timmer, seconded by Council Member Solano, to approve the consent calendar as submitted. Motion carried on a roll call vote, 5-0.

1. Waive the Reading of All Ordinances
   Waived the reading of all Ordinances in their entirety and read by title only.

2. Minutes - September 12, 2023 City Council Regular Meeting
   Approved the Minutes as submitted.

3. Warrant Register
   Approved Warrant Register No. 758 for October 10, 2023, in the amount of $3,297,175.13 and Payroll of $241,962.10.

4. Treasurer's Report for August 2023
Received and filed Treasurer's Report for August 2023.

5. Claim Consideration – Anna Cabrera
Rejected claim.

6. Claim Consideration – Jordan Nicole Lovato
Rejected claim.

7. Claim Consideration – Moises Vasquez
Rejected claim.

8. Records Destruction Authorization
Approved the destruction of certain records.

9. KOA Contract Amendment for Professional Services – Highland/Redlands Regional Connector Project (Project No. str15002)
Approved a contract amendment to the Professional Services Agreement with KOA Corporation (KOA) to extend the term of the contract until the Highland/Redlands Regional Connector Project (Phase 2) is completed.

10. Notice of Completion – Bid No. 2022-05, "Pacific Street Pavement Rehabilitation from Victoria Avenue to Church Avenue" (Project No. str20002a)
    1) Accepted Bid No. 2022-05, "Pacific Street Pavement Rehabilitation from Victoria Avenue to Church Avenue" (Project No. str20002a) as complete;
    2) Authorized the Mayor to sign the Notice of Completion; and
    3) Directed the City Clerk to file the Notice of Completion.

11. Contract Renewal – 2022-06 Highland HVAC Systems Maintenance, Monitoring, and Repair Contract
Approved contract extension of the HVAC Systems Maintenance, Monitoring, and Repair Contract with F.M. Thomas Air Conditioning, Inc. for one year.

12. Easement Acceptance Manoutchehr and Kamyar Khorshidi for "Victoria Square" Commercial/Retail Project (Southeast Corner of Victoria Avenue and Pacific Street)
    1) Accepted the Grant of Easement for Road and Drainage purposes from Manoutchehr and Kamyar Khorshidi; and
    2) Directed the City Clerk to record the Grant of Easement.

13. Selection of an Event Date and Budget for the 26th Annual Citrus Harvest Festival
    1) Selected March 30, 2024, as the event date for the Citrus Harvest Festival with a rain date of April 6, 2024; and
    2) Adopted the budget.

14. Conduct a Second Reading of Ordinance No. 461, an Ordinance Adding a New Chapter 3.36 "Development Impact Fees" to Title 3 (Revenue and Finance) of the Highland Municipal Code Codifying, Updating, and Amending the City's Comprehensive System of Development Impact Fees, Superseding Ordinance Nos. 309 and 422, and Making Determinations Under CEQA

Conducted a second reading, read by title only, and waiving further reading of an Ordinance codifying, updating, and amending the city's comprehensive system of development impact fees, superseding Ordinance Nos. 309 and 422, and making determinations under CEQA.

ORDINANCE NO. 461
AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF HIGHLAND, CALIFORNIA, ADDING A NEW CHAPTER 3.36 "DEVELOPMENT IMPACT FEES" TO TITLE 3 (REVENUE AND FINANCE) OF THE HIGHLAND MUNICIPAL CODE CODIFYING, UPDATING AND AMENDING THE CITY'S COMPREHENSIVE SYSTEM OF DEVELOPMENT IMPACT FEES, SUPERSEDING ORDINANCE NOS. 309 AND 422, AND MAKING DETERMINATIONS UNDER CEQA

15. Declare Two (2) Seats Vacant on the Community Trails Committee

1) Declared two (2) seats vacant on the Community Trails Committee; and
2) Directed the City Clerk to advertise the vacancies on the Community Trails Committee.

CITY COUNCIL PUBLIC HEARING

16. Design Review Application (DRA 23-002) for the Development of a 220-Unit, Multi-Family Apartment Complex with Eleven (11) Affordable Units; a Conditions, Covenants, and Restrictions--Density Bonus and Inclusionary Housing Agreement to Demonstrate Compliance with Highland Municipal Code Chapters 16.40 Development Density and 16.50 Inclusionary Housing; Lot Line Adjustment (LLA 23-003) to Relocate the Existing Parcel Boundaries and Create Separate Parcels for a Multi-Phase Development; Variance (VAR 23-003) to Construct a Perimeter Fence/Wall 29% Taller than the Maximum Height Permitted for Residential Projects; and the Adoption of a Mitigation Negative Declaration (ENV 23-005) and Associated Mitigation Monitoring, and Reporting Program on Three (3) Vacant Parcels, Totaling 6.77 Acres in Area, Located on the West Side of Sterling Avenue, 250 Feet North of 9th Street, Assessor Parcel Numbers: 0278-131-45, -46, and -47

Mayor McCallon opened the public hearing regarding the 220 unit, multi-family apartment complex and asked for staff presentation by Assistant Community Development Director Stater.

Assistant Community Development Director Stater presented the item.

She stated the project presented is a unique four story 220 unit apartment project in which the applicant proposes to set aside five percent of the units to families of very low-income and utilize density bonus provisions. The site is within the city's former development project area and will aid in the revitalization of the surrounding community. It was identified in the 5th and 6th Cycle Housing Element as providing high density housing. It was estimated to yield 134 units at a minimum density of 20 units to the acre. The project as proposed exceeds expectations by 86 units.

The project is located on approximately 6.7 acres on the west side of Sterling Avenue, 250 feet north of 9th Street. Elm Street dead ends into the property on its north side towards the rear of the lot. To the south and the west of the site are residential uses and to the southeast is a neighborhood shopping center. At the corner of Sterling Avenue and 9th Street, on the north side, is Indonesian 7th Day Adventist Church and a small cluster of commercial and residential uses. On the opposite side of Sterling Avenue, to the east is Warm Springs Elementary School.

The proposed project is a gated community that contains two, four story buildings with two access points on Sterling Avenue. The buildings are referred to as "Building A" at the front and "Building B" at the rear. They are both 52.5 feet tall with footprints of 32,000 and 44,000 square feet with a mix of one-, two- and three-bedroom units. They range in size from 445 to 1,100 square feet, which exceeds the city's minimum requirements with respect to access. The southerly drive allows ingress and egress of vehicles, while the second northerly driveways are designated for egress only with a pedestrian gate between the two. There is emergency only access located on the northerly drive leading to Elm Street.

Shown on the screen are examples of the building elevations from the project plan set. The overall design is modern with linear form due to the narrow dimensions of the property. The buildings have long and tall massing. The architect has designed them with physical relief and color variation to break up the long expanses. These include tiered roof balconies, three color variations, wood grain accents at the corner, and a clubhouse with a single-story element to offset the roof line near the center of "Building A".

Shown on the screen are perspective drawings that are from the front and the interior of the site. The image is a depiction of the project's recreational amenities. The front of "Building A" will contain a leasing office, community pool, fitness center, barbecue, and top lot. "Building B" has additional open space in two areas, with additional barbecues, seating, and a second top lot.

The site's landscaping is comprised of perimeter trees, landscape planters, interior open space, active areas, and shrubs along its boundaries and parking lot. There are 17 date palms planted along the project entry to give the project a strong identity.

As previously mentioned, the project is utilizing a density bonus which allows the developer to build above the maximum densities if a certain number of units are set aside as affordable. The standard maximum density of 30 dwelling units to the acre in the city's R-4 zone would allow the project 204 units. The applicant has proposed to set aside five percent of the units, a total of 11 units available to very low-income families. This grants a 20% density bonus, giving the developer the opportunity to build as many as 245 units. They have elected to request a total of 200 units, with an additional 11 affordable units spread throughout the development within both buildings, on the second, third, and fourth floors, representing all unit sizes. The affordable units will be rented only to individuals of families whose combined income does not exceed 50% of the area median income and their rent will not exceed 30% of the 50% median income.

In addition to density, the developer has been granted a number of incentives, they have asked the city for a reduction in the minimum private open scape requirement of 100 square feet within the second, third, and fourth floors. The applicant is proposing to reduce this to 60 square feet for the balconies on the three levels. The incentive is permitted by state law. The Density Balance Law also allows a reduction in required parking. The municipal code standards for a project of this size would require 458 spaces. The law permits a reduction to 288, however, the applicant has accounted for 418 spaces on site, 91 of these are parking garages. One additional waiver was requested by the applicant to reduce the public open space from 30% to 9%. The law states this may be granted if it is substantiated by the applicant to show that it helps the project to be affordable. The applicant has exhibited that if the full 30% of open space were provided, they could not achieve the density bonus that is permitted and thus, would not be able to provide affordability. As a result, the waiver should be granted.

The Density Bonus Agreement was included in the staff report, which enumerates all the mentioned conditions, as well as the proposed project's inclusionary housing requirement. The applicant proposes to build a third of their required affordable units and pay the allowable in-lieu fee for the remainder. The fee would be $490,365.

The project is requesting one municipal code variance, an increase to perimeter wall heights from the maximum 6-feet to 7.75-feet, providing additional security for its residents.

An initial study was prepared and circulated for the project. It resulted in the preparation of a Mitigated Negative Declaration with mitigation measures in the CEQA topics of biological resources, trial, cultural resources, noise, geology, and soil. These are included in the Mitigation Monitoring and Reporting Program (MMRP) and the Conditions of Approval.

The Planning Commission reviewed the project on September 9, 2023, and recommended approval.

The Planning Commission made several recommended directives on each of the project's components regarding design for the City Council's consideration and these were outlined within the staff report. This concludes the presentation and the applicant, and I are available for any questions.

Mayor McCallon asked if the City Council would like to ask staff questions prior to the applicant's presentation?

Mayor McCallon asked if the applicant would like to make a presentation?

Assistant Community Development Director Stater responded she would request they come up shortly while she sets up their PowerPoint presentation.

The applicant Jonathan Webb introduced himself and thanked Mayor McCallon and the City Council. He stated he is the managing partner of Helios Holdings (Helios). He has been a real estate developer, entrepreneur, investor, and operator for 12 years. He has a powerful team behind him who is more competent than himself, with laser focused expertise. Most importantly, he is a father and a dutiful husband. The guiding principle for Halcyon throughout the past two years, and the team's purpose for calling it Halcyon was to bring a safe workforce attainable housing product to Highland residents and to future residents. Family and faith are at the core of who he is and safety is paramount, in that it served as the guiding light in making Halcyon a calm and peaceful enclave for current and future residents of Highland.

He stated he was there with a few of his team members. Daniel Gehman is the principal architect who has been the master and commander of all things design and could not thank him enough for being there with him that evening. In addition, his CEQA consultant Mrs. Collette Morse from Morse Planning Group. They have been extremely diligent in checking every box and covering everything that needs to be uncovered. Oscar Durango who assisted with the Planning Commission meetings and worked very closely with Assistant Community Development Director Stater has decades of construction, consulting, and development expertise.

The vision of this project is a safe and healthy enclave. Comments from the Planning Commission hearing mentioned the location of this project is within a certain part of town, and Helios is aware of some of the crime and some of the issues that are present there and not in other parts of town. He assured this concern was at the center of what they envisioned to construct, to bring before resident safety. Their market is targeted towards workforce attainable housing.
It is not necessary to remind everyone in the room of the lack of affordable housing in the State of California. A lot of passion went into this project, for him it was zoned an opportunity zone. There are tax benefits, but the intention is to see a catalyst project for the city for all parts of town. The price points mentioned are workforce attainable and naturally occurring affordable housing, the market will dictate the non-very low income (VLI) units.

There is quite a bit of risk there but, the modern and contemporary design doesn't have to cost a ton of money. Good design just has to be good design. Daniel and his team have done it, they have done a tremendous job of bringing form and function to the project in a very eloquent manner that is also value engineered and cost effective. He assures this approach will provide a meaningful dent. Part of the strategy that got Helios to Highland is in part due to the housing crisis. One of the components that is on the docket tonight is the lot line adjustment. It references that phasing approach. Within the current time, capital markets are a mess. Helios had the flexibility of phasing this project from one phase and then immediately into the second to borrow less money upfront. The audience does not have to be reminded either that the cost of capital has gone up more than three times since Helios began this process almost two years ago. Inflation is out of control. Thankfully, it has been very nice to lock in the fixed fees established with city staff via SB 330. It has been a very nice constant to plan his project around construction costs, which have gone parabolic as well. In terms of the environment, Helios will construct a sustainable building. It will not be a similar product that might have been constructed 30-40 years ago that is dilapidated or not of a certain aesthetic or condition. It will be a sustainable building and a safe enclave. Helios' architect can come up if there are any questions on design or he can attempt to answer the questions as well.

Mayor McCallon asked what has Helios built?

Applicant Webb responded that Helios at the moment has got various assets under management. They have mixed commercial and residential projects throughout Los Angeles, South Central, East Los Angeles, South Bay, and Gardena. They are a variation of apartments and single-family homes. Helios has done spec builds throughout the beach cities. Overall, a variety of products.

Mayor McCallon asked if Helios still owns all those developments?

Applicant Webb responded yes, most of them.

Mayor McCallon then responded if his intention was to own this property, Halcyon?

Applicant Webb responded, yes, his and his family's intention is a "buy and hold" practice. Helios treats its tenants like an extension of the family and goes above and beyond for them in almost everything. When the land was purchased and the broker brought it to them, they were unaware of the opportunity zone aspect of it. Finding this information after-the-fact was a "cherry on top" for the "buy and hold" strategy. With that being the case, it is Helio's only opportunity zone asset and the intention is to solve the enigma of fully capitalizing on it, making it a reality, and partaking in the operations of it. It will be managed professionally by Greystar or someone similar. The intention is to own it long term.

Mayor McCallon stated there was a reference to workforce housing, will any of the housing be market rate?

Applicant Webb replied that five percent of the units or 11 units of the 220 will be per the Inclusionary Housing Agreement (IHO). The other 209 units will be dictated by the market.

Mayor McCallon asked for any further questions?

Mayor Pro Tem Lilburn responded and stated that Jonathan Webb kept referring that it is a safe housing project and safety was a priority, but not once in the report it was mentioned that Helios met with the Sheriff's Department or Fire Department. It is a four story building, did Helios members have an opportunity to drive around the community and see what the needs were?

Applicant Webb replied they did. Several conversations took place with the Sheriff's Department over the phone. An in-person visit was not conducted but multiple phone conversations took place. The intention was to get a lay of the land. My family has other assets in Highland, like single family homes that have been owned for a few years. We are aware of the area.

Helios did not start out with a four story building, it was only possible due to an agreement that was between the tribe and the city that now has enabled us to be four stories. The first iteration of the project was far less dense, had no affordability or upper-case components, so it was exclusively market rate and half the size. Helios is a party that wants to build affordable housing for the very much underserved community and 11 units are being provided.

Mayor McCallon asked if there were any other questions for the applicant?

Council Member Timmer replied he had some questions but will wait. Some questions will be engineer related.

Mayor McCallon asked Jonathan Webb if he wanted his architect to speak?

Applicant Webb replied he would love to have Daniel speak and can answer anything on the design aspect of the project.

Principal Architect Daniel Gehman from Helios stated he does not want to repeat things that Assistant Community Development Director Stater said. His firm Danielian Associates has done tens of thousands of single and multi-family units, they live, breathe, and think housing. They have done lots of it and are doing a lot of products that are in this type of marketplace, not in Highland so much, but in the same type of market combo, mixed income projects.

There were a couple of renderings for Halcyon. As seen in the image on the PowerPoint presentation, the courtyard shown in "Building B" shows a nice gathering place. It has native landscaping, with the building serving as a backdrop.

The design tried to address the building in such a way that it feels like evening wear, it doesn't go out of style, it is not flashy or garish. It is neutral colors with some warm wood accents. In addition, the goal was to give it a highly enjoyable and usable central amenity space to be used both by adults and children. There are special places for children, and there are varying areas that have nuanced activities within the site itself. That was the primary thinking, there was a lot of thinking involved. Because our firm has done so many of them, there is more of a focus on the intimate spaces where people live, and the places where they gather outside of their units as well. I can get into further details on that if questions are asked.

Mayor McCallon asked if they wanted to hear questions from the public first?

Principal Architect Daniel Gehman responded; he had no preference.

Mayor McCallon stated there were several people that would like to speak. He suggested public comments should be heard first before the City Council's questions. He introduced the first speaker slip in opposition from Margaret Cisneros.

City Attorney Marroquin directed a comment to Mayor McCallon, she stated for the record, on the dais was a letter from Ms. Cisneros that was distributed to the City Council.

Mayor McCallon instructed Marget Cisneros she had three minutes to speak.

Margaret Cisneros spoke stating she was first located at the property at Norton Air Base. Her family and foster children were on the property and stated it was not a good time to give up her property. They gave her three years to relocate but was not able to find anything that equaled what she had, which was her house. She had two and a half acres of vacant land and of rental. She finally found a piece of land in Highland on Sterling Avenue that had vacant property, commercial property, her house, and a rental house. That was as close as she got to match what she had on Central Avenue. She had to go through eminent domain, to give up that land. When she settled in Highland, it was County and not the City of Highland. When she closed escrow, the city incorporated, and it became the City of Highland. She originally thought she had purchased within the City of San Bernardino.

She continued to explain what has happened during her duration in Highland. She stated her house, and her property are her and her family's life, including her family's inheritance. Her property is no longer commercially zoned, which she did not know. It is zoned R-4 multiple dwelling zone, high density.

Mayor McCallon stated her three minutes were up, and that the City Council and staff had the written statement she submitted to read, which is what he believed she was reading.

Kathleen Olguin, the daughter of Margaret Cisneros responded she was not reading the statement submitted.

Mayor McCallon responded that her three minutes were up and they had to move on to the next speaker.

Margaret Cisneros responds that her house value has gone down.

Mayor McCallon responds he understood, but they had to move on to the next speaker.

Margaret Cisneros responds she did not see him limit the other man's speech.

Mayor McCallon clarified, he was an applicant, and they are allotted more time to speak.

Margaret Cisneros responded she understood, but questioned if a resident should also have more time to speak?

Mayor McCallon stated the normal speaking time is three minutes.

Margaret Cisneros responded that she did not mean to be rude but according to the City of Highland's Mission Statement, the city is dedicated to the people in Highland.

Mayor McCallon agreed that the city was, but there were limits on the time for public comment. He designated two more minutes for her to speak.

Margaret Cisneros continued by stating that her property values have gone down. It is not commercial use anymore or business, it is high density, residential which she knew nothing about. The homeless did not allow her to open a store, it was ready to go but it cannot be used as such. If this project is constructed, it would box her property in, with a seven-foot wall and a four story building, it would allow others to look into her yard. She would have no privacy. The two main egress and ingress entries to the project are her property. She questioned how it is allowed to have so many people going in and out through that entry along Sterling Avenue when the school is right across the street. She stated children need to go to school and there is nothing for their safety. There was a middle school student killed on Central Avenue and another one after that. It is not the place for a project of this kind.

City Clerk Hughes stated two minutes had transpired.

Margaret Cisneros continued that she does not believe anyone else in the area has a four story building. She thanked the City Council for allowing her to speak.

Mayor McCallon introduced the next speaker, Kathlee Olguin.

Kathleen Olguin stated she brought a letter and was unsure if anyone had a chance to read it. She was going to speed through her comments and would like the letter to become a public record. She continued by stating that in 1956 Loopy and Margaret Cisneros purchased a large parcel with a house, which was then San Bernardino County zoning. Years later, the City of San Bernardino incorporated their land at 1256 East Central Avenue where the current Amazon building acquired the parcel by eminent domain. Their dreams were ruined to have a business on their property. In 1987, they relocated to 7510 Sterling Avenue with both commercial and residential zoning. In 2011, the City of Highland, without their knowledge, change the zoning of less than an acre of land. Their dream to have a business and residence on the same property had carried over to their new property, but realized years later that their location invited crime, graffiti, weed abatement, and other code violations. The neighborhood was neglected with lack of services, and Margaret currently pays for utilities based on her commercial building and offices. The City Council should be reminded that the City of Highland's mission statement states, it is dedicated to the betterment of the individual, family, the neighborhood, and community. The City Council and staff are dedicated to providing the quality of facilities, services, and so on.

During her quick search, she learned that the City Council and staff as a collective board do not adequately inform residents of planned or proposed projects. It is not practiced, the inclusion of rights to public meetings to get feedback from all residents who will be impacted. In particular, the rights of those who are not fluent or command of the English language. Their neighborhood is diverse in culture, religion, race, ethnicity, and economic status which has been habitually ignored or dismissed as not important. She is speaking on behalf of her neighbors who are existing renters and homeowners. She met one-on-one with them and had conversations about this development, and none of them received letters or were informed. The proposed high density apartment complex development was legalized through years of zone changes, including direct and indirect neglect to its residents that struggle economically and work hard for their families. This zoning change allows for high density to help cities to comply with state mandates for affordable housing, while it stacks and crowds people into frustration, forcing them to live at low welfare and become neglected in the urban life. The repercussions of this result in high numbers of deadly crimes, drug infestation, prostitution, density, homelessness and so on. Without the backbone of governing boards that complicate these problems, such as yourselves, you are adding more fuel to the fire to a neighborhood such as this one, that needs the attention of enforcing codes and laws already in the city's books. She believes the continuation of lowering the property values in the neighborhoods and allowing more depreciation is the city's way of the future. The demolition and sale of cheap land to developers whose goal is to sneak in and offer solutions to affordable housing with their comfortable lives in Orange County and plenty of money to spend all on their lives.

The main concern is safety, the 220 unit apartment development with a projected 1,000 residents is an outrage for a small neighborhood such as theirs.

It is also an outrage for a small neighborhood school like Warm Spring Elementary School which has a northwest drop-off lane and southwest parking lots that fill up fast during school hours. It forces parents and children to illegally park and cross Sterling Avenue. Neighbors have witnessed many near car and pedestrian hit-and-misses. The special events hosted at the school and their outlined evacuation and emergency plan involves Sterling Avenue as a safe choice for kids, parents, staff, and teachers. This project has both ingress and egress onto Sterling Avenue, which are parallel to three private residences across the street on the east side, and the school parking lot. During the morning, noon, and night, neighbors have witnessed large semi-trailers headed to warehouses built between Sterling Avenue and Victoria Avenue.

City Clerk Hughes signaled five minutes had transpired.

Kathleen Olguin continued to state that the semi-trailer drivers often stop with flashing lights to pick up breakfast snacks. The close traffic signal within this busy intersection will potentially block residential, business, and school driveways.

Mayor McCallon stated the public speaking time of five minutes had run out. It was the same amount of time allotted to Ms. Cisneros.

Kathleen Olguin concluded that she encouraged everyone to read the letter and the points of concern before the City Council makes their very important decision. She encouraged them to spend more time researching. She did a cursory search and came up with a group of things that did not make sense. It would be a detrimental project to the neighborhood.

Mayor McCallon introduced the next speaker, Jody Scott.

Jody Scott stated that the City Council should have a copy of the letter she presented to the Planning Commission and a new one at the current meeting. She is concerned about the schools and the traffic with the ingress and egress of this project which is inadequate. In addition, her other concerns are the height of the project, law enforcement and other things. She wanted to know if there were any incentives that were given to the developer to go from two to four stories? How will vacancies be handled for the 220 units? There are many apartments in proximity whose vacancy rates are high and are worn down. There is also Section 8 that comes in. She is aware of the State of California's policies, and their mandates on cities to inundate and flood communities with low and moderately low properties. The public officials in Sacramento do not care. Look at Sacramento, look at San Francisco. They don't care. She cares about the City of Highland. She does not want another Pinehurst apartment complex or Hillview apartments. She does not want that anymore in Highland. She was interested in Jonathan Webb from Helios' comment about him having a family, and how this was a family project. It is a good project, but not at that location.

She wonders if Applicant Webb is going to live in one of those units, his firm is building them, but is he going to live there with his family? Her attitude might change slightly if that were to be the case.

Mayor McCallon thanked Jody Scott for her comments. He asked if the applicant had a rebuttal to the statements and comments made? He stated he had no further speaker slips in favor or against the item. Seeing there were no further comments, he asked if there was anyone else in the audience who wished to speak either in favor or against the project?

City Attorney Marroquin asked Mayor McCallon if he is considering closing the public hearing?

Mayor McCallon responded that he was.

City Attorney Marroquin asked if the applicant could do a rebuttal?

Mayor McCallon responded that he asked the applicant already, and he did not want to.

City Attorney Marroquin stated she just wanted to double check. She was not able to see who Mayor McCallon was talking to because the podium was blocking.

Mayor McCallon confirmed there were no more public comments and suggested the closing of the public hearing. He brought it back to the City Council for discussion and action. He asked who would like to speak first?

Mayor Pro Tem Lilburn responded that she appreciated public speaker Margaret Cisneros for coming out to the meeting. She asked if Assistant Community Development Director Stater could show her on the screen where Margaret Cisneros' home is on the map.

Assistant Community Director Stater stated her property is immediately to the north.

Mayor Pro Tem Lilburn directed a comment to Margaret Cisneros and all the residents of Highland by stating that she believes all of the City Council and staff adhere to the city's mission statement. The State of California is the entity that appears not to have a mission statement. The State of California disregards property values, overloading of schools, and parking. When they initiate their mandates, they should provide communities with money for public safety. There is a need for fire and police services. They disregard those needs, and residents should remember that the State of California is mandating this to all cities. The City of Highland likes it no more than the residents do. She wished Margaret Cisneros lived in her council district to be a voice to these concerns.

She has a concern with apartments in general. She represents and lives in the third district, and there are several apartments where parking is limited and there is never enough. Apartment tenants tend to use the majority of public safety services, while City of Highland homeowners are the individuals funding these services through tax dollars. There is a lot of activity within apartment complexes. A four story apartment building directly across the street from a school is going to create a lot of parking issues. She has a lot of heartburn over that and does not find it fair. If it was her neighborhood, she would be furious with the construction of a four story apartment building. She witnesses an overflow of parking onto the streets with various apartment complexes throughout the city every day. People are insensitive when it comes to parking, using trash cans, and parking in front of mailboxes where residents are unable to get their mail. The homeowners pay the price of inconsiderate renters. The State of California requests high density apartments but they overlook the smog, the lack of services in communities, and the lot line adjustments. She looked at the top lot and saw various plants but did not see any amenities. She emphasizes the negative aspects of the project because the residents are the individuals who are going to pay the price for a project like this.

She asked if there was going to be an onsite manager? She understood during the applicant's comments that the intent was of long-term ownership. Can the city enforce a multi-unit crime free agreement on this development? It would be unjust if tenants were allowed to create havoc and the property owners would not have a leg to stand on to remove tenants. Only 11 units are affordable, five percent of the total units. She questioned if these units were going to have their own parking?

Assistant Community Development Director Stater responded that these 11 units will appear as standard units and will have parking, the same amenities that other units will be provided.

Mayor Pro Tem Lilburn asked if there was going to be 30 electric vehicle (EV) chargers? The plans show 34.

Assistant Community Development Director Stater responded there are 34 on the plans. As the project goes through the plan check process, it will be vetted to ensure that it meets all the Green Code and Building Code standards that are required for the entire site. What is included in the attachments and what has been reviewed is correct.

Mayor Pro Tem Lilburn responded that she finds it interesting there is an apartment complex with 34 EV chargers. She understands EV chargers are a trend, but realistically, will all the 34 EV chargers be used by the tenants?

Mayor McCallon responded that the state gives incentives to low-income households to obtain electric vehicles.

Mayor Pro Tem Lilburn wished when the state imposes their mandates, they would provide funding for law enforcement. Month after month the City Council is briefed on the number of service calls from the Sheriff's Department and the Fire Department. The city has a ladder truck through a mutual agreement with San Manuel but how far will the city tap into that resource? She understands the city must approve this project because it is what the state is requiring, but it does not mean she likes or supports this project for the community.

Her main concern is the location of the project across the school. She witnesses motorists' driving behaviors and they do not obey the laws. She is hopeful her concerns can be addressed or talked about with other City Council members and hear more positive remarks about the project.

Mayor McCallon asked if anyone else had a question.

Council Member Solano stated she had a question. She saw there are a total of 418 parking spaces, will each unit be allotted one parking space?

Assistant Community Development Director Stater responded there will be one covered parking space for each unit. Any additional parking spaces will be spread out based on unit size.

Council Member Solano asked if the additional parking space will be an additional cost to the tenants?

Assistant Community Development Director Stater stated there is a requirement that there are no additional fees for parking.

Mayor Pro Tem Lilburn requested clarification that if a parking space is covered, it does not mean it is a garage?

Assistant Community Development Director Stater stated there are 91 garages.

Mayor Pro Tem Lilburn asked for a three-bedroom unit, will they be entitled to additional parking based on their unit size?

Assistant Community Development Director Stater stated there would be additional parking allocated to that unit. She suggested the applicant could speak on this matter.

Council Member Solano stated she was unclear how the parking spaces were going to be managed. She requested clarification from the applicant on this topic and to further account for the use of all 34 EV parking spaces, given the area within the project location already struggles with parking.

Assistant Community Development Director Stater replied it is just short of two units or two parking spaces per unit. Whether a one-bedroom unit will have one parking space or whether a two-bedroom unit will have two or three parking spaces, the applicant would be able to speak to that. There will be an on-site manager 24/7.

Mayor McCallon asked if anyone else had any questions.

Council Member Timmer stated he met with Community Development Director Mainez and Assistant Community Development Director Stater the previous day and they answered all his questions. He stated he had heartburn with the state's mandates as well and what they are enforcing on the city through the housing element process. However, he acknowledges it is a different issue all together. He wanted to address the issue with parking and the school. Years ago, the City of Highland acquired property on Rogers Lane, which is the street directly behind the school. There was an understanding with the city and the school district that there would be offloading and onloading of students on Rogers Lane because of the traffic issue along Sterling Avenue. He is unclear whether that is being utilized in the current day. The school district agreed to have all their buses load and unload on Rogers Lane and have students walk into the school from that point. The city acquiring the property was for that purpose. If the school district is not adhering to this agreement, the city should investigate why they are not complying with it.

His subsequent issue is more of a technical question for either the engineer or the architect. He stated for the topic of water quality, the project calls out for water storage underneath the paved parking lot. The design is based off a certain size, he assumes for the 100-year storm, but Highland frequently gets storms with high intensities. The neighborhood where the project is located is relatively flat and does not contain any major storm drain systems. When a large storm hits, the water will collect into the facility underneath the parking lot which is hard capped. How is the water going to disseminate when it overflows? How is the design of the project taking this into consideration for the overflow of the detention basins? The state mandates that you cannot have runoff, you must contain it. Where is the excess water going to go if it overflows? The engineer probably has not been to the area to view, but this should be taken into consideration to avoid a long-term problem.

Public Work Director/City Engineer Zamano responded to Council Member Timmer's questions by stating that staff had the same concerns relative to the drainage. It is an item the developer must address with their engineer. Staff will be interested in seeing how they address this during the final engineering phase.

Council Member Timmer responded that he is glad it is being looked at. When the storms back up against the mountains, Highland gets intensive storms. He wants to assure staff will look into it very carefully and that the developer adequately addresses any overflow issues and how the water will soak into the ground. Usually, these facilities are exposed to the sun and the sun evaporates some of the water, but this is not the case for this location because it is capped.

He is concerned with stagnant water and mold issues that are associated with standing water.

He stated he also has heartburn about it being a four-story building and its density; however, he acknowledges the city is adhering to state mandates. The state's plan is to take all planning issues away from cities and have them oversee it. At the end, he wants the city to adhere to the housing element. The project with its high density and lowering of parking standards will potentially create management issues.

One additional observation on this project is the applicant does not have to consolidate all three parcels under one parcel unit. Along Cunningham Street and Ward Street, there are multiple individual parcels and there is a high tendency to sell to different individual owners. This can create a bigger management issue of having multiple owners instead of one. In the future, if anything changes with the parcels, he would like to see it come before the City Council for review and approval. Overall, he is not happy with the project, but understands why it is before the City Council.

Council Member Chavez-Cordova stated the project is utilizing the state's density bonus law, which leads to an increased number of housing units. It might raise concerns about overcrowding and traffic congestion in the area. He asked how this project will address the potential for overcrowding?

Assistant Community Development Director Stater asked if he meant traffic wise or within the site? Council Member Chavez-Cordova is correct in his statement, that it is a state density bonus law where the city is mandated by state law and by the city's own municipal code to permit the increase in density. The applicant for this project is entitled to a larger and denser project with up to 245 units. It is the staff's responsibility to ensure the project has the appropriately sized units. This project meets that requirement, and they exceed the R-4 unit sizes, and they contain their own private open space. The project offers public open space through amenities that are provided within buildings A and B. Staff does not believe there is an overwhelming physical crowding. It will be a requirement for the developer and the ongoing site manager to ensure that occupancy of the units is restricted as permissible by law to reduce or eliminate any type of overcrowding. With respect to traffic, the Engineering Department and the city's consultants reviewed the ingress and egress from the site onto Sterling Avenue, the turning movements north and southbound and the signals. Their review concluded everything was appropriately sized for the traffic that would be generated by this project.

Council Member Chavez-Cordova continued to state that the project offers affordable housing units, the five percent allocation may not be sufficient to address the housing needs of very low-income families in the community. Is there a way to increase the five percent?

Assistant Community Development Director Stater responded it is the will of the developer to do so. It is a conversation that is welcomed, but it is ultimately the discretion of the developer. The housing element states that this project should have a density between 20 and 30, the project exceeds 30 so it meets state requirements. Reviewing the site's inventory relative to the housing element, it provides more than 134 units, thus staff believes that the majority of the units are going to be affordable. Under what threshold of affordability will it be, within 50%, 80% or 120%, staff is unsure, but based on the density, amenities, geographic location, and the rents in the area, it will lead to affordable units. It is difficult to compare units to others in the area because of its four-story density compared to other structures in the neighborhood, but based on development standards it meets the requirements.

Council Member Chavez-Cordova continued to state that reducing the number of parking spaces could lead to parking issues in the neighborhood, particularly if there is already a shortage of parking spaces. He asked how parking issues will be mitigated if there is a shortage of parking spaces in the area?

Assistant Community Development Director Stater responded the developer has the responsibility to ensure that their tenants are only bringing to the property the number of vehicles that have been allocated. While they do not meet the full municipal code requirement, they far exceed what the state permits. That is based on density bonus requirements only, it does not factor in the housing element. The state assumes lower income families have less vehicles. While many can agree that residents commonly drive and have multiple vehicles, the state is stating you cannot force families within affordable projects to provide two or three parking spaces per family. Staff acknowledges it is not reality or appropriate, and feels the developer did a good job in assuming people might want to drive more than one. They have done the best they can to balance the footprint of the building by getting the density required for the zoning, landscaping, amenities, and parking, all while not losing additional recreation and green space around the property.

Council Member Chavez-Cordova stated, while the project includes mitigation measures, concerns about air quality, noise and other environmental impacts need to be thoroughly addressed. What specific environmental mitigation measures are in place to address identified impacts of air quality, noise, and other environmental factors?

Assistant Community Development Director Stater responded that the multiple factors have been addressed within the staff report under two sections, the design review resolution and in the Mitigated Negative Declaration. On page 70 of the staff report, it lists all the mitigation measures. As the project goes through plan check, it is the planner's responsibility to ensure that each measure is met and enforce it. Some are enforced during pre-construction, construction, and post construction. Noise is mitigated during the construction phase to prevent disturbances from nearby residents. These mitigations are outlined on page 73 of the staff report.

They relate to the hours of construction, equipment, idling times, and haul deliveries. Noise mitigation is mentioned on page 75 of the staff report. There are multiple mitigation measures in bullet points. Staff and the consultant are available to go through each, but they all address factors the city can enforce.

Council Member Chavez-Cordova responded he enjoys the project. It is a beautiful project, as a young millennial in the workforce, he would enjoy living in the area. It is great and beautiful, but there are so many issues. He would like to highlight one in particular that Jody Scott wrote in her letter about the project being four stories. The city depends on the San Manuel fire ladder truck, in case of an emergency and God forbid a major catastrophe in our region like a major earthquake or a fire, the city would not have priority on the fire ladder truck. He is sure the hotel will take priority if they need it. It is not beneficial to rely on their fire ladder truck for a huge project like this one within the district. He likes the project but does not think Highland is ready for a project like this on the west side of the city. Potentially in the future he might be able to support this project, but not currently.

Mayor McCallon responded he shares the sentiment of his colleagues on this project. The four-story design bothers him for the same reason Council Member Chavez-Cordova mentioned. The San Manuel fire ladder truck may not be available if it is needed. He is also concerned about the property emergency exit backing up onto Elm Street because the street is notorious for crime. Traffic and parking are also a concern because he witnesses parents parking everywhere within the schools in his district. There is no place to get around during drop-off and pick-up hours. He is familiar with the traffic patterns at Warm Springs Elementary School because he would go there often to read to the kids. If there is not sufficient parking on the property for the tenants or their visitors, they are going to be parking on the street. He acknowledges state mandates have to be met, there is a need for density housing, as well as low-income housing which is why he is torn about the project. The state is holding cities accountable because of the housing shortage, so it is not going to get easier. The California Department of Housing and Community Development has come down on cities for not adhering to their housing element and will continue to do so under the current administration.

Mayor Pro Tem Lilburn stated she noticed you cannot have covenants, conditions, and regulations (CC&Rs), but is there anything in place for laundry facilities? Many apartments do not have appropriate laundry facilities, so tenants hang their clothing and towels over balconies.

Assistant Community Development Director Stater responded each unit will be provided with a stackable washer and dryer. Within the lease agreement, there will be a stipulation restricting tenants from hanging items over their balconies.

Mayor McCallon asked about trash services.

Assistant Community Development Director Stater responded that the topic of trash services has been discussed, and trash valets were the resolution.

Principal Architect Daniel Gehman stated it was an interesting question for the number of units. The trash facilities in place within the buildings exceeds the ratio you would find in a project of this size. Because the building is very long, they have split it, so no one must walk a long distance to get to the trash chute. They can deposit their trash into the chute, and it goes down to a collector room at the bottom. A few times a week on-site janitorial services will pull the bins so the trash trucks can come and pick them up. It is a resident run system, but tenants will not have to walk to a dumpster, they will just deposit it into a chute. The chutes deposit the trash into the dumpsters. Maintenance moves one when it gets full and then several times a week Burrtec will come and collect. There have been several talks with Burrtec throughout the design process.

Mayor Pro Tem Lilburn asked if there will be on-site maintenance that will remove daily graffiti on the walls?

Assistant Community Development Director Stater responded on-site management will be available but is unsure if daily graffiti removal will be done.

Principal Architect Daniel Gehman spoke about how a professionally managed apartment community runs. He stated Grace Star is one of the country's largest landlords and they are a very sophisticated company. Part of the rule and responsibility of the property maintenance and management organization is to keep the demand for the property high. They self-police to keep the highest quality residents there. Concerns such as laundry on the railings, the management of cars per resident, etc. are all managed by the lease agreement which is a legal binding document. The management company must go through great lengths to ensure a quality of life at the property. Many properties of this size are managed professionally, it is not Jonathan Webb's mom and dad trying to manage it.

Council Member Timmer followed up with the fire ladder truck concern, he stated he recalls the city had a quasi-agreement with the City of Redlands that they would assist to respond to calls as well. The city then has two trucks available, however, knowing what the state is doing to our cities collectively, and the city continues to develop projects of this size, at some point money or no money, the city will need to look seriously at getting their own ladder truck. Whether that is within the next year or ten years, at some point as a collective body, this must be addressed because the issue is not going away. He stated he also had a question about the ingress and egress traffic issue on this project along Sterling Avenue. Was there any discussion about constructing a traffic signal at the entrance? There will be a lot of tenants coming in and out of the complex. A full traffic signal might not be needed, but maybe one that will be activated when it detects vehicles. Mid-block signals are not favorable, but he asked if any discussions were made for an option like this? He anticipates a conflict with the school traffic and tenants going to work. Tenants might try and make a left hand turn onto Sterling Avenue because traffic can get congested.

Assistant Community Development Director Stater responded she will defer the question to the Engineering Department.

Public Works Director/City Engineer Zamano replied that due to the proximity of the entrance of the facility being approximately 200 to 300 feet from 9th Street, it becomes difficult to put in another signal at that location. There were internal discussions about the possibility of installing one, but it requires significant room, especially if you are going to allow turn movements through the mid-block intersection. It became difficult for that reason and because of its proximity to the existing signal on 9th Street and Sterling Avenue.

Council Member Timmer responded that the Fire Department had a similar setup when they received a call, they pushed a button that enabled the traffic lights to come on so that fire engines could come in and out without impacting traffic. That is why he mentioned it did not have to be a full traffic signal, but a signal that was only triggered when someone wants to come in and out without always impeding traffic and cycling through.

Public Works Director/City Engineer Zamano stated staff did not insist on the traffic signal condition because of the limitation to construct a second signal near the existing one south of the project location. By standard, a few hundred feet are required to construct a signal in each direction to allow the turn movements.

Council Member Timmer stated it would only have to be a T-intersection, only for residents coming out. It would make them feel safer to make a left-hand turn onto Sterling Avenue.

Public Works Director/City Engineer Zamano agreed with the statement. He responded that a right turn is necessary as motorists are traveling southbound on Sterling Avenue heading towards 9th Street. And you have a left turn movement onto the complex as well. Those would be the two movements that would be needed the most. Due to the proximity to the existing signal, staff did not feel that it would be viable to construct a mid-block intersection traffic signal.

Council Member Timmer stated the ingress into the complex shows it is quite long. Is it going to be gated towards the end so that vehicles can stack up trying to get in the gate, rather than traffic backing out onto the street?

Principal Architect Gehman referenced the PowerPoint presentation to depict a picture outlining a deep driveway through. He stated the collection of spaces outside the gate is intended for future resident parking to be able to come in.

Council Member Timmer responded that his question then is for the engineer, would the placement of the gate into the property provide sufficient stacking space for people to get in and out of the gate? Would the gate system be sophisticated enough to allow more than one vehicle through at a time? He anticipates cars stacking out onto the street.

Principal Architect Gehman responded that there is substantial stacking distance prior to the gate. There is an escape loop feature for the gate that allows vehicles if they get there, they do not have to use a clicker to get in the gate. If you are not a resident, you have a way to turn around and get out.

Mayor McCallon asked if the other entrance to the complex was an exit only? There is only one entrance and two exits.

Council Member Timmer responded the exit along Elm Street was an emergency exit only that is going to be secured.

Assistant Community Development Director Stater responded the southerly entrance was an ingress and egress and the northerly one is an egress only.

Council Member Chavez-Cordova asked will there be a security guard? What are the safety features? Will there be cameras installed by the gates?

Assistant Community Development Director Stater responded there would be cameras installed. A plan will be submitted to the Sheriff's Department for their review. She is not aware of 24-hour security being provided but there will be 24-hour management. There will be a video monitoring system.

Council Member Chavez-Cordova asked if that will be throughout the complex?

Assistant Community Development Director Stater responded it would be throughout the complex.

Mayor McCallon asked if there were any further questions? What is the City Council's pleasure?

Council Member Timmer responded the developer is aware of some of the issues the City Council is concerned about and will hopefully include those when they submit the final drawings in for grading. One additional issue that was not mentioned was the stairwells at the ends of the buildings. Is there a security system in place for people getting into the building and accessing those stairs? The tenants will have a clicker to drive into the complex but if an average person climbs over the fence and wants to access those stairs and into the building.

Principal Architect Gehman responded the stairs have sculptural quality and will be gated at the ground level and residents will have a fob to allow for electronic access control of the stairs and building.

Council Member Timmer responded he wanted to get clarification on this because of the concerns within the neighborhood.

Principal Architect Gehman responded, if an individual was to get over the 7.75-foot wall, there is an additional security feature that will prevent them from getting into the building both at the doors and at the stairs.

A MOTION was made by Council Member Timmer, seconded by Council Member Solano, to:

1) Adopt Resolution No. 2023-043 adopting a Mitigated Negative Declaration (ENV 23-005) and associated Mitigation Monitoring and Reporting Program, and direct staff to file a Notice of Determination with the County Clerk of the Board;
2) Adopt Resolution No. 2023-044 approving "Conditions, Covenants and Restrictions--Density Bonus and Inclusionary Housing Agreement" to facilitate the development of a 220-unit multi-family housing project utilizing Density Bonus provisions and establishing the Inclusionary Housing Unit requirements for the project;
3) Adopt Resolution No. 2023-045 approving Design Review Application (DRA 23-002) for the site plan, landscape plan, grading plan, photometric plan, and building elevations related to the construction of a 220-unit, 4-story apartment complex, subject to the Conditions of Approval and Findings of Fact;
4) Adopt Resolution No. 2023-046 approving Lot Line Adjustment (LLA 23-003) to relocate the existing parcel boundaries and create separate parcels for a multi-phase development; subject to the Conditions of Approval and Findings of Fact; and
5) Adopt Resolution No. 2023-047 approving Variance (VAR 23-003) to allow an increase in the maximum height for the perimeter fence/wall from 6-feet to 7.75-feet, 29% greater than the maximum height permitted for residential projects, subject to the Findings of Fact. Motion carried, 3-2, with Council Member Chavez-Cordova and Mayor Pro Tem Lilburn dissenting.

RESOLUTION NO. 2023-043

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF HIGHLAND, CALIFORNIA, ADOPTING A MITIGATED NEGATIVE DECLARATION AND MITIGATION MONITORING AND REPORTING PROGRAM (ENV 23-005) FOR THE DEVELOPMENT OF A OF A 220-UNIT, 4-STORY APARTMENT COMPLEX ON A VACANT 6.77 ACRE SITE LOCATED ON THE WEST SIDE OF STERLING AVENUE, 250 FEET NORTH OF 9TH STREET. RELATED ENTITLEMENTS INCLUDE DESIGN REVIEW APPLICATION (DRA 23-002), LOT LINE ADJUSTMENT (LLA 23-003), AND VARIANCE (VAR 23-003)

RESOLUTION NO. 2023-044
A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF HIGHLAND, CALIFORNIA, APPROVING THE CONDITIONS, COVENANTS, AND RESTRICTIONS---DENSITY BONUS AND INCLUSIONARY HOUSING AGREEMENT RELATED TO DESIGN REVIEW APPLICATION (DRA 23-002) FOR THE CONSTRUCTION OF A 220-UNIT, 4-STORY APARTMENT COMPLEX, UTILIZING A FIVE (5) PERCENT "DENSITY BONUS" FOR ELEVEN (11) AFFORDABLE UNITS UNDER SECTION 16.40.090 OF THE HIGHLAND MUNICIPAL CODE, ON A VACANT 6.77 ACRE SITE LOCATED ON THE WEST SIDE OF STERLING AVENUE, 250 FEET NORTH OF 9TH STREET

RESOLUTION NO. 2023-045
A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF HIGHLAND, CALIFORNIA, APPROVING DESIGN REVIEW APPLICATION (DRA 23-002) FOR SITE PLAN, LANDSCAPE PLAN, PHOTOMETRIC PLAN, GRADING PLAN, AND BUILDING ELEVATIONS RELATED TO THE CONSTRUCTION OF A 220-UNIT, 4-STORY APARTMENT COMPLEX ON A VACANT 6.77 ACRE SITE LOCATED ON THE WEST SIDE OF STERLING AVENUE, 250 FEET NORTH OF 9TH STREET

RESOLUTION NO. 2023-046
A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF HIGHLAND, CALIFORNIA, APPROVING LOT LINE ADJUSTMENT (LLA 23-003) TO RELOCATE THE EXISTING PARCEL BOUNDARIES TO CREATE SEPARATE PARCELS FOR THE MULTI-PHASE DEVELOPMENT OF A 220-UNIT, 4-STORY APARTMENT COMPLEX ON A 6.77 ACRE SITE LOCATED ON THE WEST SIDE OF STERLING AVENUE, 250 FEET NORTH OF 9TH STREET

RESOLUTION NO. 2023-047
A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF HIGHLAND, CALIFORNIA, APPROVING VARIANCE (VAR 23-003) TO ALLOW AN INCREASE IN THE MAXIMUM HEIGHT FOR A PERIMETER FENCE/WALL FROM 6-FEET TO 7.75-FEET IN ASSOCIATION WITH DESIGN REVIEW APPLICATION (DRA 23-002) AND LOT LINE ADJUSTMENT (LLA 23-003) TO CONSTRUCT A MULTI-PHASE, 220-UNIT, 4-STORY APARTMENT COMPLEX ON A VACANT 6.77 ACRE SITE LOCATED ON THE WEST SIDE OF STERLING AVENUE, 250 FEET NORTH OF 9TH STREET

Mayor McCallon adjourned for a five-minute recess at 7:24 p.m.

Mayor McCallon reconvened into regular session at 7:29 p.m.

City Attorney Marroquin stated there was a lot of discussion about the density bonus and housing element law and why the state is dictating that these types of projects are approved. While this law still holds, there is an additional law that binds the city. Under the Housing Accountability Act, the city cannot deny a project that meets the objective standards. If a project is zoned for its specific type of use, unless the city can find that the project would have a specific adverse impact upon the public health and safety based on public health and safety standards, policies, and conditions. That is an additional law that hamstrings the city's ability to say no to a housing development project. It is not just state housing element law, or density bonus law, it is also the Housing Accountability Act that further prevents cities from being able to deny housing projects.

Mayor Pro Tem Lilburn asked who is measuring health and safety? It is very measurable and can be done by the Sheriff's Department and the Fire Department.

City Attorney Marroquin stated she understood, but the state does not measure health and safety by those standards. She wanted to make this statement to acknowledge what was factored in when making the decision.

17. Greenspot Village and Marketplace Specific Plan Revision (SPR 23-001) Proposing an Amendment to Increase the Maximum Dwelling Unit Count from 946 to 1,218 Dwelling Units, Design Review Application (DRA 23-009) Proposing the Construction of a CEQA Finding of Exemption, for a Project Located Within Planning Area 3 of the Greenspot Village and Marketplace Specific Plan Located West of the Intersection of Boulder Avenue and Webster Street, Assessor Parcel Numbers: 1201-351-28, 1201-351-14, 1201-351-15, 1201-351-16

    Mayor McCallon asked Jody Scott if she was going to speak on Item 17?

    Jody Scott responded the City Council has already put a rubber stamp on this project.

    Mayor Pro Tem Lilburn stated she read the minutes and Jody Scott agreed the project was good.

    Mayor McCallon introduced the item and opened the public hearing. He asked Assistant Community Development Director Stater to present the item.

    Assistant Community Development Director Stater stated the project is by Rexco Development (Rexco) to extend their building footprint in the city with the proposal of 272 new townhome units within the Greenspot Village and Marketplace. The Greenspot Village and Marketplace Specific Plan was approved in 2014 to act as the zoning guidance document for 104 acres on the north side of Greenspot between SR-210 freeway and Boulder Avenue. The specific plan is divided into three planning areas, each with their own distinctive land use provisions. This project is within planning area three. In 2020, the City Council approved the San Carlo Project located between Calhoun Road and Webster Street.

At the time when San Carlo was approved, the City Council had considerable discussions in allowing residential development to replace the long anticipated commercial and office development. The applicant has expressed that there may still be an opportunity for non-residential uses on the northerly portion of the planning area. Since that time, Rexco was able to purchase the remainder of planning area three. They would market this property to various retail and commercial users but were unsuccessful in retaining interest. Rexco initiated a market study prepared by Retail Insight, it can be found within the staff report. Retail Insight found that the site was not viable for retail development. Since then, Rexco has shifted gears and now proposes to close the gap between San Carlo and planning area two to the north with additional residential development. If the City Council agrees the additional residential is acceptable at this location, the maximum number of units permissible in the specific plan must be increased. San Carlo 2 contains 272 units in a similar townhome style and has a density of 23 units to the acre on the 12-acre site. In keeping with the specific plan, the density within the zoning ranges from 18 to 40 units to the acre. There are 34 buildings, each with eight units, three stories tall. There are garages on the first floor as well as first floor residences and private patios. Within each building there are five units, including one-, two- and three-bedroom layouts between 625 and 14,170 square feet. There are 547 parking spaces compliant with the specific plan standards, including 340 garage spaces and 209 open parking spaces. Each unit will have at least one garage space. Primary access to the project will be from Calhoun Road on the west with secondary access directly to Boulder Avenue on the east. There is an additional emergency evacuation route to San Carlo 1 located near the clubhouse. The elevations depict Spanish influence architecture. The materials are white stucco, the stucco body color is brown and grey accents and Capistrano style concrete tile roof. The Planning Commission was supportive of the project's architecture and provided additional directives for wrought iron treatments and awnings on certain facades for shadowing and visual interest. The conceptual landscape plan honors the specific plan schemes and complements the adjacent developments. It delineates different palettes for patios, open spaces, recreation areas, street trees, and bioswales.

Special attention was given to both project entries, which are aligned with date palms and have embellished concrete. The club house, gym, pool, and BBQ areas are located south of the Calhoun Road entry. The facility also includes the leasing office, and three additional recreation areas located closer to the Boulder Avenue entry. The landscape plan also includes perimeter fencing, which is a five-foot tube steel fence with slump stone pilasters and vine screening. The Planning Commission requested the applicant provide additional parking near the leasing office. The applicant has modified the plans to include the Planning Commission's directives. The Greenspot Village and Marketplace Specific Plan currently permits a residential density of up to 40 dwelling units to the acre with a permissible building envelope of 100 to 300 dwelling units. San Carlo 1 utilized 200 of those 300 units, leaving a remainder of 100 with this project. Rexco is requesting to construct 272 total units. Their request will be facilitated through a plan revision to raise the built-out from 300 to 472, a net increase of 172.

Within the entire specific plan, there is a residential build-out of 946 units. There are entitlements for the full amount with 746 in planning area two and 200 in planning area three. If the number of units in planning area three is permitted to increase the build-up, staff will need to recognize an increase from 946 to 1,218. Planning area three appears in the site's inventory of the certified housing element. It is noted to accommodate high-density housing for at least 100 units. A project would exceed the count by 172. The action requested for the City Council this evening is to amend the Greenspot Village and Marketplace Specific Plan and increase the number of residents permitted and approve the design review package. Both are recommended by the Planning Commission.

Mayor McCallon asked the applicant if he wanted to make a presentation?

Rexco owner Patrick Tritz spoke and stated that the City of Highland has been able to see his previous project titled San Carlo 1, this project is very similar. Rexco acknowledges the need for luxury apartments in Highland. This project caters to people who, based on the market survey conducted, prefer to rent rather than own. Rexco takes a lot of pride in all its projects throughout Southern California. Rexco is an owner and hands-on builder. Assistant Community Development Director Stater did a great job presenting the project, he will answer any questions.

Mayor McCallon had a comment and stated he is aware the first project was approved with tubular fencing, but to have it along Greenspot Road would create privacy concerns. Personally, he would not rent one of those apartments.

Rexco owner Tritz stated when construction is completed with the vines, you will not be able to see through. Rexco has other projects with the same vine material, and it covers the transparency through the fencing.

Mayor McCallon responded he hoped it did because it is a concern having openings like that within a busy street.

Rexco owner Tritz responded it really works and they are comfortable with it.
Mayor McCallon asked if there were additional questions from staff or the applicant? He stated he had no speaker slips and inquired if there was anyone from the audience who wished to speak for or against the project? Seeing there were none, he closed the public hearing and brought it back to the City Council for discussion and action.

Mayor Pro Tem Lilburn asked if planning area three was originally slated for commercial and mixed-use with some residential?

Assistant Community Development Director Stater replied it had a footprint of about 85,000 square feet of non-residential space. That could encompass commercial, retail, etc. It also had a residential envelope of 100 to 300 units.

Mayor McCallon asked if there were any additional questions.

Council Member Timmer stated he wanted to thank staff for merging the three parcels into one. Having one parcel rather than multiple is a significant long-term benefit to the city. The main access entry to this project is on Calhoun Road with the understanding Calhoun Road and Greenspot Road will have a signal that will assist. There was a project to the north of this location that are shown on the drawings with a road design. Will this project need to wait until the other project to the north is developed to connect to Calhoun Road?

Assistant Community Development Director Stater replied that Calhoun Road will not connect all the way through to the existing residences along Eucalyptus Avenue. It will not be tied directly to that neighborhood at this time. The site plan shows Calhoun Road going through San Carlos 1 through San Carlo 2 and connecting to the "Alliance Project" within planning area two that is further north of the 546 units. The Rexco project will build out only to its northerly boundary. When planning area two connects, its access is going to stay onto Calhoun Road and Boulder Avenue.

Council Member Timmer responded he understood, he was just unclear by looking at the pictures and plans. He added that one of the things that was talked about a lot of times is the number of exits and entrances in the project. This project has good access onto Boulder Avenue which is going to be signalized. He assumes there will also be an emergency exit that will tie both projects. To have three exits from an apartment project is a good thing. He thanked the developer for doing so.

Mayor McCallon asked if there were any additional questions?

Council Member Chavez-Cordova asked if the developer could provide more information on Covid-19's impact on retail influence and the decision to change from retail to residential?

Assistant Community Development Director Stater replied that the developer would be better suited to answer that question. That information was provided within Retail Insight's report that is included in the staff report. Beyond that, they manage both residential and commercial projects. Their insight into economics is much better than hers.

Rexco owner Tritz responded that Rexco did extensive surveys. They own a lot of other retail centers and mixed-use centers particularly in Corona and neighboring areas. Existing retail unfortunately is dead right now, it is difficult to infill what is already existing and there are multiple reasons for that. The entrance from Calhoun Road is one negative aspect for retail. You have a small opening along Webster Street to try and draw people in, no signage on Greenspot Road. It is just not a retail site. What you can potentially end up with is a bunch of startups or tenants that come and go and no one wants that. It really does not work.

Council Member Chavez-Cordova responded he was just curious and interested.

Rexco owner Tritz assured them they looked at it closely because there were discussions with staff about potentially lining Webster Street with some, but it would not have worked. He asked if there were any other questions.

Mayor McCallon asked what the City Council's pleasure was?

A MOTION was made by Mayor Pro Tem Lilburn, seconded by Council Member Chavez-Cordova, to:

1) Make a finding under Public Resources Code Section 21166 and the corresponding CEQA Guidelines Section 15162 that there are no substantial changes or new information of substantial importance that would trigger the preparation of a subsequent EIR and further finding that the project is exempt from further environmental review under Government Code Section 65457;
2) Introduce and conduct first reading of Ordinance No. 462 to amend the Greenspot Village and Marketplace Specific Plan (SPR 23-001); and
3) Adopt Resolution No. 2023-048 to approve Design Review Application (DRA 23-009), subject to the Conditions of Approval and Findings of Fact.

City Clerk Hughes introduced Ordinance No. 462:

ORDINANCE NO. 462
AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF HIGHLAND, CALIFORNIA, AMENDING THE GREENSPOT VILLAGE and MARKETPLACE SPECIFIC PLAN (SPR 06-001A) TO INCREASE THE TOTAL DWELLING UNIT COUNT WITHIN THE SPECIFIC PLAN FROM 946 DWELLING UNITS TO 1,218 DWELLING UNITS AND MAKING A DETERMINATION THAT THE ADOPTION OF THIS ORDINANCE IS EXEMPT FROM FURTHER CEQA REVIEW UNDER CEQA GUIDELINES SECTION 15162, PUBLIC RESOURCES CODE SECTION 21666 AND GOVERNMENT CODE SECTION 65457

which title was read.

RESOLUTION NO. 2023-048
A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF HIGHLAND, CALIFORNIA, APPROVING DESIGN REVIEW APPLICATION (DRA 23-009) TO CONSTRUCT A 272-UNIT MULTI-FAMILY RESIDENTIAL COMPLEX WITH A LEASING OFFICE, RECREATION AREAS, AND OUTDOOR COURTYARDS ON A 12.6 ACRE SITE WITHIN PLANNING AREA 3 OF THE GREENSPOT VILLAGE and MARKETPLACE SPECIFIC PLAN

CITY COUNCIL LEGISLATIVE

18. Contract Award - Bid No. 2023-05, "Highland City Hall Roof Top Coat and Coping for Existing Polyurethane Roof System"

Public Works Director/City Engineer Zamano gave a brief review of the staff report.

A MOTION was made by Council Member Solano, seconded by Mayor Pro Tem Lilburn, to:

1) Award the base bid contract to the responsive lowest bidder, Angelus Waterproofing and Restoration, Inc. in the amount of $207,075.00 for Bid No. 2023-05, "Highland City Hall Roof Top Coat and Coping for Existing Polyurethane Roof System"; and
2) Approve a budget adjustment for FY 2023-2024 to transfer $67,075 from 007-2100 (DIF Fund balance) to be expended from 007-8330-6030 (Building). Motion carried, 5-0.

19. Purchase of Command Post Vehicle Through Sourcewell

Director of Administrative Services/City Treasurer Dantuono gave a brief review of the staff report.

A MOTION was made by Council Member Timmer, seconded Council Member Chavez-Cordova, to:

1) Approve the purchase of a new Command Post Vehicle for $100,258.98 through Sourcewell, a cooperative purchasing program; and
2) Authorize staff to auction the former Command Post Vehicle. Motion carried, 5-0.

20. Consideration of Proposals for the City's Tow Rotation List Program Beginning January 1, 2024 and Ending December 31, 2025

Community Development Director Mainez gave a brief review of the staff report.

A MOTION was made by Council Member Timmer, seconded Council Member Chavez-Cordova, to:

1) Review the Proposals from the Tow Operators/Companies;
2) Award Agreements to the six existing companies who participate in the City's Tow Rotation Program; and
3) Authorize the Mayor to execute the necessary agreements. Motion carried, 5-0.

21. Appoint One (1) Member of the Public to the Community Trails Committee

City Clerk Hughes gave a brief review of the staff report. She opened the floor for nominations.

Mayor McCallon nominated Clayton Troxell.

City Clerk Hughes closed the floor for nominations.

City Clerk Hughes called for the vote for Clayton Troxell, received five votes.

City Council unanimously appointed one member of the public, Clayton Troxell, to the Community Trails Committee.

22. Appoint One (1) Member of the Public to the Planning Commission

City Clerk Hughes gave a brief review of the staff report. She opened the floor for nominations.

Mayor Pro Tem Lilburn nominated Dave Saran.

Council Member Timmer nominated Craig Graves.

City Clerk Hughes closed the floor for nominations.

City Clerk Hughes called for the vote for Dave Saran, received four votes.

City Council appointed one member of the public, Dave Saran, to the Planning Commission.

23. City Manager Report and Comments (Work Program, Regional/Legislative/ Development Issues, Subcommittees, etc.)

City Manager Hughes stated the city audit work has mostly been completed. Staff will be presenting a draft copy of the financial statements to the Finance/Personnel Subcommittee in early to mid-November with the final draft scheduled for the City Council Meeting in December.

On October 3, the Planning Commission approved a request from D.R. Horton, the developer of the Mediterra community, to revise their plotting of single story versus two-story units. That market is pushing for their larger two-story product, but they will keep single story units on corner lots.

The Building and Safety Department is taking steps to finalize its digital applications and permit forms and anticipates activating its online permitting portal by the end of the month.

The Citywide Countdown Pedestrian Signal Head and Pedestrian Push Button Upgrade Project's design is complete. This project involves upgrading existing pedestrian signal heads to LED countdown pedestrian signal heads and installation of ADA compliant pedestrian push buttons at 26 intersections citywide. Bid advertising is set for October 26, the bid opening will be conducted on November 16 and the bid award will be brought forward to the City Council at the December 12 meeting. This project is funded 100% by the Federal Highway Safety Improvement Program.

The Fire Department for the month of September responded to 486 medical aid calls, 27 traffic collisions, 13 structure fires, 7 vegetation fires, 5 vehicle fires.

The Sheriff's Department for the period of September 11 through October 9, responded to 3,331 calls for service, made 254 reports and 131 arrests.

On Saturday, October 14, Fire Station #3 will host an Open House.

October 23 through October 31 will be Red Ribbon Week.

On Saturday, November 4, there will be a Highland Improvement Team (HIT) cleanup.

On Thursday, November 9, the city will hold the Volunteer Recognition Dinner at the Bear Springs Hotel. Check-in will be at 5:30 p.m. and the program will start at 6:30 p.m.

On Wednesday, November 27, there will be a Blood Drive at the Highland Police Station.

Operation Santa Claus is scheduled for December 18, at Fire Station #3, December 19, at the Highland Police Station, and December 20, at Fire Station #2. The events will be held from 6:00 p.m. to 8:00 p.m.

24. Council Member Comments (Agency/Committee/AB 1234 Reports, District Updates, etc.)

Mayor McCallon stated the Finance/Personnel Subcommittee will be selecting a firm to do the search for the city's new City Manager on October 18. The Request for Proposals went out and responses will be reviewed and selected on October 18.

Mayor Pro Tem Lilburn stated she was able to represent the city at the Discover Highland Run. She attended the funeral for Russel Werts who was a Citizen on Patrol (COP) volunteer for 16 years. Jody Scott extended an invitation to the City Council for the Chamber of Commerce's sponsor appreciation dinner on October 16 from 5:00 p.m. to 7:00 p.m. at California Grill.

The Highland Senior Center is having a craft fair and a pancake breakfast Saturday, October 14 from 8:00 a.m. to noon. The Highland Senior Center is hosting a "Day at the Oscars" volunteer recognition dinner on Thursday, October 26 at the Bear Springs Hotel.

Council Member Timmer stated the Greenspot project looks like it is wrapping up. Is the contractor going to put another layer of asphalt because the current condition of the roadway is terrible?

Public Works Director/City Engineer Zamano responded the contractor will be conditioned to do the appropriate limits of pavement reconstruction or rehabilitation where their project has affected in accordance with city standards. The limits will be on Greenspot Road from east of Boulder Avenue to Plunge Creek. The whole area will be done as a city project, but the other work outside of those limits, East Valley Water District is going to be conditioned to do. They are not done yet. There is one additional limit the city will cover; it is at the east end of the city from about Santa Ana River to the easterly city limit.

Mayor McCallon stated Costco has submitted an application and is scheduled before the Planning Commission on October 17.

ANNOUNCEMENTS

None

CLOSED SESSION

None

ADJOURN

There being no further business, Mayor McCallon adjourned the meeting at 8:09 p.m. in memory of United States Senator Feinstein, Sandra Sue Gamboa, Paul Hopson, Rayfield Ozier, and Russell Werts.

Submitted By:

Betty Hughes, MMC
City Clerk

Approved By:

Larry McCallon
Mayor

STAFF REPORT

TO THE CITY COUNCIL

DATE: November 14, 2023

FROM: Joseph A. Hughes, City Manager

REVIEWED BY: Chuck Dantuono, Director of Administrative Services/City Treasurer

PREPARED BY: Leticia Nava-Cruz, Assistant Director of Administrative Services

SUBJECT: Warrant Register #759

RECOMMENDATION: City Council to approve Warrant Register #759; Warrants in the amount of $4,198,470.76 and Payroll in the amount of $354,483.26.

FISCAL IMPACT: The total of Cash and Expenditures is $4,552,954.02.

PUBLIC NOTICE: The agenda for this item was posted at the three required locations.

BACKGROUND: See Printouts Attached.

Approved _____	Motion_____	Second _____	Agenda Item No. 3
Denied _____	Ayes_____		
Continued_____	Noes _____		File No. _____
Tabled_____	Abstain_____		
	Absent_____		

B Hughes

City Clerk

City Manager

CITY OF HIGHLAND

WARRANT REGISTER #759

November 14, 2023

Warrants:

10/6/2023	Payroll Wire #837-840 & Ck #88069-88070		72,446.19
10/4/2023	Ck#88071-88090		38,853.20
10/10/2023	Ck#88091-88138		1,564,922.44
10/17/2023	Ck#88139-88172		227,357.08
10/20/2023	Payroll Wire #841-844 & Ck #88173-88174		72,343.40
10/24/2023	Ck#88175-88218		1,785,210.48
10/31/2023	Ck#88219-88246		119,583.42
11/3/2023	Payroll Wire #845-848 & Ck #88247-88248		73,981.50
11/7/2023	Ck#88249-88312 & Wire#1002491101		243,773.05
		Total Warrants	$4,198,470.76

Payroll:

10/6/2023	Direct Deposits #13302-13343		115,679.75
10/6/2023	Ck #703-705		797.20
10/20/2023	Direct Deposits #13344-13387		117,349.51
10/20/2023	Ck #706		281.90
11/3/2023	Direct Deposits #13388-13432		120,093.00
11/3/2023	Ck #707		281.90
		Total Payroll	$ 354,483.26

Total Warrants & Payroll **$4,552,954.02**

APPROVED BY:

Larry McCallon
Finance Subcommittee

Joseph A. Hughes
City Manager

John Timmer
Finance Subcommittee

Chuck Dantuono
Director of Administrative
Services/City Treasurer

Bank code : wfb

Voucher	Date	Vendor	Description/Account	Amount
837	10/6/2023	000003 ICMA RETIREMENT TRUST-457	ICMA DEFERRED COMP 457: PAYMENT	
			ICMA DEFERRED COMP 457: Payment 012.1170	12.50
			ICMA DEFERRED COMP 457: Payment 016.1170	12.50
			ICMA DEFERRED COMP 457: Payment 023.1170	27.50
			ICMA DEFERRED COMP 457: Payment 024.1170	12.01
			ICMA DEFERRED COMP 457: Payment 041.1170	369.53
			ICMA DEFERRED COMP 457: Payment 042.1170	121.48
			ICMA DEFERRED COMP 457: Payment 070.1170	311.60
			ICMA DEFERRED COMP 457: Payment 001.1170	10,492.24
			ICMA DEFERRED COMP 457: Payment 004.1170	2,006.38
			ICMA DEFERRED COMP 457: Payment 010.1170	771.92
			Total :	**14,137.66**
838	10/6/2023	000004 PUBLIC EMPLOYEE RETIREMENT SYS	EPMC: PAYMENT	
			PERS: Payment 004.1145	3,392.87
			PERS: Payment 010.1145	1,218.40
			PERS: Payment 012.1145	224.16
			PERS: Payment 016.1145	224.16
			PERS: Payment 023.1145	254.19
			PERS: Payment 024.1145	52.60

Bank code : wfb

Voucher	Date	Vendor	Description/Account	Amount
838	10/6/2023	000004 PUBLIC EMPLOYEE RETIREMENT SYS	(Continued)	
			PERS: Payment 041.1145	541.95
			PERS: Payment 042.1145	864.42
			PERS: Payment 070.1145	938.50
			PERS SURVIVOR: Payment 001.1145	25.22
			PERS SURVIVOR: Payment 004.1145	4.63
			PERS SURVIVOR: Payment 010.1145	1.13
			PERS SURVIVOR: Payment 012.1145	0.57
			PERS SURVIVOR: Payment 016.1145	0.57
			PERS SURVIVOR: Payment 023.1145	0.43
			PERS SURVIVOR: Payment 024.1145	0.04
			PERS SURVIVOR: Payment 041.1145	0.32
			PERS SURVIVOR: Payment 042.1145	1.76
			PERS SURVIVOR: Payment 070.1145	0.67
			EPMC: Payment 001.1145	640.74
			EPMC: Payment 004.1145	148.58
			EPMC: Payment 010.1145	53.02
			EPMC: Payment 012.1145	2.52
			EPMC: Payment 016.1145	2.52

Bank code : wfb

Voucher	Date	Vendor	Description/Account	Amount
838	10/6/2023	000004 PUBLIC EMPLOYEE RETIREMENT SYS	(Continued)	
			EPMC: Payment	
			023.1145	7.96
			EPMC: Payment	
			024.1145	0.68
			EPMC: Payment	
			041.1145	37.95
			EPMC: Payment	
			042.1145	13.07
			EPMC: Payment	
			070.1145	65.62
			PERS: Payment	
			001.1145	17,437.67
			Total :	**26,156.92**
839	10/6/2023	000119 INTERNAL REVENUE SERVICE	FEDERAL TAXES: PAYMENT	
			MEDICARE: Payment	
			008.1140	16.20
			MEDICARE: Payment	
			010.1140	207.50
			MEDICARE: Payment	
			012.1140	51.86
			MEDICARE: Payment	
			016.1140	51.84
			MEDICARE: Payment	
			023.1140	50.64
			MEDICARE: Payment	
			024.1140	11.89
			MEDICARE: Payment	
			041.1140	98.03
			MEDICARE: Payment	
			042.1140	168.56
			MEDICARE: Payment	
			070.1140	152.48
			FEDERAL TAXES: Payment	
			001.1120	13,265.20
			FEDERAL TAXES: Payment	

Bank code : wfb

Voucher	Date	Vendor	Description/Account		Amount
839	10/6/2023	000119 INTERNAL REVENUE SERVICE	(Continued)		
			004.1120 FEDERAL TAXES: Payment		2,269.82
			010.1120 FEDERAL TAXES: Payment		943.69
			012.1120 FEDERAL TAXES: Payment		121.32
			016.1120 FEDERAL TAXES: Payment		121.30
			023.1120 FEDERAL TAXES: Payment		145.09
			024.1120 FEDERAL TAXES: Payment		46.41
			041.1120 FEDERAL TAXES: Payment		455.92
			042.1120 FEDERAL TAXES: Payment		422.65
			070.1120 SOCIAL SECURITY: Payment		826.87
			001.1140 SOCIAL SECURITY: Payment		632.22
			008.1140 MEDICARE: Payment		69.20
			001.1140 MEDICARE: Payment		3,466.14
			004.1140		627.23
				Total :	**24,222.06**
840	10/6/2023	000001 CALIF STATE EMPLOYMENT	STATE TAXES: PAYMENT STATE TAXES: Payment		
			001.1130 STATE TAXES: Payment		5,373.21
			004.1130 STATE TAXES: Payment		884.14
			010.1130 STATE TAXES: Payment		377.98
			012.1130		46.57

Bank code : wfb

Voucher	Date	Vendor	Description/Account		Amount
840	10/6/2023	000001 CALIF STATE EMPLOYMENT	(Continued)		
			STATE TAXES: Payment 016.1130		46.57
			STATE TAXES: Payment 023.1130		59.87
			STATE TAXES: Payment 024.1130		13.26
			STATE TAXES: Payment 041.1130		185.19
			STATE TAXES: Payment 042.1130		125.21
			STATE TAXES: Payment 070.1130		282.05
				Total :	**7,394.05**
88069	10/6/2023	000433 ARROWHEAD UNITED WAY	ARROWHEAD UNITED WAY: PAYMENT		
			ARROWHEAD UNITED WAY: Payment 001.1180		11.25
			ARROWHEAD UNITED WAY: Payment 004.1180		0.76
			ARROWHEAD UNITED WAY: Payment 041.1180		2.25
			ARROWHEAD UNITED WAY: Payment 070.1180		0.74
				Total :	**15.00**
88070	10/6/2023	003804 AFLAC WWHQ	AFLAC ACCIDENT INSURANCE: PAYMENT		
			AFLAC ACCIDENT INSURANCE: Payment 001.1181		98.23
			AFLAC ACCIDENT INSURANCE: Payment 004.1181		13.97
			AFLAC ACCIDENT INSURANCE: Payment 012.1181		3.56
			AFLAC ACCIDENT INSURANCE: Payment 016.1181		3.58
			AFLAC ACCIDENT INSURANCE: Payment 023.1181		5.81
			AFLAC ACCIDENT INSURANCE: Payment		

Bank code : wfb

Voucher	Date	Vendor	Description/Account	Amount
88070	10/6/2023	003804 AFLAC WWHQ	(Continued)	
			024.1181 AFLAC ACCIDENT INSURANCE: Payment	0.27
			042.1181 AFLAC DISABILITY INSURANCE: Payment	4.18
			001.1181 AFLAC DISABILITY INSURANCE: Payment	128.16
			004.1181 AFLAC DISABILITY INSURANCE: Payment	24.69
			012.1181 AFLAC DISABILITY INSURANCE: Payment	6.30
			016.1181 AFLAC DISABILITY INSURANCE: Payment	6.30
			024.1181 AFLAC HOSPITAL INSURANCE: Payment	0.51
			001.1181 AFLAC HOSPITAL INSURANCE: Payment	157.64
			012.1181 AFLAC HOSPITAL INSURANCE: Payment	6.71
			016.1181 AFLAC HOSPITAL INSURANCE: Payment	6.70
			023.1181 AFLAC HOSPITAL INSURANCE: Payment	12.32
			042.1181 AFLAC DENTAL: Payment	4.97
			001.1181 AFLAC DENTAL: Payment	27.89
			004.1181 AFLAC DENTAL: Payment	0.55
			041.1181 AFLAC DENTAL: Payment	1.66
			070.1181 AFLAC SPECIFIED HEALTH INS: Payment	0.56
			001.1181 AFLAC SPECIFIED HEALTH INS: Payment	2.98
			012.1181 AFLAC SPECIFIED HEALTH INS: Payment	1.48

Bank code : wfb

Voucher	Date	Vendor	Description/Account	Amount
88070	10/6/2023	003804 AFLAC WWHQ	(Continued)	
			016.1181	1.48
			Total :	520.50

6 Vouchers for bank code : wfb — Bank total : 72,446.19

6 Vouchers in this report — Total vouchers : 72,446.19

Bank code : wfb

Voucher	Date	Vendor	Description/Account		Amount
88071	10/4/2023	000014 ALL CITY MANAGEMENT SERVICES	CROSSING GUARD SERVICE 9/3-9/16/23		
			CROSSING GUARD SERVICE 9/3-9/16/23		
			002.8200.4530		3,409.16
				Total :	**3,409.16**
88072	10/4/2023	005769 BENNETT, MATTHEW	CIVIL ENG LIC. RENEWAL-BENNETT		
			CIVIL ENG LIC. RENEWAL-BENNETT		
			001.3200.4310		180.00
				Total :	**180.00**
88073	10/4/2023	000047 BEST COMPUTER	WINDOW 11 PRO 64B		
			WINDOW 11 PRO 64B		
			042.9510.4203		190.31
				Total :	**190.31**
88074	10/4/2023	000232 CAPITAL ONE	CORP YARD: MISC SUPPLIES		
			CORP YARD: MISC SUPPLIES		
			004.8310.4206		53.21
			UNIFORM ALLOW: PECK		
			UNIFORM ALLOW: PECK		
			001.6000.4249		92.33
				Total :	**145.54**
88075	10/4/2023	006099 CHARTER COMMUNICATIONS	PD TELE/INT-OCT		
			PD TELE/INT-OCT		
			001.2000.4065		829.85
				Total :	**829.85**
88076	10/4/2023	000213 DAILY JOURNAL CORPORATION	DRA21-007A NEWSPAPER PUBLICATIONS		
			DRA21-007A NEWSPAPER PUBLICATIONS		
			001.1200.4300		253.00
			CUP22-009 NEWSPAPER PUBLICATIONS		
			CUP22-009 NEWSPAPER PUBLICATIONS		
			001.1200.4300		315.10
			DRA23-002 NEWSPAPER PUBLICATIONS		
			DRA23-002 NEWSPAPER PUBLICATIONS		
			001.1200.4300		347.30
			DRA23-009 NEWSPAPER PUBLICATIONS		

Bank code : wfb

Voucher	Date	Vendor	Description/Account	Amount
88076	10/4/2023	000213 DAILY JOURNAL CORPORATION	(Continued)	
			DRA23-009 NEWSPAPER PUBLICATIONS	
			001.1200.4300	322.00
			Total :	**1,237.40**
88077	10/4/2023	000085 EAST VALLEY WATER DISTRICT	LMD 04-SEP	
			LMD 04-SEP	
			012.8500.4030	66.82
			POLICE STATION-SEP	
			POLICE STATION-SEP	
			001.2000.4030	202.87
			POLICE STATION-SEP	
			POLICE STATION-SEP	
			001.2000.4030	1,672.47
			LMD 29-SEP	
			LMD 29-SEP	
			012.8500.4030	225.66
			CITY HALL-SEP	
			CITY HALL-SEP	
			042.9510.4030	226.93
			LMD 15A-SEP	
			LMD 15A-SEP	
			012.8500.4030	263.32
			LMD 07-SEP	
			LMD 07-SEP	
			012.8500.4030	97.79
			BASELINE MEDIAN-SEP	
			BASELINE MEDIAN-SEP	
			004.8310.4030	270.27
			FS#1-SEP	
			FS#1-SEP	
			028.2050.4030	75.66
			FS#1-SEP	
			029.2100.4030	75.65
			LMD 21B-SEP	
			LMD 21B-SEP	
			012.8500.4030	247.11
			FS#2-SEP	

Bank code : wfb

Voucher	Date	Vendor	Description/Account	Amount
88077	10/4/2023	000085 EAST VALLEY WATER DISTRICT	(Continued)	
			FS#2-SEP	
			028.2050.4030	116.10
			FS#2-SEP	
			029.2100.4030	116.10
			CITY HALL-SEP	
			CITY HALL-SEP	
			042.9510.4030	35.14
			AURANTIA PARK-SEP	
			AURANTIA PARK-SEP	
			001.6000.4030	2,339.82
			LMD 44-SEP	
			LMD 44-SEP	
			012.8500.4030	2,762.30
			LMD 15B-SEP	
			LMD 15B-SEP	
			012.8500.4030	663.01
			FS#3 FS-SEP	
			FS#3 FS-SEP	
			028.2050.4030	26.35
			FS#3 FS-SEP	
			029.2100.4030	26.35
			FS#2 FS-SEP	
			FS#2 FS-SEP	
			028.2050.4030	17.57
			FS#2 FS-SEP	
			029.2100.4030	17.57
			BASELINE MEDIAN-SEP	
			BASELINE MEDIAN-SEP	
			004.8310.4030	494.44
			LMD 73-SEP	
			LMD 73-SEP	
			012.8500.4030	69.68
			LMD 37-SEP	
			LMD 37-SEP	
			012.8500.4030	361.51
			FS#3 DOM-SEP	
			FS#3 DOM-SEP	

Bank code : wfb

Voucher	Date	Vendor	Description/Account	Amount
88077	10/4/2023	000085 EAST VALLEY WATER DISTRICT	(Continued)	
			028.2050.4030 FS#3 DOM-SEP	242.96
			029.2100.4030 LMD 21A-SEP	242.95
			LMD 21A-SEP	
			012.8500.4030 POLICE STATION-SEP	114.92
			POLICE STATION-SEP	
			001.2000.4030 FS#3 IRR-SEP	52.70
			FS#3 IRR-SEP	
			028.2050.4030 FS#3 IRR-SEP	38.65
			029.2100.4030 BOULDER MEDIAN-SEP	38.65
			BOULDER MEDIAN-SEP	
			004.8310.4030 POLICE STATION-SEP	691.52
			POLICE STATION-SEP	
			001.2000.4030	52.70
			Total :	**11,945.54**
88078	10/4/2023	004956 FIDELITY SECURITY	VISION-OCT	
			VISION-OCT	
			001.1160 VISION-OCT	165.03
			004.1160 VISION-OCT	38.88
			010.1160 VISION-OCT	19.03
			012.1160 VISION-OCT	5.18
			016.1160 VISION-OCT	5.18
			024.1160 VISION-OCT	0.41
			041.1160	1.64

Bank code : wfb

Voucher	Date	Vendor	Description/Account		Amount
88078	10/4/2023	004956 FIDELITY SECURITY	(Continued)		
			VISION-OCT		
			042.1160		10.36
			VISION-OCT		
			070.1160		3.59
				Total :	**249.30**
88079	10/4/2023	004939 GUARDIAN	DENTAL-OCT		
			DENTAL-OCT		
			001.1160		1,154.13
			DENTAL-OCT		
			004.1160		250.83
			DENTAL-OCT		
			010.1160		125.01
			DENTAL-OCT		
			012.1160		10.11
			DENTAL-OCT		
			016.1160		10.11
			DENTAL-OCT		
			024.1160		1.82
			DENTAL-OCT		
			041.1160		18.19
			DENTAL-OCT		
			042.1160		20.22
			DENTAL-OCT		
			070.1160		11.98
				Total :	**1,602.40**
88080	10/4/2023	000127 K & L HARDWARE	PD MAINT SUPPLIES		
			PD MAINT SUPPLIES		
			001.2000.4200		3.45
				Total :	**3.45**
88081	10/4/2023	000207 KONICA MINOLTA	IT MONTHLY CONTRACT-OCT		
			IT MONTHLY CONTRACT-OCT		
			042.9510.4627		5,003.00
			PRINTER MAINT CONTRACT-SEP		
			PRINTER MAINT CONTRACT-SEP		

Bank code : wfb

Voucher	Date	Vendor	Description/Account		Amount
88081	10/4/2023	000207 KONICA MINOLTA	(Continued)		
			042.9510.4631		703.68
				Total :	5,706.68
88082	10/4/2023	000155 NEW YORK LIFE	NEW YORK LIFE-OCT		
			NEW YORK LIFE-OCT		
			001.1180		9.75
			NEW YORK LIFE-OCT		
			004.1180		0.65
			NEW YORK LIFE-OCT		
			041.1180		1.95
			NEW YORK LIFE-OCT		
			070.1180		0.65
				Total :	13.00
88083	10/4/2023	000176 PRINCIPAL LIFE INSURANCE CO	PRINCIPAL-OCT		
			PRINCIPAL-OCT		
			001.1200.3590		31.59
			PRINCIPAL-OCT		
			001.1450.3590		68.01
			PRINCIPAL-OCT		
			001.1600.3590		6.64
			PRINCIPAL-OCT		
			001.1700.3590		103.84
			PRINCIPAL-OCT		
			001.3200.3590		50.82
			PRINCIPAL-OCT		
			001.4100.3590		145.32
			PRINCIPAL-OCT		
			001.4200.3590		75.58
			PRINCIPAL-OCT		
			001.4500.3590		53.54
			PRINCIPAL-OCT		
			001.4600.3590		81.87
			PRINCIPAL-OCT		
			001.6000.3590		19.61
			PRINCIPAL-OCT		
			001.6010.3590		20.36

Bank code : wfb

Voucher	Date	Vendor	Description/Account	Amount
88083	10/4/2023	000176 PRINCIPAL LIFE INSURANCE CO	(Continued)	
			PRINCIPAL-OCT	
			001.6020.3590	12.17
			PRINCIPAL-OCT	
			004.8310.3590	137.47
			PRINCIPAL-OCT	
			010.3830.3590	42.79
			PRINCIPAL-OCT	
			012.8500.3590	9.70
			PRINCIPAL-OCT	
			016.8540.3590	9.68
			PRINCIPAL-OCT	
			023.3890.3590	7.71
			PRINCIPAL-OCT	
			024.8470.3590	1.01
			PRINCIPAL-OCT	
			041.9500.3590	15.04
			PRINCIPAL-OCT	
			042.9510.3590	15.68
			PRINCIPAL-OCT	
			070.7000.3590	32.74
			Total :	**941.17**
88084	10/4/2023	003144 REVENUE & COST SPECIALISTS,	DIF STUDY UPDATE	
			DIF STUDY UPDATE	
			023.3890.4582	7,700.00
			Total :	**7,700.00**
88085	10/4/2023	004243 S.B.M.W.D.	FS#2: PERMIT FEES C-3-3599-S	
			FS#2: PERMIT FEES C-3-3599-S	
			029.2100.4030	195.00
			Total :	**195.00**
88086	10/4/2023	005731 SITEONE LANDSCAPE SUPPLY, LLC	LMD IRRIGATION SUPPLIES	
			LMD 02 IRRIGATION SUPPLIES	
			012.8500.4206	107.02
			LMD 47 IRRIGATION SUPPLIES	
			012.8500.4206	107.02

Bank code : wfb

Voucher	Date	Vendor	Description/Account		Amount
88086	10/4/2023	005731 SITEONE LANDSCAPE SUPPLY, LLC	(Continued)		
			LMD 00 IRRIGATION SUPPLIES		
			012.8500.4206		107.02
			LMD 34 IRRIGATION SUPPLIES		
			012.8500.4206		107.01
				Total :	**428.07**
88087	10/4/2023	000204 SOCALGAS	POLICE-SEP		
			POLICE-SEP		
			001.2000.4020		1,723.16
			FS#1-SEP		
			FS#1-SEP		
			028.2050.4020		31.84
			FS#1-SEP		
			029.2100.4020		31.84
				Total :	**1,786.84**
88088	10/4/2023	004931 STATE OF CA- DEPT OF CONSUMER	CIVIL ENG LIC RENEWAL - BOOTH		
			CIVIL ENG LIC RENEWAL - BOOTH		
			001.3200.4310		180.00
				Total :	**180.00**
88089	10/4/2023	000226 UNUM LIFE INSURANCE	LONG TERM DISABILITY-OCT		
			LONG TERM DISABILITY-OCT		
			001.1180		811.15
			LONG TERM DISABILITY-OCT		
			004.1180		59.20
			LONG TERM DISABILITY-OCT		
			010.1180		40.70
			LONG TERM DISABILITY-OCT		
			023.1180		11.10
			LONG TERM DISABILITY-OCT		
			041.1180		25.87
			LONG TERM DISABILITY-OCT		
			070.1180		55.47
				Total :	**1,003.49**
88090	10/4/2023	000237 WILLDAN ASSOCIATES	SIG2301A DE DEV AGMT-MAY		

Bank code : wfb

Voucher	Date	Vendor	Description/Account	Amount
88090	10/4/2023	000237 WILLDAN ASSOCIATES	(Continued)	
			SIG2301A DE DEV AGMT-MAY	
			027.8490.6550	884.80
			SIG23001 DE RDA07-MAY	
			SIG23001 DE RDA07-MAY	
			010.3830.6550	221.20
			Total :	**1,106.00**

20 Vouchers for bank code : wfb **Bank total :** **38,853.20**

20 Vouchers in this report **Total vouchers :** **38,853.20**

Bank code : wfb

Voucher	Date	Vendor	Description/Account		Amount
88091	10/10/2023	005737 AGA ENGINEERS, INC.	ON CALL TRAFFIC SVC-AUG		
			ON CALL TRAFFIC SVC-AUG		
			020.8440.4550		4,620.00
			TS MONITORING-AUG		
			TS MONITORING-AUG		
			020.8440.4550		3,200.00
				Total :	**7,820.00**
88092	10/10/2023	005771 AMAZON CAPITAL SERVICES	OFFICE SUPPLIES		
			OFFICE SUPPLIES		
			001.1600.4200		62.09
			OFFICE SUPPLIES		
			OFFICE SUPPLIES		
			001.1200.4200		43.62
			CITY HALL: PRESSURE REDUCING VALVE		
			CITY HALL: PRESSURE REDUCING VALVE		
			042.9510.4070		458.16
			100% RECYCLED PAPER PLATES		
			100% RECYCLED PAPER PLATES		
			001.2000.4250		109.86
			ADAMS SPIRAL PHONE BOOK		
			ADAMS SPIRAL PHONE BOOK		
			001.1200.4200		35.37
				Total :	**709.10**
88093	10/10/2023	000165 AT&T	POLICE DEPT-OCT		
			POLICE DEPT-OCT		
			001.2000.4060		3,926.69
				Total :	**3,926.69**
88094	10/10/2023	000165 AT&T	CORP YARD TELE/INT-OCT		
			CORP YARD TELE/INT-OCT		
			004.8310.4060		2,110.49
				Total :	**2,110.49**
88095	10/10/2023	000165 AT&T	CITY HALL TELE/INT-OCT		
			CITY HALL TELE/INT-OCT		

Bank code : wfb

Voucher	Date	Vendor	Description/Account		Amount
88095	10/10/2023	000165 AT&T	(Continued)		
			042.9510.4060		1,909.21
				Total :	**1,909.21**
88096	10/10/2023	000165 AT&T	BASELINE LITTLE LEAGUE-OCT		
			BASELINE LITTLE LEAGUE-OCT		
			001.6000.4060		1,908.89
				Total :	**1,908.89**
88097	10/10/2023	000165 AT&T	CITY HALL-OCT		
			CITY HALL-OCT		
			042.9510.4060		1,908.89
				Total :	**1,908.89**
88098	10/10/2023	000043 BALLARD PLUMBING HEATING & AIR	CITY HALL: SERVICE CALL		
			CITY HALL: SERVICE CALL		
			042.9510.4070		125.00
				Total :	**125.00**
88099	10/10/2023	005516 BASE HILL, INC.	JANITORIAL SERVICE-		
			CITY HALL-SEP		
			042.9510.4504		1,562.00
			COUNCIL CHAMBERS-SEP		
			042.9510.4504		311.00
			AURANTIA PARK-SEP		
			001.6000.4504		1,454.00
			COMM PARK-SEP		
			001.6000.4504		1,950.00
			PD-SEP		
			001.2000.4504		1,080.00
				Total :	**6,357.00**
88100	10/10/2023	003445 BOOT BARN, INC.	UNIFORM BOOT: RICHARDSON		
			UNIFORM BOOT: RICHARDSON		
			004.8310.4249		175.00
				Total :	**175.00**
88101	10/10/2023	005926 CALIFORNIA INTERGOVERNMENTAL	FY 23/24 DEADLY WEAPON PREMIUM		
			FY 23/24 DEADLY WEAPON PREMIUM		

Bank code : wfb

Voucher	Date	Vendor	Description/Account		Amount
88101	10/10/2023	005926 CALIFORNIA INTERGOVERNMENTAL	(Continued)		
			041.9500.4360 FY 23/24 CYBER PREMIUM		256.00
			041.9500.4360 FY 23/24 CRIME PREMIUM		5,337.30
			041.9500.4360 FY 23/24 POLLUTION PREMIUM		2,066.00
			041.9500.4360 FY 23/24 PROPERTY INS PREMIUM		981.61
			FY 23/24 PROPERTY INS PREMIUM 041.9500.4360		153,233.00
				Total :	**161,873.91**
88102	10/10/2023	006099 CHARTER COMMUNICATIONS	CORP YARD: TELE/INT SVC-SEP CORP YARD: TELE/INT SVC-SEP 004.8310.4060		626.90
				Total :	**626.90**
88103	10/10/2023	005553 CLARK PEST CONTROL OF STOCKTON	CITY HALL PEST CONTROL CITY HALL PEST CONTROL 042.9510.4589		72.00
			PD PEST CONTROL PD PEST CONTROL 001.2000.4589		111.00
			FS#1 PEST CONTROL FS#1 PEST CONTROL 028.2050.4589		26.50
			FS#1 PEST CONTROL 029.2100.4589		26.50
			FS#3 PEST CONTROL FS#3 PEST CONTROL 028.2050.4589		26.50
			FS#3 PEST CONTROL 029.2100.4589		26.50
				Total :	**289.00**
88104	10/10/2023	000213 DAILY JOURNAL CORPORATION	BID NOTICE: NEWSPAPER PUBLICATIONS BID NOTICE: NEWSPAPER PUBLICATIONS		

Bank code : wfb

Voucher	Date	Vendor	Description/Account		Amount
88104	10/10/2023	000213 DAILY JOURNAL CORPORATION	(Continued)		
			001.1200.4300		407.10
				Total :	**407.10**
88105	10/10/2023	006210 DONAHUE, FRANK	LIC.DOG#14975-REFUND		
			LIC.DOG#14975-REFUND		
			001.1450.7510		36.00
				Total :	**36.00**
88106	10/10/2023	000085 EAST VALLEY WATER DISTRICT	SB1 #1-SINKHOLE BASE LINE & WALGREENS		
			SB1 #1-SINKHOLE BASE LINE & WALGREENS		
			004.8310.4570		2,213.19
				Total :	**2,213.19**
88107	10/10/2023	000085 EAST VALLEY WATER DISTRICT	BOULDER MEDIAN-SEP		
			BOULDER MEDIAN-SEP		
			004.8310.4030		192.58
			BOULDER MEDIAN-SEP		
			BOULDER MEDIAN-SEP		
			004.8310.4030		379.35
			LMD 02 E-SEP		
			LMD 02 E-SEP		
			012.8500.4030		970.82
			LMD 48 C-SEP		
			LMD 48 C-SEP		
			012.8500.4030		123.30
			LMD 48 C-SEP		
			LMD 48 C-SEP		
			012.8500.4030		600.87
			LMD 48-SEP		
			LMD 48-SEP		
			012.8500.4030		1,295.56
			LMD 48 B-SEP		
			LMD 48 B-SEP		
			012.8500.4030		1,078.35
			LMD 31-SEP		
			LMD 31-SEP		
			012.8500.4030		433.85

Bank code : wfb

Voucher	Date	Vendor	Description/Account	Amount
88107	10/10/2023	000085 EAST VALLEY WATER DISTRICT	(Continued)	
			LMD 00 BASELINE-SEP	
			LMD 00 BASELINE-SEP	
			012.8500.4030	1,066.86
			LMD 22-SEP	
			LMD 22-SEP	
			012.8500.4030	224.02
			LMD 03 YARNELL-SEP	
			LMD 03 YARNELL-SEP	
			012.8500.4030	34.40
			LMD 02 A-SEP	
			LMD 02 A-SEP	
			012.8500.4030	79.21
			LMD 03 BASELINE-SEP	
			LMD 03 BASELINE-SEP	
			012.8500.4030	163.53
			LMD 20 BASELINE-SEP	
			LMD 20 BASELINE-SEP	
			012.8500.4030	399.84
			LMD 01 A-SEP	
			LMD 01 A-SEP	
			012.8500.4030	85.16
			LMD 70-SEP	
			LMD 70-SEP	
			012.8500.4030	69.44
			LMD 35-SEP	
			LMD 35-SEP	
			012.8500.4030	194.75
			LMD 06-SEP	
			LMD 06-SEP	
			012.8500.4030	45.86
			LMD 01 B-SEP	
			LMD 01 B-SEP	
			012.8500.4030	95.64
			BEATTIE IRRIGATION-SEP	
			BEATTIE IRRIGATION-SEP	
			001.6000.4030	1,066.47
			LMD 30-SEP	

Bank code : wfb

Voucher	Date	Vendor	Description/Account		Amount
88107	10/10/2023	000085 EAST VALLEY WATER DISTRICT	(Continued)		
			LMD 30-SEP		
			012.8500.4030		738.83
			LMD 39-SEP		
			LMD 39-SEP		
			012.8500.4030		713.33
			CANYON OAKS PARK-SEP		
			CANYON OAKS PARK-SEP		
			016.8540.4030		1,205.42
			LMD 02 B-SEP		
			LMD 02 B-SEP		
			012.8500.4030		436.00
			LMD 13-SEP		
			LMD 13-SEP		
			012.8500.4030		275.42
			LMD 02 D-SEP		
			LMD 02 D-SEP		
			012.8500.4030		170.14
			LMD 02 C-SEP		
			LMD 02 C-SEP		
			012.8500.4030		554.65
			LMD 08-SEP		
			LMD 08-SEP		
			012.8500.4030		321.87
			LMD 20 STREATER-SEP		
			LMD 20 STREATER-SEP		
			012.8500.4030		127.53
			LMD 70 IRRIGATION-SEP		
			LMD 70 IRRIGATION-SEP		
			012.8500.4030		742.16
				Total :	**13,885.21**
88108	10/10/2023	000085 EAST VALLEY WATER DISTRICT	LMD 36-SEP		
			LMD 36-SEP		
			012.8500.4030		286.69
				Total :	**286.69**
88109	10/10/2023	000090 FEDEX	OVERNIGHT MAIL		

Bank code : wfb

Voucher	Date	Vendor	Description/Account		Amount
88109	10/10/2023	000090 FEDEX	(Continued)		
			OVERNIGHT MAIL		
			001.4100.4210		30.64
				Total :	**30.64**
88110	10/10/2023	005567 FIRE APPARATUS SOLUTIONS	FS#1: SWITCH REPAIR		
			FS#1: SWITCH REPAIR		
			028.2050.4240		27.29
			FS#1: SWITCH REPAIR		
			029.2100.4240		27.28
				Total :	**54.57**
88111	10/10/2023	005018 FLYERS ENERGY, LLC	FUEL-SEP		
			FUEL-SEP		
			001.2000.4220		6,902.54
			FUEL-SEP		
			001.4200.4220		84.34
			FUEL-SEP		
			001.4600.4220		84.34
			FUEL-SEP		
			001.6000.4220		203.63
			FUEL-SEP		
			001.6010.4220		165.04
			FUEL-SEP		
			004.8310.4220		763.61
			FUEL-SEP		
			028.2050.4220		1,023.00
			FUEL-SEP		
			029.2100.4220		1,023.00
			FUEL-SEP		
			042.9510.4220		50.91
				Total :	**10,300.41**
88112	10/10/2023	002710 HERNANDEZ, KROONE & ASSOCIATES	DRA23-002-AUG		
			DRA23-002-AUG		
			001.3200.4551		2,770.75
				Total :	**2,770.75**

Bank code : wfb

Voucher	Date	Vendor	Description/Account		Amount
88113	10/10/2023	000105 HIGHLAND CHAMBER OF COMMERCE	LUNCHEON: FLORES/WILSON/MORENO		
			LUNCHEON: FLORES/WILSON		
			001.4200.4330		50.00
			LUNCHEON: MORENO		
			001.6020.4330		25.00
				Total :	**75.00**
88114	10/10/2023	001618 INNOVATIVE FEDERAL STRATEGIES	PROFESSIONAL SERVICES-SEP		
			PROFESSIONAL SERVICES-sep		
			023.3890.4554		4,000.00
				Total :	**4,000.00**
88115	10/10/2023	005632 INNOVATIVE SIGNS & DESIGNS	FS#2: STRIPE DOOR REPAIR		
			FS#2: STRIPE DOOR REPAIR		
			028.2050.4240		70.35
			FS#2: STRIPE DOOR REPAIR		
			029.2100.4240		70.34
				Total :	**140.69**
88116	10/10/2023	000127 K & L HARDWARE	FS#3: JANITORIAL SUPPLIES		
			FS#3: JANITORIAL SUPPLIES		
			028.2050.4206		48.25
			FS#3: JANITORIAL SUPPLIES		
			029.2100.4206		48.25
			FS#3: JANITORIAL SUPPLIES		
			FS#3: JANITORIAL SUPPLIES		
			028.2050.4206		17.78
			FS#3: JANITORIAL SUPPLIES		
			029.2100.4206		17.77
				Total :	**132.05**
88117	10/10/2023	000127 K & L HARDWARE	PD: BUILDING MAINT		
			PD: BUILDING MAINT		
			001.2000.4070		25.83
			PD: BATTERIES FOR GATE REMOTE		
			PD: BATTERIES FOR GATE REMOTE		
			001.2000.4224		10.75
			CORP YARD: STREET SIGN STROBE REPAIR		

Bank code : wfb

Voucher	Date	Vendor	Description/Account		Amount
88117	10/10/2023	000127 K & L HARDWARE	(Continued)		
			CORP YARD: STREET SIGN STROBE REPAIR		
			004.8310.4206		39.17
			CITY HALL: PEST CONTROL		
			CITY HALL: PEST CONTROL		
			042.9510.4070		8.61
			CORP YARD: MISC SUPPLIES		
			CORP YARD: MISC SUPPLIES		
			004.8310.4206		6.45
				Total :	**90.81**
88118	10/10/2023	001018 KNOX COMPANY	PARKS: RAPID ACCESS BOX		
			YMCA: RAPID ACCESS BOX		
			001.6000.4070		541.27
			COMM PARK: RAPID ACCESS BOX		
			001.6000.4070		541.27
			LIBRARY: RAPID ACCESS BOX		
			001.6000.4070		541.28
				Total :	**1,623.82**
88119	10/10/2023	005310 KOA CORPORATION	STR17001 DE COSB JUL-AUG		
			STR17001 DE COSB JUL-AUG		
			027.8490.6530		32.85
			STR17001 DE MSRI JUL-AUG		
			STR17001 DE MSRI JUL-AUG		
			017.8350.6530		19,291.28
				Total :	**19,324.13**
88120	10/10/2023	006212 LOERZEL, CHRISTINE	REFUND CITE#54443		
			REFUND CITE#54443		
			051.1490		12.50
			REFUND CITE#54443		
			001.1450.8150		22.50
				Total :	**35.00**
88121	10/10/2023	005326 RP LANDSCAPE & IRRIGATION	LMD 48: LANDSCAPE PAVER REPAIR		
			LMD 48: LANDSCAPE PAVER REPAIR		
			012.8500.4585		872.00

Bank code : wfb

Voucher	Date	Vendor	Description/Account	Amount
88121	10/10/2023	005326 RP LANDSCAPE & IRRIGATION	(Continued)	
			PARKS LANDSCAPING-SEP	
			MEMORIAL PARK LANDSCAPING-SEP	
			001.6000.4585	400.00
			PD LANDSCAPING-SEP	
			001.2000.4585	500.00
			CITY HALL LANDSCAPING-SEP	
			042.9510.4585	500.00
			LIBRARY LANDSCAPING-SEP	
			001.6000.4585	600.00
			YMCA LANDSCAPING-SEP	
			001.6000.4585	600.00
			CORP YARD LANDSCAPING-SEP	
			004.8310.4585	400.00
			AURANTIA PARK LANDSCAPING-SEP	
			001.6000.4585	933.00
			COMMUNITY PARK LANDSCAPING-SEP	
			001.6000.4585	3,691.00
			CANYON OAK PARK LANDSCAPING-SEP	
			016.8540.4585	356.00
			CUNNINGHAM PARK LANDSCAPING-SEP	
			016.8540.4585	453.00
			SEELEY PARK LANDSCAPING-SEP	
			016.8540.4585	299.00
			OAK CREEK PARK LANDSCAPING-SEP	
			016.8540.4585	556.00
			BOULDER MEDIANS LANDSCAPING-SEP	
			004.8310.4585	2,476.00
			LMD LANDSCAPING-SEP	
			LMD 00 BASELINE LANDSCAPING MAINT-SEP	
			012.8500.4585	283.00
			LMD 03 YARNELL LANDSCAPING MAINT-SEP	
			012.8500.4585	173.00
			LMD 22 LANDSCAPING MAINT-SEP	
			012.8500.4585	173.00
			LMD 24 LANDSCAPING MAINT-SEP	
			012.8500.4585	65.00

Bank code : wfb

Voucher	Date	Vendor	Description/Account	Amount
88121	10/10/2023	005326 RP LANDSCAPE & IRRIGATION	(Continued)	
			LMD 25 LANDSCAPING MAINT-SEP 012.8500.4585	183.00
			LMD 29 LANDSCAPING MAINT-SEP 012.8500.4585	183.00
			LMD 30 LANDSCAPING MAINT-SEP 012.8500.4585	743.00
			LMD 31 LANDSCAPING MAINT-SEP 012.8500.4585	493.00
			LMD 34 LANDSCAPING MAINT-SEP 012.8500.4585	283.00
			LMD 35 LANDSCAPING MAINT-SEP 012.8500.4585	205.00
			LMD 36 LANDSCAPING MAINT-SEP 012.8500.4585	303.00
			LMD 37 LANDSCAPING MAINT-SEP 012.8500.4585	373.00
			LMD 39 LANDSCAPING MAINT-SEP 012.8500.4585	478.00
			LMD 43 LANDSCAPING MAINT-SEP 012.8500.4585	173.00
			LMD 44 LANDSCAPING MAINT-SEP 012.8500.4585	2,565.00
			LMD 47 LANDSCAPING MAINT-SEP 012.8500.4585	199.00
			LMD 48 LANDSCAPING MAINT-SEP 012.8500.4585	2,093.00
			LMD 54 LANDSCAPING MAINT-SEP 012.8500.4585	535.00
			LMD 55 LANDSCAPING MAINT-SEP 012.8500.4585	473.00
			LMD 59 LANDSCAPING MAINT-SEP 012.8500.4585	59.00
			LMD 61 LANDSCAPING MAINT-SEP 012.8500.4585	333.00
			LMD 63 LANDSCAPING MAINT-SEP 012.8500.4585	123.00

Bank code : wfb

Voucher	Date	Vendor	Description/Account	Amount
88121	10/10/2023	005326 RP LANDSCAPE & IRRIGATION	(Continued)	
			LMD 70 LANDSCAPING MAINT-SEP 012.8500.4585	573.00
			LMD 01A LANDSCAPING MAINT-SEP 012.8500.4585	148.00
			LMD 01B LANDSCAPING MAINT-SEP 012.8500.4585	148.00
			LMD 02 LANDSCAPING MAINT-SEP 012.8500.4585	683.00
			LMD 03A LANDSCAPING MAINT-SEP 012.8500.4585	133.00
			LMD 03B LANDSCAPING MAINT-SEP 012.8500.4585	133.00
			LMD 04 LANDSCAPING MAINT-SEP 012.8500.4585	40.00
			LMD 05 LANDSCAPING MAINT-SEP 012.8500.4585	83.33
			LMD 06 LANDSCAPING MAINT-SEP 012.8500.4585	83.33
			LMD 07 LANDSCAPING MAINT-SEP 012.8500.4585	73.00
			LMD 08 LANDSCAPING MAINT-SEP 012.8500.4585	165.00
			LMD 09 LANDSCAPING MAINT-SEP 012.8500.4585	1,005.00
			LMD 10 LANDSCAPING MAINT-SEP 012.8500.4585	1,959.00
			LMD 11 LANDSCAPING MAINT-SEP 012.8500.4585	469.00
			LMD 13 LANDSCAPING MAINT-SEP 012.8500.4585	123.00
			LMD 15 LANDSCAPING MAINT-SEP 012.8500.4585	453.00
			LMD 16 LANDSCAPING MAINT-SEP 012.8500.4585	48.00
			LMD 17 LANDSCAPING MAINT-SEP 012.8500.4585	609.00

Bank code : wfb

Voucher	Date	Vendor	Description/Account	Amount
88121	10/10/2023	005326 RP LANDSCAPE & IRRIGATION	(Continued)	
			LMD 20 BASELINE LANDSCAPING MAINT-SEP	
			012.8500.4585	189.00
			LMD 20 STREATER LANDSCAPING MAINT-SEP	
			012.8500.4585	147.00
			LMD 21 LANDSCAPING MAINT-SEP	
			012.8500.4585	147.00
			LMD 76 LANDSCAPING MAINT-SEP	
			012.8500.4585	173.00
			LMD 68 LANDSCAPING MAINT-SEP	
			012.8500.4585	513.00
			LMD 69 LANDSCAPING MAINT-SEP	
			012.8500.4585	118.00
			LMD 73 LANDSCAPING MAINT-SEP	
			012.8500.4585	268.00
			Total :	**31,610.66**
88122	10/10/2023	000192 SAM'S CLUB/SYNCHRONY BANK	STATE OF THE CITY: SUPPLIES	
			STATE OF THE CITY: SUPPLIES	
			001.1000.4336	39.34
			STATE OF THE CITY: SUPPLIES	
			STATE OF THE CITY: SUPPLIES	
			001.1000.4336	39.34
			HIT: SUPPLIES	
			HIT: SUPPLIES	
			001.6020.4336	26.61
			Total :	**105.29**
88123	10/10/2023	000030 SAN BERNARDINO COUNTY SHERIFFS	MOU INCREASE-4/23-6/23	
			MOU INCREASE-4/23-6/23	
			001.2000.4560	70,414.50
			POLICE SERVICES-OCT	
			POLICE SERVICES-OCT	
			001.2000.4560	1,035,616.00
			Total :	**1,106,030.50**
88124	10/10/2023	003713 SATCOM GLOBAL LTD.	SATTELITE PHONE-SEP	
			SATTELITE PHONES-SEP	

Bank code : wfb

Voucher	Date	Vendor	Description/Account		Amount
88124	10/10/2023	003713 SATCOM GLOBAL LTD.	(Continued)		
			028.2050.4061 SATTELITE PHONES-SEP		21.38
			029.2100.4061 SATTELITE PHONES-SEP		21.37
			042.9510.4061 SATTELITE PHONES-SEP		42.75
			001.2000.4061		42.75
				Total :	**128.25**
88125	10/10/2023	006211 SHOVER, HEATHER	REFUND CITE#56175 REFUND CITE#56175		
			051.1490 REFUND CITE#56175		12.50
			001.1450.8150		247.50
				Total :	**260.00**
88126	10/10/2023	000203 SOUTHERN CALIFORNIA EDISON	LS-3 20898 1/2 GREENSPOT RD-SEP LS-3 20898 1/2 GREENSPOT RD-SEP		
			013.8510.4011 POLICE STATION-SEP POLICE STATION-SEP		430.76
			001.2000.4010 PMD CANYON OAK-SEP PMD CANYON OAK-SEP		10,745.65
			016.8540.4010 TRAFFIC CONTROL-SEP TRAFFIC CONTROL-SEP		24.84
			004.8310.4580 CITY HALL & EV-SEP CITY HALL-SEP		50.57
			042.9510.4010 EV-SEP		2,025.92
			042.9510.4012 LS2 B-SEP LS2 B-SEP		4,561.14
			013.8510.4011 CITY HALL-SEP		16,103.49

Bank code : wfb

Voucher	Date	Vendor	Description/Account	Amount
88126	10/10/2023	000203 SOUTHERN CALIFORNIA EDISON	(Continued)	
			CITY HALL-SEP	
			042.9510.4010	2,333.51
			TC-SEP	
			TC-SEP	
			004.8310.4580	3,323.00
			CORP YARD-SEP	
			CORP YARD-SEP	
			004.8310.4010	1,177.28
			LMD 73 & HIGHLAND AVE ALPR-SEP	
			LMD 73-SEP	
			012.8500.4010	15.62
			HIGHLAND AVE ALPR-SEP	
			001.2000.4062	13.57
			TRAFFIC CONTROL-SEP	
			TRAFFIC CONTROL-SEP	
			004.8310.4580	187.97
			LS3-SEP	
			013.8510.4011	83.11
			LMD'S-SEP	
			LMD 30-SEP	
			012.8500.4010	16.10
			LMD 20-SEP	
			012.8500.4010	15.86
			LMD 10-SEP	
			012.8500.4010	41.56
			LMD 37-SEP	
			012.8500.4010	15.86
			LS2-SEP	
			LS2-SEP	
			013.8510.4011	1,385.15
			CUNNINGHAM PK-SEP	
			CUNNINGHAM PK-SEP	
			001.6000.4010	15.39
			OAK CREEK PK-SEP	
			016.8540.4010	16.10
			SEELEY PK-SEP	
			016.8540.4010	21.93

Bank code : wfb

Voucher	Date	Vendor	Description/Account		Amount
88126	10/10/2023	000203 SOUTHERN CALIFORNIA EDISON	(Continued)		
			FS#1-3-SEP		
			FS#1-3-SEP		
			028.2050.4010		2,811.73
			FS#1-3-SEP		
			029.2100.4010		2,811.73
			LS1-SEP		
			LS1-SEP		
			013.8510.4011		9,195.77
			BASELINE & BOULDER MEDIANS-SEP		
			BASELINE & BOULDER MEDIANS-SEP		
			004.8310.4010		414.49
			LIBRARY-SEP		
			LIBRARY-SEP		
			001.6000.4010		8,823.13
			LS2-SEP		
			LS2-SEP		
			013.8510.4011		20.53
				Total :	**66,681.76**
88127	10/10/2023	000203 SOUTHERN CALIFORNIA EDISON	AURANTIA PARK-SEP		
			AURANTIA PARK-SEP		
			001.6000.4010		193.97
				Total :	**193.97**
88128	10/10/2023	000203 SOUTHERN CALIFORNIA EDISON	LS2-SEP		
			LS2-SEP		
			013.8510.4011		94.09
				Total :	**94.09**
88129	10/10/2023	000636 STEVEN ENTERPRISES INC	MAINTENANCE OCE 7050-6/23-9/23		
			MAINTENANCE OCE 7050-6/23-9/23		
			001.3200.4245		70.16
				Total :	**70.16**
88130	10/10/2023	003044 THOMSON REUTERS WEST	CODE BOOKS-OCT		
			CODE BOOKS-OCT		
			001.1200.4626		1,447.41

Bank code : wfb

Voucher	Date	Vendor		Description/Account		Amount
88130	10/10/2023	003044	003044 THOMSON REUTERS WEST	(Continued)	Total :	1,447.41
88131	10/10/2023	000465	TOM DODSON & ASSOCIATES	STR17002 ENV CCF-AUG		
				STR17002 ENV CCF-AUG		
				027.8490.6550		3,142.50
					Total :	3,142.50
88132	10/10/2023	003689	TPX COMMUNICATIONS	CITY HALL/CORP YARD PHONES-SEP		
				CITY HALL PHONES-SEP		
				042.9510.4060		1,404.47
				CORP YARD PHONES-SEP		
				004.8310.4060		294.41
					Total :	1,698.88
88133	10/10/2023	005839	TRUSTED TECH TEAM	MICROSOFT 365 LIC-OCT		
				MICROSOFT 365 LIC-OCT		
				042.9510.4533		1,484.45
					Total :	1,484.45
88134	10/10/2023	000222	UNDERGROUND SERVICE ALERT	REGULATORY COST-SEP		
				REGULATORY COST-SEP		
				004.8310.4553		307.21
				DIG ALERT MONTHLY-SEP		
				DIG ALERT MONTHLY-SEP		
				004.8310.4553		1,191.25
					Total :	1,498.46
88135	10/10/2023	000233	WAXIE SANITARY SUPPLY	FS#3 JANITORIAL SUPPLIES RETURNED		
				FS#3 JANITORIAL SUPPLIES RETURNED		
				028.2050.4055		-52.59
				FS#3 JANITORIAL SUPPLIES RETURNED		
				029.2100.4055		-52.58
				50% RECYCLED SLIMFOLD TOWELS		
				50% RECYCLED SLIMFOLD TOWELS		
				001.2000.4055		161.02
					Total :	55.85
88136	10/10/2023	000237	WILLDAN ASSOCIATES	ICH17006 PM SMBMI IGG JUL-AUG		
				ICH17006 PM SMBMI IGG JUL-AUG		

Bank code : wfb

Voucher	Date	Vendor	Description/Account		Amount
88136	10/10/2023	000237 WILLDAN ASSOCIATES	(Continued)		
			027.8490.6813		2,231.25
				Total :	2,231.25
88137	10/10/2023	001677 YMCA OF THE EAST VALLEY	MONTHLY REIMB-JUL		
			MONTHLY REIMB-JUL		
			001.6000.4526		42,292.00
			MONTHLY REIMB-AUG		
			MONTHLY REIMB-AUG		
			001.6000.4526		42,292.00
				Total :	84,584.00
88138	10/10/2023	006001 YUNEX LLC	BASELINE & CENTRAL: KD TYPE 17 POLE		
			BASELINE & CENTRAL: KD TYPE 17 POLE		
			013.8510.4664		4,658.82
			5TH & CENTRAL: INSTALL #30311H		
			5TH & CENTRAL: INSTALL #30311H		
			013.8510.4664		4,600.00
			BOULDER & ECUALYPTUS: INSTALL STL#50407H		
			BOULDER & ECUALYPTUS: INSTALL STL#50407H		
			013.8510.4664		4,600.00
			BOULDER & EUCALYPTUS: INSTALL STL		
			BOULDER & EUCALYPTUS: INSTALL STL		
			013.8510.4664		4,600.00
				Total :	18,458.82
48 Vouchers for bank code : wfb				Bank total :	1,564,922.44
48 Vouchers in this report				Total vouchers :	1,564,922.44

Bank code : wfb

Voucher	Date	Vendor	Description/Account		Amount
88139	10/17/2023	000014 ALL CITY MANAGEMENT SERVICES	CROSSING GUARD SVC 9/17-9/30/23		
			CROSSING GUARD SVC 9/17-9/30/23		
			002.8200.4530		3,814.80
				Total :	**3,814.80**
88140	10/17/2023	005771 AMAZON CAPITAL SERVICES	CASH BOX - BLACK		
			CASH BOX - BLACK		
			001.1700.4200		17.23
			CASH BOX-FRONT DESK		
			CASH BOX-FRONT DESK		
			001.1700.4200		45.24
			COMPUTER MONITOR 27"		
			COMPUTER MONITOR 27"		
			042.9510.4203		325.01
			COMPUTER CORDS		
			COMPUTER CORDS		
			042.9510.4203		15.84
			FS#1: 3 PC CAST IRON PANS		
			FS#1: 3 PC CAST IRON PANS		
			029.2100.4203		86.20
			FS#1: 3 PC CAST IRON PANS		
			028.2050.4203		86.19
				Total :	**575.71**
88141	10/17/2023	000774 ARROWHEAD CREDIT UNION-DEPT 91	ZOOM MEETING-SEP		
			ZOOM MEETING-SEP		
			042.9510.4310		110.00
			ADOBE ACROBAT PRO ANNUAL SUBSCRIPTION		
			ADOBE ACROBAT PRO ANNUAL SUBSCRIPTION		
			042.9510.4533		2,303.04
			VOLUNTEER DINNER: INVITATIONS W/ENVELOPE		
			VOLUNTEER DINNER: INVITATIONS		
			001.6020.4336		122.82
				Total :	**2,535.86**
88142	10/17/2023	000774 ARROWHEAD CREDIT UNION-DEPT 91	CASQA CONFERENCE INCIDENTALS		
			CASQA CONFERENCE INCIDENTALS		

Bank code : wfb

Voucher	Date	Vendor	Description/Account	Amount
88142	10/17/2023	000774 ARROWHEAD CREDIT UNION-DEPT 91	(Continued)	
			001.4200.4320 DRI CRASH PLAN-SEP DRI CRASH PLAN-SEP	36.00
			042.9510.4208 CASQA CONFERENCE INCIDENTALS CASQA CONFERENCE INCIDENTALS	19.98
			001.4200.4320 STATE OF THE CITY: LITTLE MISS MOFFAT CO STATE OF THE CITY: LITTLE MISS MOFFAT	36.00
			001.1000.4336 CASQA CONFERENCE INCIDENTALS CASQA CONFERENCE INCIDENTALS	243.00
			001.4200.4320 CANVA ANNUAL SUBSCRIPTION CANVA ANNUAL SUBSCRIPTION	69.83
			001.6020.4310 STATE OF THE CITY: FLOWERS STATE OF THE CITY: FLOWERS	149.90
			001.1000.4336 CASQA CONFERENCE INCIDENTALS CASQA CONFERENCE INCIDENTALS	190.85
			001.4200.4320	60.18
			Total :	**805.74**
88143	10/17/2023	000165 AT&T	WHITE PAGES-OCT WHITE PAGES-OCT	
			042.9510.4060	17.13
			Total :	**17.13**
88144	10/17/2023	005324 CHARLES ABBOTT ASSOCIATES, INC	FIRE MARSHALL-SEP FIRE MARSHAL-SEP	
			029.2100.4540	4,335.00
			Total :	**4,335.00**
88145	10/17/2023	000143 COMMUNITY WORKS DESIGN GROUP	SB1383 MULCH & COMPOST CORRECTION SB1383 MULCH & COMPOST CORRECTION	
			027.8490.4349	2,520.95

Bank code : wfb

Voucher	Date	Vendor	Description/Account		Amount
88145	10/17/2023	000143 COMMUNITY WORKS DESIGN GROUP	(Continued)		
			SB1383 MULCH & COMPOST REVERSAL		
			SB1383 MULCH & COMPOST REVERSAL		
			027.8490.4349		-2,520.95
			SB1383 MULCH & COMPOST		
			SB1383 MULCH & COMPOST		
			027.8490.4349		2,598.75
				Total :	**2,598.75**
88146	10/17/2023	005933 COMPASS CONSULTING ENTERPRISES	STR07004A ENVIRONMENTAL COMPLIANCE PROF		
			STR07004A ENV COMP-AUG-SEP		
			030.8495.6600		3,046.50
				Total :	**3,046.50**
88147	10/17/2023	005859 COUNTY OF SAN BERNARDINO DEPT	RADIO ACCESS-AUG		
			RADIO ACCESS-AUG		
			028.2050.4209		509.01
			RADIO ACCESS-AUG		
			029.2100.4209		509.01
				Total :	**1,018.02**
88148	10/17/2023	006209 CXTEC INC	NETWORK SWITCHES (VOIP PHONES)		
			NETWORK SWITCHES (VOIP PHONES)		
			042.9510.4203		12,066.66
			NETWORK SWITCHES (VOIP PHONES)		
			NETWORK SWITCHES (VOIP PHONES)		
			042.9510.4203		2,153.92
			NETWORK SWITCHES (VOIP PHONES)		
			NETWORK SWITCHES (VOIP PHONES)		
			042.9510.4203		1,076.42
			NETWORK SWITCHES (VOIP PHONES)		
			NETWORK SWITCHES (VOIP PHONES)		
			042.9510.4203		1,616.25
			NETWORK SWITCHES (VOIP PHONES)		
			NETWORK SWITCHES (VOIP PHONES)		
			042.9510.4203		1,616.25
				Total :	**18,529.50**
88149	10/17/2023	000213 DAILY JOURNAL CORPORATION	BID NOTICE NEWSPAPER PUBLICATIONS		

Bank code : wfb

Voucher	Date	Vendor	Description/Account		Amount
88149	10/17/2023	000213 DAILY JOURNAL CORPORATION	(Continued)		
			BID NOTICE NEWSPAPER PUBLICATIONS		
			001.1200.4300		170.20
				Total :	**170.20**
88150	10/17/2023	005394 DATA TICKET, INC.	PARKING CITATIONS-SEP		
			PARKING CITATIONS-SEP		
			001.1700.4516		116.64
				Total :	**116.64**
88151	10/17/2023	000324 DIB'S SAFE & LOCK SERVICE	SAFE REPAIR		
			SAFE REPAIR		
			001.2000.4245		135.00
				Total :	**135.00**
88152	10/17/2023	005215 DIVERSIFIED PACIFIC	TR#18935 EC RELEASE		
			TR#18935 EC RELEASE		
			051.1440		31,150.00
				Total :	**31,150.00**
88153	10/17/2023	000085 EAST VALLEY WATER DISTRICT	ATHLETIC CTR-SEP		
			ATHLETIC CTR-SEP		
			001.6000.4030		279.28
			COMMUNITY PARK-SEP		
			COMMUNITY PARK-SEP		
			001.6000.4030		13,409.25
			LMD 34-SEP		
			LMD 34-SEP		
			012.8500.4030		163.77
			CUNNINGHAM PARK-SEP		
			CUNNINGHAM PARK-SEP		
			016.8540.4030		2,483.48
			COMM CTR-SEP		
			COMM CTR-SEP		
			001.6000.4030		52.70
			LMD 30-SEP		
			LMD 30-SEP		
			012.8500.4030		235.93
			LMD 10-SEP		

Bank code : wfb

Voucher	Date	Vendor	Description/Account	Amount
88153	10/17/2023	000085 EAST VALLEY WATER DISTRICT	(Continued)	
			LMD 10-SEP	
			012.8500.4030	2,174.23
			OAK CREEK PARK-SEP	
			OAK CREEK PARK-SEP	
			016.8540.4030	2,457.84
			LMD 10-SEP	
			LMD 10-SEP	
			012.8500.4030	1,072.37
			LIBRARY/ELC-SEP	
			LIBRARY/ELC-SEP	
			001.6000.4030	70.27
			CORP YARD-SEP	
			CORP YARD-SEP	
			004.8310.4030	72.25
			CORP YARD-SEP	
			CORP YARD-SEP	
			004.8310.4030	149.40
			CORP YARD-SEP	
			CORP YARD-SEP	
			004.8310.4030	1,276.11
			COMM CTR IRRIGATION-SEP	
			COMM CTR IRRIGATION-SEP	
			001.6000.4030	917.70
			LIBRARY/ELC-SEP	
			LIBRARY/ELC-SEP	
			001.6000.4030	1,125.21
			YMCA COMMUNITY PARK-SEP	
			YMCA COMMUNITY PARK-SEP	
			001.6000.4030	194.25
			LIBRARY/ELC-SEP	
			LIBRARY/ELC-SEP	
			001.6000.4030	259.80
			ATHLETIC CTR-SEP	
			ATHLETIC CTR-SEP	
			001.6000.4030	35.14
			COMMUNITY PARK-SEP	
			COMMUNITY PARK-SEP	

Bank code : wfb

Voucher	Date	Vendor	Description/Account		Amount
88153	10/17/2023	000085 EAST VALLEY WATER DISTRICT	(Continued)		
			001.6000.4030		52.70
				Total :	**26,481.68**
88154	10/17/2023	005018 FLYERS ENERGY, LLC	FUEL-OCT		
			FUEL-OCT		
			001.2000.4220		5,853.38
			FUEL-OCT		
			001.4200.4220		54.86
			FUEL-OCT		
			001.4600.4220		413.18
			FUEL-OCT		
			001.6000.4220		217.81
			FUEL-OCT		
			001.6010.4220		78.51
			FUEL-OCT		
			004.8310.4220		816.79
			FUEL-OCT		
			028.2050.4220		1,128.56
			FUEL-OCT		
			029.2100.4220		1,128.56
			FUEL-OCT		
			042.9510.4220		54.45
				Total :	**9,746.10**
88155	10/17/2023	004453 HARRIS & ASSOCIATES	CFD FOR MEDITERRA-SEP		
			CFD FOR MEDITERRA-SEP		
			001.3200.4551		2,866.50
				Total :	**2,866.50**
88156	10/17/2023	000127 K & L HARDWARE	FS#1: MAINT SUPPLIES		
			FS#1: MAINT SUPPLIES		
			028.2050.4070		28.73
			FS#1: MAINT SUPPLIES		
			029.2100.4070		28.73
			FS#2: BLDG MAINT		
			FS#2: BLDG MAINT		
			028.2050.4070		48.01

Bank code : wfb

Voucher	Date	Vendor	Description/Account		Amount
88156	10/17/2023	000127 K & L HARDWARE	(Continued)		
			FS#2: BLDG MAINT		
			029.2100.4070		48.00
				Total :	**153.47**
88157	10/17/2023	006213 KL VENTURES INC	TR#18013 EC RELEASE		
			TR#18013 EC RELEASE		
			051.1440		10,500.00
			TR#18013 MON DEP RELEASE		
			TR#18013 MON DEP RELEASE		
			051.1420		13,000.00
				Total :	**23,500.00**
88158	10/17/2023	000168 LETICIA NAVA-CRUZ, PETTY CASH	PETTY CASH-OCT		
			PETTY CASH-OCT		
			001.0020		210.37
				Total :	**210.37**
88159	10/17/2023	006215 MENDEZ, KIMBERLY	REFUND YARD SALE EXCEED LIMIT		
			REFUND YARD SALE EXCEED LIMIT		
			001.1450.7700		10.00
				Total :	**10.00**
88160	10/17/2023	001439 OFFICE SOLUTIONS	30% RECYCLE 11X17 PAPER		
			30% RECYCLE 11X17 PAPER		
			042.9510.4200		88.89
				Total :	**88.89**
88161	10/17/2023	003144 REVENUE & COST SPECIALISTS,	DIF STUDY UPDATE		
			DIF STUDY UPDATE		
			023.3890.4582		2,535.00
				Total :	**2,535.00**
88162	10/17/2023	001414 RICHARDS, WATSON & GERSHON	GENERAL-AUG		
			GENERAL-AUG		
			001.1450.4520		17,845.98
			DRA 23-002-AUG		
			DRA 23-002-AUG		
			001.3200.4551		760.00

Bank code : wfb

Voucher	Date	Vendor	Description/Account	Amount
88162	10/17/2023	001414 RICHARDS, WATSON & GERSHON	(Continued)	
			WAKELAND-AUG	
			WAKELAND-AUG	
			070.7000.4520	114.00
			CODE ENFORCEMENT CASE-AUG	
			CODE ENFORCEMENT CASE-AUG	
			001.4600.4520	114.00
			CODE ENFORCEMENT GEN-AUG	
			CODE ENFORCEMENT GEN-AUG	
			001.4600.4520	1,849.00
			Total :	**20,682.98**
88163	10/17/2023	000203 SOUTHERN CALIFORNIA EDISON	LS3 & TRAFFIC CONTROL-SEP	
			LS3-SEP	
			013.8510.4011	994.56
			TRAFFIC CONTROL-SEP	
			004.8310.4580	96.90
			LS3 & TRAFFIC CONTROL-SEP	
			LS3-SEP	
			013.8510.4011	797.46
			TRAFFIC CONTROL-SEP	
			004.8310.4580	201.18
			LMDS & COMM PARK-SEP	
			LMD 10-SEP	
			012.8500.4010	17.95
			LMD 22-SEP	
			012.8500.4010	15.86
			LMD 03-SEP	
			012.8500.4010	14.62
			LMD 16-SEP	
			012.8500.4010	15.62
			LMD 20-SEP	
			012.8500.4010	15.86
			LMD 02-SEP	
			012.8500.4010	15.86
			LMD 35-SEP	
			012.8500.4010	15.62
			LMD 01-SEP	

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Voucher	Date	Vendor	Description/Account	Amount
88163	10/17/2023	000203 SOUTHERN CALIFORNIA EDISON	(Continued)	
			012.8500.4010 LMD 31-SEP	15.86
			012.8500.4010 LMD 21-SEP	15.86
			012.8500.4010 LMD 00-SEP	15.86
			012.8500.4010 LMD 15-SEP	15.86
			012.8500.4010 LMD 02-SEP	31.72
			012.8500.4010 LMD 04-SEP	31.48
			012.8500.4010 LMD 07-SEP	15.86
			012.8500.4010 LMD 06-SEP	14.38
			012.8500.4010 LMD 05-SEP	14.52
			012.8500.4010 LMD 11-SEP	15.38
			012.8500.4010 LMD 02-SEP	15.86
			012.8500.4010 LMD 34-SEP	15.86
			012.8500.4010 LMD 36-SEP	15.86
			012.8500.4010 LMD 44-SEP	-38.34
			012.8500.4010 LMD 17-SEP	16.58
			012.8500.4010 LMD 47-SEP	72.02
			012.8500.4010 LMD 29-SEP	15.86
			012.8500.4010 LMD 08-SEP	15.86

Bank code : wfb

Voucher	Date	Vendor	Description/Account		Amount
88163	10/17/2023	000203 SOUTHERN CALIFORNIA EDISON	(Continued)		
			012.8500.4010 LMD 09-SEP		15.86
			012.8500.4010 COMM PARK-SEP		15.86
			001.6000.4010		1,137.50
				Total :	**3,687.05**
88164	10/17/2023	000203 SOUTHERN CALIFORNIA EDISON	LS3-OCT LS3-OCT		
			013.8510.4011 TRAFFIC CONTROL-OCT TRAFFIC CONTROL-OCT		49.75
			004.8310.4580		0.26
				Total :	**50.01**
88165	10/17/2023	006150 SPECTRUM GAS PRODUCTS	FS#3: OXYGEN FILL FS#3: OXYGEN FILL		
			028.2050.4207 FS#3: OXYGEN FILL FS#3: OXYGEN FILL		38.00
			028.2050.4207		516.89
				Total :	**554.89**
88166	10/17/2023	000075 THE COUNSELING TEAM INT'L	EMPLOYEE SUPPORT SERVICES-SEP EMPLOYEE SUPPORT SERVICES-SEP		
			001.1600.4537		95.00
				Total :	**95.00**
88167	10/17/2023	000414 TOM BELL CHEVROLET	VEH#127: TIRE ROTATION VEH#127: TIRE ROTATION		
			001.4200.4240		39.95
				Total :	**39.95**
88168	10/17/2023	000979 VERIZON WIRELESS	AIR CARDS-SEP AIR CARDS-SEP		
			001.2000.4062 CELL PHONE/AIR CARDS-SEP CELL PHONES-SEP		38.01

Bank code : wfb

Voucher	Date	Vendor	Description/Account	Amount
88168	10/17/2023	000979 VERIZON WIRELESS	(Continued)	
			001.2000.4061 AIR CARDS-SEP	169.68
			001.2000.4062 CELL PHONES-SEP	1,064.28
			001.6000.4061 CELL PHONES-SEP	62.99
			001.6010.4061 CELL PHONES-SEP	32.01
			004.8310.4061 AIR CARDS-SEP	147.48
			004.8310.4062 CELL PHONES-SEP	38.01
			028.2050.4061 AIR CARDS-SEP	145.35
			028.2050.4062 AIR CARDS-SEP	304.08
			042.9510.4062 CELL PHONES-SEP	40.01
			042.9510.4061 AIR CARDS-SEP	790.69
			042.9510.4062	194.05
			Total :	3,026.64
88169	10/17/2023	000233 WAXIE SANITARY SUPPLY	PD: JANITORIAL SUPPLIES 40% RECYCLED BIGFOLD TOWELS	
			001.2000.4055 JANITORIAL SUPPLIES 40% RECYCLED BIGFOLD TOWELS	224.46
			001.2000.4055 FS#3: JANITORIAL SUPPLIES FS#3: JANITORIAL SUPPLIES	224.46
			028.2050.4055 FS#3: JANITORIAL SUPPLIES	117.19
			029.2100.4055 FS#3: JANITORIAL SUPPLIES FS#3: JANITORIAL SUPPLIES	117.18
			028.2050.4055	124.48

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Voucher	Date	Vendor	Description/Account		Amount
88169	10/17/2023	000233 WAXIE SANITARY SUPPLY	(Continued)		
			FS#3: JANITORIAL SUPPLIES		
			029.2100.4055		124.47
				Total :	932.24
88170	10/17/2023	006205 WEST COAST ENERGY SYSTEMS LLC	FS#1: GENERATOR		
			FS#1: GENERATOR		
			029.2100.6040		17,493.40
			FS#2: GENERATOR		
			FS#2: GENERATOR		
			029.2100.6040		17,493.40
				Total :	34,986.80
88171	10/17/2023	006173 WEST COAST FIRE SALES	ME541: REPAIR DEF SENSOR		
			ME541: REPAIR DEF SENSOR		
			028.2050.4240		1,162.83
			ME541: REPAIR DEF SENSOR		
			029.2100.4240		1,162.83
				Total :	2,325.66
88172	10/17/2023	000237 WILLDAN ASSOCIATES	BUILDING & SAFETY PLAN CHECK-SEP		
			BUILDING & SAFETY PLAN CHECK-SEP		
			001.4500.4540		6,985.00
			BUILDING & SAFETY INSP-SEP		
			BUILDING & SAFETY INSP-SEP		
			001.4500.4540		19,550.00
				Total :	26,535.00
	34 Vouchers for bank code : wfb			Bank total :	227,357.08
	34 Vouchers in this report			Total vouchers :	227,357.08

Bank code : wfb

Voucher	Date	Vendor	Description/Account	Amount
841	10/20/2023	000003 ICMA RETIREMENT TRUST-457	ICMA DEFERRED COMP 457: PAYMENT	
			ICMA DEFERRED COMP 457: Payment 001.1170	10,264.70
			ICMA DEFERRED COMP 457: Payment 004.1170	1,778.88
			ICMA DEFERRED COMP 457: Payment 010.1170	576.93
			ICMA DEFERRED COMP 457: Payment 012.1170	12.51
			ICMA DEFERRED COMP 457: Payment 016.1170	12.51
			ICMA DEFERRED COMP 457: Payment 023.1170	27.50
			ICMA DEFERRED COMP 457: Payment 024.1170	12.00
			ICMA DEFERRED COMP 457: Payment 041.1170	369.52
			ICMA DEFERRED COMP 457: Payment 042.1170	121.49
			ICMA DEFERRED COMP 457: Payment 070.1170	311.62
			Total :	**13,487.66**
842	10/20/2023	000004 PUBLIC EMPLOYEE RETIREMENT SYS	EPMC: PAYMENT	
			EPMC: Payment 070.1145	65.67
			PERS: Payment 001.1145	17,433.02
			PERS: Payment 004.1145	3,430.64
			PERS: Payment 010.1145	1,256.28
			PERS: Payment 012.1145	219.59
			PERS: Payment 016.1145	219.58

Bank code : wfb

Voucher	Date	Vendor	Description/Account	Amount
842	10/20/2023	000004 PUBLIC EMPLOYEE RETIREMENT SYS	(Continued)	
			PERS: Payment	
			023.1145	254.22
			PERS: Payment	
			024.1145	24.70
			PERS: Payment	
			041.1145	541.94
			PERS: Payment	
			042.1145	641.39
			PERS: Payment	
			070.1145	938.51
			PERS SURVIVOR: Payment	
			001.1145	25.21
			PERS SURVIVOR: Payment	
			004.1145	4.61
			PERS SURVIVOR: Payment	
			010.1145	1.11
			PERS SURVIVOR: Payment	
			012.1145	0.56
			PERS SURVIVOR: Payment	
			016.1145	0.56
			PERS SURVIVOR: Payment	
			023.1145	0.43
			PERS SURVIVOR: Payment	
			024.1145	0.04
			PERS SURVIVOR: Payment	
			041.1145	0.32
			PERS SURVIVOR: Payment	
			042.1145	1.81
			EPMC: Payment	
			001.1145	640.39
			EPMC: Payment	
			004.1145	149.78
			EPMC: Payment	
			010.1145	55.68
			EPMC: Payment	
			012.1145	2.20

Bank code : wfb

Voucher	Date	Vendor	Description/Account	Amount
842	10/20/2023	000004 PUBLIC EMPLOYEE RETIREMENT SYS	(Continued)	
			EPMC: Payment	
			016.1145	2.20
			EPMC: Payment	
			023.1145	7.96
			EPMC: Payment	
			024.1145	0.68
			EPMC: Payment	
			041.1145	37.94
			EPMC: Payment	
			042.1145	12.26
			PERS SURVIVOR: Payment	
			070.1145	0.69
			Total :	**25,969.97**
843	10/20/2023	000119 INTERNAL REVENUE SERVICE	FEDERAL TAXES: PAYMENT	
			MEDICARE: Payment	
			001.1140	3,484.26
			MEDICARE: Payment	
			004.1140	644.90
			MEDICARE: Payment	
			008.1140	32.36
			MEDICARE: Payment	
			010.1140	224.04
			MEDICARE: Payment	
			012.1140	50.06
			MEDICARE: Payment	
			016.1140	50.08
			MEDICARE: Payment	
			023.1140	54.46
			MEDICARE: Payment	
			024.1140	5.48
			MEDICARE: Payment	
			041.1140	98.03
			MEDICARE: Payment	
			042.1140	137.48
			MEDICARE: Payment	

Bank code : wfb

Voucher	Date	Vendor	Description/Account	Amount
843	10/20/2023	000119 INTERNAL REVENUE SERVICE	(Continued)	
			070.1140 FEDERAL TAXES: Payment	152.44
			001.1120 FEDERAL TAXES: Payment	13,460.74
			004.1120 FEDERAL TAXES: Payment	2,427.66
			008.1120 FEDERAL TAXES: Payment	2.53
			010.1120 FEDERAL TAXES: Payment	1,111.51
			012.1120 FEDERAL TAXES: Payment	113.96
			016.1120 FEDERAL TAXES: Payment	113.95
			023.1120 FEDERAL TAXES: Payment	174.22
			024.1120 FEDERAL TAXES: Payment	15.95
			041.1120 FEDERAL TAXES: Payment	455.92
			042.1120 FEDERAL TAXES: Payment	325.01
			070.1120 SOCIAL SECURITY: Payment	826.89
			001.1140 SOCIAL SECURITY: Payment	632.22
			008.1140	138.40
			Total :	**24,732.55**
844	10/20/2023	000001 CALIF STATE EMPLOYMENT	STATE TAXES: PAYMENT	
			STATE TAXES: Payment	
			001.1130 STATE TAXES: Payment	5,464.09
			004.1130 STATE TAXES: Payment	952.40
			010.1130	456.03

Bank code : wfb

Voucher	Date	Vendor	Description/Account	Amount
844	10/20/2023	000001 CALIF STATE EMPLOYMENT	(Continued)	
			STATE TAXES: Payment 012.1130	42.86
			STATE TAXES: Payment 016.1130	42.86
			STATE TAXES: Payment 023.1130	73.44
			STATE TAXES: Payment 024.1130	5.87
			STATE TAXES: Payment 041.1130	185.18
			STATE TAXES: Payment 042.1130	112.90
			STATE TAXES: Payment 070.1130	282.09
			Total :	**7,617.72**
88173	10/20/2023	003804 AFLAC WWHQ	AFLAC ACCIDENT INSURANCE: PAYMENT	
			AFLAC DENTAL: Payment 070.1181	0.56
			AFLAC SPECIFIED HEALTH INS: Payment 001.1181	2.96
			AFLAC SPECIFIED HEALTH INS: Payment 012.1181	1.49
			AFLAC SPECIFIED HEALTH INS: Payment 016.1181	1.49
			AFLAC ACCIDENT INSURANCE: Payment 001.1181	98.22
			AFLAC ACCIDENT INSURANCE: Payment 004.1181	13.99
			AFLAC ACCIDENT INSURANCE: Payment 012.1181	3.57
			AFLAC ACCIDENT INSURANCE: Payment 016.1181	3.57
			AFLAC ACCIDENT INSURANCE: Payment 023.1181	5.81

Bank code : wfb

Voucher	Date	Vendor	Description/Account	Amount
88173	10/20/2023	003804 AFLAC WWHQ	(Continued)	
			024.1181 AFLAC ACCIDENT INSURANCE: Payment	0.26
			042.1181 AFLAC DISABILITY INSURANCE: Payment	4.18
			001.1181 AFLAC DISABILITY INSURANCE: Payment	128.14
			004.1181 AFLAC DISABILITY INSURANCE: Payment	24.68
			012.1181 AFLAC DISABILITY INSURANCE: Payment	6.31
			016.1181 AFLAC DISABILITY INSURANCE: Payment	6.31
			024.1181 AFLAC HOSPITAL INSURANCE: Payment	0.52
			001.1181 AFLAC HOSPITAL INSURANCE: Payment	157.64
			012.1181 AFLAC HOSPITAL INSURANCE: Payment	6.71
			016.1181 AFLAC HOSPITAL INSURANCE: Payment	6.70
			023.1181 AFLAC HOSPITAL INSURANCE: Payment	12.32
			042.1181 AFLAC DENTAL: Payment	4.97
			001.1181 AFLAC DENTAL: Payment	27.89
			004.1181 AFLAC DENTAL: Payment	0.55
			041.1181	1.66
			Total :	**520.50**
88174	10/20/2023	000433 ARROWHEAD UNITED WAY	ARROWHEAD UNITED WAY: PAYMENT ARROWHEAD UNITED WAY: Payment	
			001.1180 ARROWHEAD UNITED WAY: Payment	11.25
			004.1180	0.76

Bank code : wfb

Voucher	Date	Vendor	Description/Account	Amount
88174	10/20/2023	000433 ARROWHEAD UNITED WAY	(Continued)	
			ARROWHEAD UNITED WAY: Payment 041.1180	2.25
			ARROWHEAD UNITED WAY: Payment 070.1180	0.74
			Total :	**15.00**
6 Vouchers for bank code :		wfb	**Bank total :**	**72,343.40**
6 Vouchers in this report			**Total vouchers :**	**72,343.40**

Bank code : wfb

Voucher	Date	Vendor	Description/Account		Amount
88175	10/24/2023	004206 #1 SON PLUMBING	LMD 21: BACKFLOW TEST		
			LMD 21: BACKFLOW TEST		
			012.8500.4030		985.51
				Total :	**985.51**
88176	10/24/2023	005771 AMAZON CAPITAL SERVICES	100% RECYCLED 2024 WALL CALENDAR		
			100% RECYCLED 2024 WALL CALENDAR		
			001.1200.4200		27.21
			EXEMPT 8 PERSON APPOINTMENT BOOK		
			001.1200.4200		46.62
				Total :	**73.83**
88177	10/24/2023	001072 AUTO ZONE	ME543: MAINT SUPPLIES		
			ME543: MAINT SUPPLIES		
			028.2050.4240		28.83
			ME543: MAINT SUPPLIES		
			029.2100.4240		28.83
				Total :	**57.66**
88178	10/24/2023	000043 BALLARD PLUMBING HEATING & AIR	CITY HALL: PLUMBING REPAIRS		
			CITY HALL: PLUMBING REPAIRS		
			042.9510.4070		1,822.00
			FS#1: HVAC MAINT		
			FS#1: HVAC MAINT		
			028.2050.4588		829.50
			FS#1: HVAC MAINT		
			029.2100.4588		829.50
				Total :	**3,481.00**
88179	10/24/2023	003836 CALIFORNIA BUILDING	BSAR 7/23-9/23		
			BSAR 7/23-9/23		
			001.4500.4543		735.00
			BSAR 7/23-9/23		
			051.1480		-73.50
				Total :	**661.50**
88180	10/24/2023	004256 CALIFORNIA BUILDING OFFICIALS	ED WEEK: WIRZ		

Bank code : wfb

Voucher	Date	Vendor	Description/Account		Amount
88180	10/24/2023	004256 CALIFORNIA BUILDING OFFICIALS	(Continued)		
			ED WEEK: WIRZ		
			001.4500.4330		790.00
			ED WEEK: CROLSIN		
			ED WEEK: CROLSIN		
			001.4500.4330		145.00
			ED WEEK: SUBIA		
			ED WEEK: SUBIA		
			001.4500.4330		145.00
				Total :	**1,080.00**
88181	10/24/2023	002480 CASC ENGINEERING & CONSULTING	FWQ19-003-SEP		
			FWQ19-003-SEP		
			001.3200.4551		280.00
			WQP22-012-SEP		
			WQP22-012-SEP		
			001.3200.4551		227.50
			FWQ21-002-SEP		
			FWQ21-002-SEP		
			001.3200.4551		140.00
			FWQ21-007-SEP		
			FWQ21-007-SEP		
			001.3200.4551		140.00
			FWQ21-006-SEP		
			FWQ21-006-SEP		
			001.3200.4551		420.00
			FWQ20-002-SEP		
			FWQ20-002-SEP		
			001.3200.4551		420.00
				Total :	**1,627.50**
88182	10/24/2023	002912 CHAMPION ELECTRIC, INC.	LIBRARY: LIGHTING MAINT		
			LIBRARY: LIGHTING MAINT		
			001.6000.4070		1,048.50
				Total :	**1,048.50**
88183	10/24/2023	006099 CHARTER COMMUNICATIONS	FS#3: TELE/INT-OCT		
			FS#3: TELE/INT-OCT		

Bank code : wfb

Voucher	Date	Vendor	Description/Account	Amount
88183	10/24/2023	006099 CHARTER COMMUNICATIONS	(Continued)	
			028.2050.4065 FS#3: TELE/INT-OCT	222.58
			029.2100.4065	222.57
			Total :	**445.15**
88184	10/24/2023	006099 CHARTER COMMUNICATIONS	FS#1: TELE/INT-OCT	
			FS#1: TELE/INT-OCT 028.2050.4065	183.00
			FS#1: TELE/INT-OCT 029.2100.4065	183.00
			Total :	**366.00**
88185	10/24/2023	006099 CHARTER COMMUNICATIONS	FS#2: TELE/INT-OCT	
			FS#2: TELE/INT-OCT 028.2050.4065	106.64
			FS#2: TELE/INT-OCT 029.2100.4065	106.64
			Total :	**213.28**
88186	10/24/2023	005580 CIVICPLUS, LLC.	WEBSITE CONSULTANT	
			WEBSITE CONSULTANT 042.9510.4623	4,795.88
			Total :	**4,795.88**
88187	10/24/2023	005553 CLARK PEST CONTROL OF STOCKTON	YMCA PEST CONTROL	
			YMCA PEST CONTROL 001.6000.4589	104.00
			CORP YARD PEST CONTROL	
			CORP YARD PEST CONTROL 004.8310.4589	80.00
			FS#2 PEST CONTROL	
			FS#2 PEST CONTROL 028.2050.4589	26.50
			FS#2 PEST CONTROL 029.2100.4589	26.50
			Total :	**237.00**
88188	10/24/2023	000281 CMTA	CMTA DUES 23/24: DANTUONO	

Bank code : wfb

Voucher	Date	Vendor	Description/Account		Amount
88188	10/24/2023	000281 CMTA	(Continued)		
			CMTA DUES 23/24: DANTUONO		
			001.1700.4310		95.00
				Total :	**95.00**
88189	10/24/2023	003351 COMMUNITY ACTION PARTNERSHIP	REFUND BL #4058 DUPLICATE		
			REFUND BL #4058 DUPLICATE		
			001.1450.7450		24.00
			REFUND BL #4058 DUPLICATE		
			051.1493		4.00
				Total :	**28.00**
88190	10/24/2023	000143 COMMUNITY WORKS DESIGN GROUP	PLAN CHECK GENERAL-AUG		
			PLAN CHECK GENERAL-AUG		
			001.4100.4547		232.50
			DRA20-006 PLAN CHECK-AUG		
			DRA20-006 PLAN CHECK-AUG		
			001.4100.4547		155.00
			DRA21-002 PLAN CHECK CLOSED-AUG		
			DRA21-002 PLAN CHECK CLOSED-AUG		
			001.4100.4547		77.50
			DRA21-007 PLAN CHECK & REIMB-AUG		
			DRA21-007 PLAN CHECK & REIMB-AUG		
			001.4100.4547		332.00
			DRA22-002 PLAN CHECK-AUG		
			DRA22-002 PLAN CHECK-AUG		
			001.4100.4547		1,240.00
			CUP22-014 PLAN CHECK-AUG		
			CUP22-014 PLAN CHECK-AUG		
			001.4100.4547		155.00
			DRA23-002 PLAN CHECK-AUG		
			DRA23-002 PLAN CHECK-AUG		
			001.4100.4547		620.00
			DRA23-009 PLAN CHECK & REIMB-AUG		
			DRA23-009 PLAN CHECK & REIMB-AUG		
			001.4100.4547		896.50
			DRA21-009 PLAN CHECK & REIMB-AUG		
			DRA21-009 PLAN CHECK & REIMB-AUG		

Bank code : wfb

Voucher	Date	Vendor	Description/Account		Amount
88190	10/24/2023	000143 COMMUNITY WORKS DESIGN GROUP	(Continued)		
			001.4100.4547		320.45
			CUP22-013 PLAN CHECK-AUG		
			CUP22-013 PLAN CHECK-AUG		
			001.4100.4547		930.00
				Total :	4,958.95
88191	10/24/2023	005313 COUNTY OF SAN BERNARDINO, HUMAN	PRE EMPLOYMENT TESTING: NAVA & BELTRAN		
			PRE EMPLOYMENT TESTING: NAVA, J		
			001.1600.4235		307.17
			PRE EMPLOYMENT TESTING: BELTRAN, M		
			001.1600.4235		307.17
				Total :	614.34
88192	10/24/2023	000056 DEPARTMENT OF CONSERVATION	SMIP 07/2023-09/2023		
			SMIP 07/2023-09/2023		
			001.4500.4542		831.30
			SMIP 07/2023-09/2023		
			051.1479		-41.57
				Total :	789.73
88193	10/24/2023	001035 DEPARTMENT OF JUSTICE	FINGERPRINTING APPS: BELTRAN/NAVA/MYONG/		
			FINGERPRINTING APPS: BELTRAN		
			001.1600.4236		32.00
			FINGERPRINTING APPS: NAVA		
			001.1600.4236		32.00
			FINGERPRINTING APPS: MYONG		
			001.1700.4236		32.00
			FINGERPRINTING APPS: SUAREZ		
			001.1700.4236		32.00
				Total :	128.00
88194	10/24/2023	004879 DIV OF THE STATE ARCHITECT	AB1379 7/2023-9/2023		
			AB1379 7/2023-9/2023		
			051.1493		300.40
				Total :	300.40
88195	10/24/2023	006217 EAGLE ENGRAVING INC	FS#1-3: INCIDENT COMMAND BOARDS		
			FS#1-3: INCIDENT COMMAND BOARDS		

Bank code : wfb

Voucher	Date	Vendor	Description/Account	Amount
88195	10/24/2023	006217 EAGLE ENGRAVING INC	(Continued)	
			029.2100.4204 SALES TAX ON INCIDENT COMMAND BOARDS	504.05
			051.1050	-34.10
			Total :	**469.95**
88196	10/24/2023	000085 EAST VALLEY WATER DISTRICT	LMD17-B-OCT LMD17-B-OCT	
			012.8500.4030 LMD 11-OCT LMD 11-OCT	401.29
			012.8500.4030 LMD 55-OCT LMD 55-OCT	623.96
			012.8500.4030 LMD 17-D-OCT LMD 17-D-OCT	797.64
			012.8500.4030 LMD 25-OCT LMD 25-OCT	48.48
			012.8500.4030 LMD 17-C-OCT LMD 17-C-OCT	247.60
			012.8500.4030 LMD 76-OCT LMD 76-OCT	297.90
			012.8500.4030 LMD 17-A-OCT LMD 17-A-OCT	148.30
			012.8500.4030 SEELEY PARK-OCT SEELEY PARK-OCT	113.73
			016.8540.4030 LMD 43-OCT LMD 43-OCT	53.72
			012.8500.4030 LMD 47-OCT LMD 47-OCT	251.21

Bank code : wfb

Voucher	Date	Vendor	Description/Account		Amount
88196	10/24/2023	000085 EAST VALLEY WATER DISTRICT	(Continued)		
			012.8500.4030 LMD 16-OCT		231.20
			LMD 16-OCT 012.8500.4030		54.41
				Total :	**3,269.44**
88197	10/24/2023	002617 FERGUSON ENTERPRISES LLC	AURANTIA PARK: PLUMBING SUPPLIES		
			AURANTIA PARK: PLUMBING SUPPLIES 001.6000.4070		7.55
				Total :	**7.55**
88198	10/24/2023	005358 FLEET SERVICES INC	ME543: VEH MAINT		
			ME543: VEH MAINT 028.2050.4220		37.71
			ME543: VEH MAINT ME543: VEH MAINT 028.2050.4240		29.54
			ME543: VEH MAINT 029.2100.4240		29.54
				Total :	**96.79**
88199	10/24/2023	006148 GRANITE CONSTRUCTION CO	STR18001 PPE#9 CON SB1 LPP AUG		
			STR18001 PPE#9 CON SB1 LPP AUG 027.8490.6550		313,235.00
			STR18001 PPE#9 CON EDA AUG STR18001 PPE#9 CON EDA AUG 030.8495.6550		728,899.06
			STR18001 PPE#9 CON IVDA AUG STR18001 PPE#9 CON IVDA AUG 027.8490.6550		229,774.93
			STR18001 PPE#9 CON RDA AUG STR18001 PPE#9 CON RDA AUG 010.3830.6550		229,852.84
			STR18001 PPE#9 CON RDA LABOR COMP AUG STR18001 PPE#9 CON RDA LABOR COMP AUG 010.3830.6550		10,000.00
			STR18001 PPE#9 CON SMBMI AUG		

Bank code : wfb

Voucher	Date	Vendor	Description/Account	Amount
88199	10/24/2023	006148 GRANITE CONSTRUCTION CO	(Continued)	
			STR18001 PPE#9 CON SMBMI AUG	
			027.8490.6550	229,774.93
			STR18001 PPE#9 CON SB1 LPP RET AUG	
			STR18001 PPE#9 CON SB1 LPP RET AUG	
			027.1350	-15,661.75
			STR18001 PPE#9 CON EDA RET AUG	
			STR18001 PPE#9 CON EDA RET AUG	
			030.1350	-36,444.95
			STR18001 PPE#9 CON IVDA RET AUG	
			STR18001 PPE#9 CON IVDA RET AUG	
			027.1350	-11,488.75
			STR18001 PPE#9 CON RDA RET AUG	
			STR18001 PPE#9 CON RDA RET AUG	
			010.1350	-11,492.64
			STR18001 PPE#9 CON SMBMI RET AUG	
			STR18001 PPE#9 CON SMBMI RET AUG	
			027.1350	-11,488.75
			Total :	**1,654,959.92**
88200	10/24/2023	006187 GREASE MONKEY #977	VEH #139: OIL CHANGE	
			VEH #139: OIL CHANGE	
			001.6000.4240	174.38
			VEH #126: OIL CHANGE	
			VEH #126: OIL CHANGE	
			004.8310.4240	153.65
			Total :	**328.03**
88201	10/24/2023	003947 HDR ENGINEERING, INC.	STR17-002 PE CCF 2017-SEP	
			STR17-002 PE CCF 2017-SEP	
			027.8490.6550	12,701.55
			Total :	**12,701.55**
88202	10/24/2023	002710 HERNANDEZ, KROONE & ASSOCIATES	STR18001 CM IVDA-AUG	
			STR18001 CM IVDA-AUG	
			027.8490.6550	12,832.16
			STR18001 CM RDA07-AUG	
			STR18001 CM RDA07-AUG	

Bank code : wfb

Voucher	Date	Vendor	Description/Account		Amount
88202	10/24/2023	002710 HERNANDEZ, KROONE & ASSOCIATES	(Continued)		
			010.3830.6550 STR18001 CM SMBMI-AUG STR18001 CM SMBMI-AUG		12,832.15
			027.8490.6550 STR18001 CM EDA-AUG STR18001 CM EDA-AUG		12,832.16
			030.8495.6550 STR18001 CNTG IVDA-AUG STR18001 CNTG IVDA-AUG		27,986.22
			027.8490.6550 STR18001 CNTG RDA07-AUG STR18001 CNTG RDA07-AUG		514.33
			010.3830.6550 STR18001 CNTG SMBMI-AUG STR18001 CNTG SMBMI-AUG		514.32
			027.8490.6550 STR18001 CNTG EDA-AUG STR18001 CNTG EDA-AUG		514.33
			030.8495.6550		1,121.71
				Total :	**69,147.38**
88203	10/24/2023	000662 HI WAY SAFETY INC	STREET SIGNS REPLACEMENTS STREET SIGNS REPLACEMENTS		
			004.8310.4206 ROAD SIGNS ROAD SIGNS		4,667.60
			004.8310.4206 ROAD SIGNS ROAD SIGNS		249.99
			004.8310.4206		668.96
				Total :	**5,586.55**
88204	10/24/2023	000540 HRDIRECT	HR POSTERS 2024 HR POSTERS 2024		
			001.1600.4200		106.39
				Total :	**106.39**

Bank code : wfb

Voucher	Date	Vendor	Description/Account		Amount
88205	10/24/2023	000541 IIMC	ANNUAL DUES: A MUNOZ		
			ANNUAL DUES: A MUNOZ		
			001.1200.4310		125.00
				Total :	125.00
88206	10/24/2023	005632 INNOVATIVE SIGNS & DESIGNS	FS#3: HIGHLAND BADGE STICKERS		
			FS#3: HIGHLAND BADGE STICKERS		
			029.2100.4200		81.57
			FS#3: HIGHLAND BADGE STICKERS		
			028.2050.4200		81.56
				Total :	163.13
88207	10/24/2023	000127 K & L HARDWARE	FS#3: BULDING SUPPLIES		
			FS#3: BULDING SUPPLIES		
			028.2050.4206		24.77
			FS#3: BULDING SUPPLIES		
			029.2100.4206		24.76
			CORP YARD: MAINT SUPPLIES		
			STREET LIGHT MAINT		
			013.8510.4206		21.63
			CORP YARD: STORM DRAIN SUPPLIES		
			004.8310.4666		72.95
				Total :	144.11
88208	10/24/2023	001404 LOWE'S	CORP YARD: FENCE REPAIR		
			CORP YARD: FENCE REPAIR		
			004.8310.4206		69.61
			TRAILS: FENCING MATERIAL		
			TRAILS: FENCING MATERIAL		
			001.6100.4206		33.25
			UNIFORM ALLOW: LAYNE		
			UNIFORM ALLOW: LAYNE		
			004.8310.4249		25.57
				Total :	128.43
88209	10/24/2023	002819 MOST DEPENDABLE FOUNTAINS INC	AURANTIA PARK: MAINT SUPPLIES		
			AURANTIA PARK: MAINT SUPPLIES		
			001.6000.4206		192.87

Bank code : wfb

Voucher	Date	Vendor	Description/Account		Amount
88209	10/24/2023	002819	002819 MOST DEPENDABLE FOUNTAINS IN (Continued)	Total :	192.87
88210	10/24/2023	003334	MUSCO SPORTS LIGHTING, LLC		
			COMM PARK: REMOTE EQUIP CONTROLLER		
			COMM PARK: REMOTE EQUIP CONTROLLER		
			001.6000.4533		475.00
				Total :	475.00
88211	10/24/2023	002408	PEOPLEREADY		
			CORP YARD: STORM DRAIN LABOR		
			CORP YARD: STORM DRAIN LABOR		
			004.8310.4666		259.13
			CORP YARD: STORM DRAIN LABOR		
			CORP YARD: STORM DRAIN LABOR		
			004.8310.4666		813.36
				Total :	1,072.49
88212	10/24/2023	005731	SITEONE LANDSCAPE SUPPLY, LLC		
			ROW: WEED CONTROL HERBICIDE		
			ROW: WEED CONTROL HERBICIDE		
			004.8310.4206		2,619.38
			LMD IRRIGATION MAINT		
			LMD 02: IRRIGATION MAINT		
			012.8500.4206		-3.22
			LMD 47: IRRIGATION MAINT		
			012.8500.4206		-3.22
			LMD 00: IRRIGATION MAINT		
			012.8500.4206		-3.23
			LMD 34: IRRIGATION MAINT		
			012.8500.4206		-3.23
				Total :	2,606.48
88213	10/24/2023	004662	SKYLINE SAFETY AND SUPPLY		
			CORP YARD: SUPPLIES		
			CORP YARD: SUPPLIES		
			004.8310.4206		219.42
				Total :	219.42
88214	10/24/2023	000465	TOM DODSON & ASSOCIATES		
			STR17002 ENV CCF-SEP		
			STR17002 ENV CCF-SEP		
			027.8490.6550		1,883.75
				Total :	1,883.75

Bank code : wfb

Voucher	Date	Vendor	Description/Account		Amount
88215	10/24/2023	005191 TRENCH PLATE RENTAL	PERM PATCH		
			PERM PATCH		
			004.8310.4206		2,070.31
				Total :	2,070.31
88216	10/24/2023	000233 WAXIE SANITARY SUPPLY	CITY HALL: JANITORIAL SUPPLIES		
			CITY HALL: JANITORIAL SUPPLIES		
			042.9510.4055		1,082.63
			COMM & AURANTIA PARK: JANITORIAL SUPPLIE		
			COMM & AURANTIA PARK: JANITORIAL		
			001.6000.4055		1,082.38
				Total :	2,165.01
88217	10/24/2023	000237 WILLDAN ASSOCIATES	STR20-002A CE LOCAL GCF-AUG		
			STR20-002A CE LOCAL GCF-AUG		
			023.3890.6545		1,718.77
			STR20-002A CE COSB-AUG		
			STR20-002A CE COSB-AUG		
			027.8490.6550		2,109.23
				Total :	3,828.00
88218	10/24/2023	006216 YEAGER'S DIESEL & AUTO INC	ME541A: VEH MAINT		
			ME541A: VEH MAINT		
			028.2050.4240		737.85
			ME541A: VEH MAINT		
			029.2100.4240		737.85
				Total :	1,475.70

44 Vouchers for bank code : wfb — **Bank total : 1,785,210.48**

44 Vouchers in this report — **Total vouchers : 1,785,210.48**

Bank code : wfb

Voucher	Date	Vendor	Description/Account		Amount
88219	10/31/2023	000014 ALL CITY MANAGEMENT SERVICES	CROSSING GUARD SVC-10/1-10/14/23		
			CROSSING GUARD SVC-10/1-10/14/23		
			002.8200.4530		3,242.58
				Total :	**3,242.58**
88220	10/31/2023	005771 AMAZON CAPITAL SERVICES	OFFICE SUPPLIES		
			OFFICE SUPPLIES		
			001.3200.4200		53.62
			2024 CALENDARS		
			EXEMPT WALL CALENDARS & 100% RECYCLED		
			001.4500.4200		53.88
			EXEMPT WALL CALENDARS		
			001.4100.4200		11.91
			EXEMPT WALL CALENDARS & 100% RECYCLED		
			001.4100.4200		48.04
			EXEMPT WALL CALENDARS & 100% RECYCLED		
			001.1700.4200		44.78
			EXEMPT WALL CALENDARS		
			001.1450.4200		11.92
			EXEMPT WALL CALENDARS		
			001.4100.4200		35.69
			EXEMPT WALL CALENDARS & 100% RECYCLED		
			004.8310.4200		93.05
			100% RECYCLED DESKTOP CALENDARS		
			001.6000.4200		9.09
			EXEMPT WALL CALENDARS & 100% RECYCLED		
			001.6010.4200		20.99
			100% RECYCLED PAPER PLATES		
			100% RECYCLED PAPER PLATES		
			042.9510.4200		55.04
			100% RECYCELD PAPER BOWLS		
			042.9510.4200		57.08
				Total :	**495.09**
88221	10/31/2023	005926 CALIFORNIA INTERGOVERNMENTAL	LUNA CLAIM-JUN-AUG		
			LUNA CLAIM-JUN		
			041.9500.4390		1,150.00

Bank code : wfb

Voucher	Date	Vendor	Description/Account	Amount
88221	10/31/2023	005926 CALIFORNIA INTERGOVERNMENTAL	(Continued)	
			LUNA CLAIM-JUL	
			041.9500.4390	1,000.00
			LUNA CLAIM-AUG	
			041.9500.4390	3,004.00
			W/C BENNETT	
			W/C BENNETT	
			041.9500.4370	323.95
			Total :	**5,477.95**
88222	10/31/2023	001934 COMMONWEALTH LAND TITLE CO.	STR17002 PE CCF-SMBMI	
			STR17002 PE CCF-SMBMI	
			027.8490.6550	1,350.00
			STR17002 PE CCF-ALBERTS	
			STR17002 PE CCF-ALBERTS	
			027.8490.6550	650.00
			STR17002 PE CCF-CHIU	
			STR17002 PE CCF-CHIU	
			027.8490.6550	650.00
			STR17002 PE CCF-MODEH LLC	
			STR17002 PE CCF-MODEH LLC	
			027.8490.6550	675.00
			STR17002 PE CCF-LOPEZ	
			STR17002 PE CCF-LOPEZ	
			027.8490.6550	650.00
			STR17002 PE CCF-OJEDA	
			STR17002 PE CCF-OJEDA	
			027.8490.6550	650.00
			STR17002 PE CCF-PATRIOT 5TH ST LLC	
			STR17002 PE CCF-PATRIOT 5TH ST LLC	
			027.8490.6550	1,100.00
			STR17002 PE CCF-PATRIOT VICTORIA LLC	
			STR17002 PE CCF-PATRIOT VICTORIA LLC	
			027.8490.6550	650.00
			STR17002 PE CCF-JOHANNES	
			STR17002 PE CCF-JOHANNES	
			027.8490.6550	750.00
			STR17002 PE CCF-PULASKI/BRAUL	

Bank code : wfb

Voucher	Date	Vendor	Description/Account		Amount
88222	10/31/2023	001934 COMMONWEALTH LAND TITLE CO.	(Continued)		
			STR17002 PE CCF-PULASKI/BRAUL		
			027.8490.6550		650.00
			STR17002 PE CCF-WANG/YEN		
			STR17002 PE CCF-WANG/YEN		
			027.8490.6550		650.00
			STR17002 PE CCF-WARD		
			STR17002 PE CCF-WARD		
			027.8490.6550		650.00
				Total :	**9,075.00**
88223	10/31/2023	005859 COUNTY OF SAN BERNARDINO DEPT	RADIO ACCESS-MAR		
			RADIO ACCESS-MAR		
			028.2050.4209		1,057.65
			RADIO ACCESS-MAR		
			029.2100.4209		1,057.65
			RADIO ACCESS-APR		
			RADIO ACCESS-APR		
			028.2050.4209		1,567.02
			RADIO ACCESS-APR		
			029.2100.4209		1,567.02
			RADIO ACCESS-SEP		
			RADIO ACCESS-SEP		
			028.2050.4209		509.01
			RADIO ACCESS-SEP		
			029.2100.4209		509.01
				Total :	**6,267.36**
88224	10/31/2023	001701 CSMFO	23/24 CSMFO DUES-NAVA-CRUZ		
			23/24 CSMFO DUES-NAVA-CRUZ		
			001.1700.4310		125.00
				Total :	**125.00**
88225	10/31/2023	000213 DAILY JOURNAL CORPORATION	CTC VACANCY NEWSPAPER PUBLICATIONS		
			CTC VACANCY NEWSPAPER PUBLICATIONS		
			001.1200.4300		197.80
			ORD 461 NEWSPAPER PUBLICATIONS		
			ORD 461 NEWSPAPER PUBLICATIONS		

Bank code : wfb

Voucher	Date	Vendor	Description/Account		Amount
88225	10/31/2023	000213 DAILY JOURNAL CORPORATION	(Continued)		
			001.1200.4300		623.30
				Total :	**821.10**
88226	10/31/2023	000071 DAVIS FARR LLP	GASB 34 UPDATE-SEP		
			GASB 34 UPDATE-SEP		
			001.1700.4510		2,000.00
				Total :	**2,000.00**
88227	10/31/2023	003360 DIRECTV	PD: SATTELITE CABLE-OCT		
			PD: SATTELITE CABLE-OCT		
			001.2000.4065		87.00
				Total :	**87.00**
88228	10/31/2023	000085 EAST VALLEY WATER DISTRICT	LMD 04-OCT		
			LMD 04-OCT		
			012.8500.4030		64.20
			POLICE STATION-OCT		
			POLICE STATION-OCT		
			001.2000.4030		183.90
			POLICE STATION-OCT		
			POLICE STATION-OCT		
			001.2000.4030		1,014.51
			LMD 29-OCT		
			LMD 29-OCT		
			012.8500.4030		194.22
			CITY HALL-OCT		
			CITY HALL-OCT		
			042.9510.4030		206.23
			LMD 15-A-OCT		
			LMD 15-A-OCT		
			012.8500.4030		260.48
			LMD 07-OCT		
			LMD 07-OCT		
			012.8500.4030		107.56
			BASELINE MEDIAN-OCT		
			BASELINE MEDIAN-OCT		
			004.8310.4030		249.07

Bank code : wfb

Voucher	Date	Vendor	Description/Account	Amount
88228	10/31/2023	000085 EAST VALLEY WATER DISTRICT	(Continued)	
			FS#1-OCT	
			FS#1-OCT	
			028.2050.4030	82.56
			FS#1-OCT	
			029.2100.4030	82.55
			LMD 21-B	
			LMD 21-D-OCT	
			012.8500.4030	834.85
			FS#2-OCT	
			FS#2-OCT	
			028.2050.4030	145.43
			FS#2-OCT	
			029.2100.4030	145.42
			CITY HALL-OCT	
			CITY HALL-OCT	
			042.9510.4030	35.14
			AURANTIA PARK-OCT	
			AURANTIA PARK-OCT	
			001.6000.4030	1,462.12
			LMD 44-OCT	
			LMD 44-OCT	
			012.8500.4030	1,699.60
			LMD 15-B-OCT	
			LMD 15-B-OCT	
			012.8500.4030	613.48
			FS#3 FS-OCT	
			FS#3 FS-OCT	
			028.2050.4030	26.35
			FS#3 FS-OCT	
			029.2100.4030	26.35
			FS#2 FS-OCT	
			FS#2 FS-OCT	
			028.2050.4030	17.57
			FS#2 FS-OCT	
			029.2100.4030	17.57
			BASELINE MEDIAN-OCT	
			BASELINE MEDIAN-OCT	

Bank code : wfb

Voucher	Date	Vendor	Description/Account		Amount
88228	10/31/2023	000085 EAST VALLEY WATER DISTRICT	(Continued)		
			004.8310.4030 LMD 73-OCT LMD 73-OCT		453.47
			012.8500.4030 LMD 37-OCT LMD 37-OCT		60.39
			012.8500.4030 FS#3 DOM-OCT FS#3 DOM-OCT		227.15
			028.2050.4030 FS#3 DOM-OCT		139.48
			029.2100.4030 LMD 21-A-OCT LMD 21-A-OCT		139.48
			012.8500.4030 POLICE STATION FS-OCT POLICE STATION FS-OCT		103.01
			001.2000.4030 FS#3 IRR-OCT FS#3 IRR-OCT		52.70
			028.2050.4030 FS#3 IRR-OCT		36.03
			029.2100.4030 BOULDER MEDIAN-OCT BOULDER MEDIAN-OCT		36.03
			004.8310.4030 POLICE STATION FS-OCT POLICE STATION FS-OCT		711.58
			001.2000.4030		52.70
				Total :	**9,481.18**
88229	10/31/2023	002190 ENGINEERING RESOURCES OF SO CA	SDR06-002 DE LOCAL RDA07-AUG SDR06-002 DE LOCAL RDA07-AUG		
			010.3830.6600		3,842.50
				Total :	**3,842.50**
88230	10/31/2023	000266 FAIRVIEW FORD SALES INC	VEH#127: TRUCK REPAIRS		

Bank code : wfb

Voucher	Date	Vendor	Description/Account		Amount
88230	10/31/2023	000266 FAIRVIEW FORD SALES INC	(Continued)		
			VEH#127: TRUCK REPAIRS		
			001.4600.4240		2,889.56
			VEH#123: TRANSMISSION REPLACEMENT		
			VEH#123: TRANSMISSION REPLACEMENT		
			001.4200.4240		5,074.58
				Total :	**7,964.14**
88231	10/31/2023	000090 FEDEX	OVERNIGHT MAIL		
			OVERNIGHT MAIL		
			001.4600.4210		9.20
				Total :	**9.20**
88232	10/31/2023	005567 FIRE APPARATUS SOLUTIONS	ME541: VEHICLE REPAIRS		
			ME541: VEHICLE REPAIRS		
			028.2050.4240		345.00
			ME541: VEHICLE REPAIRS		
			029.2100.4240		345.00
			FS#1: DEF CAP		
			FS#1: DEF CAP		
			028.2050.4240		63.58
			FS#1: DEF CAP		
			029.2100.4240		63.57
				Total :	**817.15**
88233	10/31/2023	005358 FLEET SERVICES INC	FS#3: DEF		
			FS#3: DEF		
			028.2050.4220		74.74
			FS#3: DEF		
			029.2100.4220		74.73
				Total :	**149.47**
88234	10/31/2023	005671 HOME DEPOT CREDIT SERVICES	FS#1: SHOWER PAN		
			FS#1: SHOWER PAN		
			029.2100.4070		404.55
			FS#1: SHOWER PAN		
			028.2050.4070		404.55
			FS#1: BATHROOM PROJECT		

Bank code : wfb

Voucher	Date	Vendor	Description/Account		Amount
88234	10/31/2023	005671 HOME DEPOT CREDIT SERVICES	(Continued)		
			FS#1: BATHROOM PROJECT		
			029.2100.4070		430.97
			FS#1: BATHROOM PROJECT		
			028.2050.4070		430.96
				Total :	**1,671.03**
88235	10/31/2023	000824 J & M TROPHIES	VOLUNTEER DINNER AWARDS		
			VOLUNTEER DINNER AWARDS		
			001.6020.4336		129.02
				Total :	**129.02**
88236	10/31/2023	000127 K & L HARDWARE	FS#1: BUILDING MAINT		
			FS#1: BUILDING MAINT		
			028.2050.4070		63.10
			FS#1: BUILDING MAINT		
			029.2100.4070		63.10
			FS#1: BUILDING MAINT		
			FS#1: BUILDING MAINT		
			028.2050.4070		59.72
			FS#1: BUILDING MAINT		
			029.2100.4070		59.71
			FS#1: MAINT SUPPLIES		
			FS#1: MAINT SUPPLIES		
			028.2050.4070		19.33
			FS#1: MAINT SUPPLIES		
			029.2100.4070		19.32
			FS#3: MISC SUPPLIES		
			FS#3: MISC SUPPLIES		
			028.2050.4206		73.80
			FS#3: MISC SUPPLIES		
			029.2100.4206		73.80
			FS#2: MAINT SUPPLIES		
			FS#2: MAINT SUPPLIES		
			028.2050.4206		57.55
			FS#2: MAINT SUPPLIES		
			029.2100.4206		57.54
			FS#3: MAINT SUPPLIES		

Bank code : wfb

Voucher	Date	Vendor	Description/Account		Amount
88236	10/31/2023	000127 K & L HARDWARE	(Continued)		
			FS#3: MAINT SUPPLIES		
			028.2050.4206		3.01
			FS#3: MAINT SUPPLIES		
			029.2100.4206		3.01
				Total :	**552.99**
88237	10/31/2023	005310 KOA CORPORATION	STR17001-DE COSB-SEP		
			STR17001-DE COSB-SEP		
			027.8490.6530		25.47
			STR17001-DE ARPA-SEP		
			STR17001-DE ARPA-SEP		
			030.8495.6550		14,954.66
				Total :	**14,980.13**
88238	10/31/2023	000207 KONICA MINOLTA	COPIER LEASE-OCT		
			COPIER LEASE-OCT		
			001.2000.4205		603.40
			COPIER LEASE-OCT		
			042.9510.4205		1,698.14
				Total :	**2,301.54**
88239	10/31/2023	000168 LETICIA NAVA-CRUZ, PETTY CASH	PETTY CASH-OCT		
			PETTY CASH-OCT		
			001.0020		104.26
				Total :	**104.26**
88240	10/31/2023	001193 LIFE ASSIST, INC.	FS#1: PPE SUPPLIES		
			FS#1: PPE SUPPLIES		
			030.8495.4349		183.18
				Total :	**183.18**
88241	10/31/2023	000424 SAN BERNARDINO COUNTY FIRE	HAZARDOUS WASTE FEE-10/23-12/23		
			HAZARDOUS WASTE FEE-10/23-12/23		
			001.4200.4596		12,616.00
				Total :	**12,616.00**
88242	10/31/2023	000204 SOCALGAS	FS#2-OCT		
			FS#2-OCT		

Bank code : wfb

Voucher	Date	Vendor	Description/Account		Amount
88242	10/31/2023	000204 SOCALGAS	(Continued)		
			028.2050.4020		23.72
			FS#2-OCT		
			029.2100.4020		23.70
			POLICE STATION-OCT		
			POLICE STATION-OCT		
			001.2000.4020		1,496.09
			FS#3-OCT		
			FS#3-OCT		
			028.2050.4020		30.29
			FS#3-OCT		
			029.2100.4020		30.27
				Total :	**1,604.07**
88243	10/31/2023	006218 STRESSCRETE INC	DEC TWIN POST FIXTURES/SCROLL ARMS		
			STREET LIGHTS: GREENSPOT PKWY		
			013.8510.4206		11,165.11
			STREET LIGHTS: GREENSPOT MEDIAN		
			013.8510.4206		10,732.93
				Total :	**21,898.04**
88244	10/31/2023	000533 UNITED STATES POSTAL SERVICE	REFILL POSTAGE MACHINE		
			REFILL POSTAGE MACHINE		
			001.0400		10,000.00
				Total :	**10,000.00**
88245	10/31/2023	000233 WAXIE SANITARY SUPPLY	FS#1: MAINT SUPPLIES		
			FS#1: MAINT SUPPLIES		
			028.2050.4245		40.04
			FS#1: MAINT SUPPLIES		
			029.2100.4245		40.04
			FS#1: JANITORIAL SUPPLIES		
			FS#1: JANITORIAL SUPPLIES		
			028.2050.4055		112.76
			FS#1: JANITORIAL SUPPLIES		
			029.2100.4055		112.76
				Total :	**305.60**

Bank code : wfb

Voucher	Date	Vendor	Description/Account	Amount
88246	10/31/2023	006216 YEAGER'S DIESEL & AUTO INC	ME542: VEHICLE MAINT	
			ME542: VEHICLE MAINT	
			028.2050.4240	963.82
			ME542: VEHICLE MAINT	
			029.2100.4240	963.82
			E542A: VEHICLE SERVICE	
			E542A: VEHICLE SERVICE	
			028.2050.4240	727.60
			E542A: VEHICLE SERVICE	
			029.2100.4240	727.60
			Total :	**3,382.84**

28 Vouchers for bank code : wfb **Bank total : 119,583.42**

28 Vouchers in this report **Total vouchers : 119,583.42**

Bank code : wfb

Voucher	Date	Vendor	Description/Account	Amount
845	11/3/2023	000003 ICMA RETIREMENT TRUST-457	ICMA DEFERRED COMP 457: PAYMENT	
			ICMA DEFERRED COMP 457: Payment 012.1170	12.50
			ICMA DEFERRED COMP 457: Payment 016.1170	12.50
			ICMA DEFERRED COMP 457: Payment 023.1170	27.49
			ICMA DEFERRED COMP 457: Payment 024.1170	12.00
			ICMA DEFERRED COMP 457: Payment 041.1170	369.51
			ICMA DEFERRED COMP 457: Payment 042.1170	121.49
			ICMA DEFERRED COMP 457: Payment 070.1170	311.62
			ICMA DEFERRED COMP 457: Payment 001.1170	10,269.12
			ICMA DEFERRED COMP 457: Payment 004.1170	1,778.91
			ICMA DEFERRED COMP 457: Payment 010.1170	576.91
			Total :	**13,492.05**
846	11/3/2023	000004 PUBLIC EMPLOYEE RETIREMENT SYS	EPMC: PAYMENT	
			PERS SURVIVOR: Payment 023.1145	0.43
			PERS SURVIVOR: Payment 024.1145	0.03
			PERS SURVIVOR: Payment 041.1145	0.32
			PERS SURVIVOR: Payment 042.1145	1.77
			PERS SURVIVOR: Payment 070.1145	0.67
			EPMC: Payment 023.1145	7.96

Bank code : wfb

Voucher	Date	Vendor	Description/Account	Amount
846	11/3/2023	000004 PUBLIC EMPLOYEE RETIREMENT SYS	(Continued)	
			EPMC: Payment	
			024.1145	0.68
			EPMC: Payment	
			041.1145	37.95
			EPMC: Payment	
			042.1145	13.82
			EPMC: Payment	
			070.1145	65.64
			PERS: Payment	
			001.1145	17,594.52
			PERS: Payment	
			004.1145	3,470.90
			PERS: Payment	
			010.1145	1,256.29
			PERS: Payment	
			012.1145	228.74
			PERS: Payment	
			016.1145	228.73
			PERS: Payment	
			023.1145	254.17
			PERS: Payment	
			024.1145	24.69
			PERS: Payment	
			041.1145	541.93
			PERS: Payment	
			042.1145	645.91
			PERS: Payment	
			070.1145	938.57
			PERS SURVIVOR: Payment	
			001.1145	26.17
			PERS SURVIVOR: Payment	
			004.1145	4.62
			PERS SURVIVOR: Payment	
			010.1145	1.10
			PERS SURVIVOR: Payment	
			012.1145	0.59

Bank code : wfb

Voucher	Date	Vendor	Description/Account		Amount
846	11/3/2023	000004 PUBLIC EMPLOYEE RETIREMENT SYS	(Continued)		
			PERS SURVIVOR: Payment		
			016.1145		0.57
			EPMC: Payment		
			001.1145		641.06
			EPMC: Payment		
			004.1145		152.67
			EPMC: Payment		
			010.1145		55.68
			EPMC: Payment		
			012.1145		2.86
			EPMC: Payment		
			016.1145		2.86
				Total :	**26,201.90**
847	11/3/2023	000119 INTERNAL REVENUE SERVICE	FEDERAL TAXES: PAYMENT		
			MEDICARE: Payment		
			001.1140		3,620.06
			MEDICARE: Payment		
			004.1140		642.35
			MEDICARE: Payment		
			008.1140		32.36
			MEDICARE: Payment		
			010.1140		217.76
			MEDICARE: Payment		
			012.1140		50.28
			MEDICARE: Payment		
			016.1140		50.26
			MEDICARE: Payment		
			023.1140		52.96
			MEDICARE: Payment		
			024.1140		5.26
			MEDICARE: Payment		
			041.1140		98.03
			MEDICARE: Payment		
			042.1140		130.04
			MEDICARE: Payment		

Bank code : wfb

Voucher	Date	Vendor	Description/Account	Amount
847	11/3/2023	000119 INTERNAL REVENUE SERVICE	(Continued)	
			070.1140 FEDERAL TAXES: Payment	154.83
			001.1120 FEDERAL TAXES: Payment	14,429.48
			004.1120 FEDERAL TAXES: Payment	2,413.49
			008.1120 FEDERAL TAXES: Payment	2.53
			010.1120 FEDERAL TAXES: Payment	1,064.40
			012.1120 FEDERAL TAXES: Payment	114.79
			016.1120 FEDERAL TAXES: Payment	114.80
			023.1120 FEDERAL TAXES: Payment	162.57
			024.1120 FEDERAL TAXES: Payment	15.43
			041.1120 FEDERAL TAXES: Payment	455.92
			042.1120 FEDERAL TAXES: Payment	307.72
			070.1120 SOCIAL SECURITY: Payment	845.33
			001.1140 SOCIAL SECURITY: Payment	632.22
			008.1140	138.40
			Total :	**25,751.27**
848	11/3/2023	000001 CALIF STATE EMPLOYMENT	STATE TAXES: PAYMENT	
			STATE TAXES: Payment	
			001.1130 STATE TAXES: Payment	5,867.80
			004.1130 STATE TAXES: Payment	951.71
			010.1130	434.13

Bank code : wfb

Voucher	Date	Vendor	Description/Account	Amount
848	11/3/2023	000001 CALIF STATE EMPLOYMENT	(Continued)	
			STATE TAXES: Payment	
			012.1130	45.00
			STATE TAXES: Payment	
			016.1130	45.00
			STATE TAXES: Payment	
			023.1130	67.98
			STATE TAXES: Payment	
			024.1130	5.57
			STATE TAXES: Payment	
			041.1130	185.18
			STATE TAXES: Payment	
			042.1130	107.76
			STATE TAXES: Payment	
			070.1130	290.65
			Total :	**8,000.78**
88247	11/3/2023	003804 AFLAC WWHQ	AFLAC ACCIDENT INSURANCE: PAYMENT	
			AFLAC DENTAL: Payment	
			070.1181	0.56
			AFLAC SPECIFIED HEALTH INS: Payment	
			001.1181	2.96
			AFLAC SPECIFIED HEALTH INS: Payment	
			012.1181	1.49
			AFLAC SPECIFIED HEALTH INS: Payment	
			016.1181	1.49
			AFLAC ACCIDENT INSURANCE: Payment	
			001.1181	98.22
			AFLAC ACCIDENT INSURANCE: Payment	
			004.1181	13.99
			AFLAC ACCIDENT INSURANCE: Payment	
			012.1181	3.58
			AFLAC ACCIDENT INSURANCE: Payment	
			016.1181	3.56
			AFLAC ACCIDENT INSURANCE: Payment	
			023.1181	5.81
			AFLAC ACCIDENT INSURANCE: Payment	

Bank code : wfb

Voucher	Date	Vendor	Description/Account	Amount
88247	11/3/2023	003804 AFLAC WWHQ	(Continued)	
			024.1181 AFLAC ACCIDENT INSURANCE: Payment	0.26
			042.1181 AFLAC DISABILITY INSURANCE: Payment	4.18
			001.1181 AFLAC DISABILITY INSURANCE: Payment	128.16
			004.1181 AFLAC DISABILITY INSURANCE: Payment	24.70
			012.1181 AFLAC DISABILITY INSURANCE: Payment	6.30
			016.1181 AFLAC DISABILITY INSURANCE: Payment	6.30
			024.1181 AFLAC HOSPITAL INSURANCE: Payment	0.50
			001.1181 AFLAC HOSPITAL INSURANCE: Payment	157.64
			012.1181 AFLAC HOSPITAL INSURANCE: Payment	6.71
			016.1181 AFLAC HOSPITAL INSURANCE: Payment	6.70
			023.1181 AFLAC HOSPITAL INSURANCE: Payment	12.32
			042.1181 AFLAC DENTAL: Payment	4.97
			001.1181 AFLAC DENTAL: Payment	27.89
			004.1181 AFLAC DENTAL: Payment	0.55
			041.1181	1.66
			Total :	**520.50**
88248	11/3/2023	000433 ARROWHEAD UNITED WAY	ARROWHEAD UNITED WAY: PAYMENT ARROWHEAD UNITED WAY: Payment	
			001.1180 ARROWHEAD UNITED WAY: Payment	11.26
			004.1180	0.75

Bank code : wfb

Voucher	Date	Vendor	Description/Account	Amount
88248	11/3/2023	000433 ARROWHEAD UNITED WAY	(Continued)	
			ARROWHEAD UNITED WAY: Payment 041.1180	2.25
			ARROWHEAD UNITED WAY: Payment 070.1180	0.74
			Total :	**15.00**
6 Vouchers for bank code :		wfb	**Bank total :**	**73,981.50**
6 Vouchers in this report			**Total vouchers :**	**73,981.50**

Bank code : wfb

Voucher	Date	Vendor	Description/Account		Amount
88249	11/7/2023	005771 AMAZON CAPITAL SERVICES	ME542: CELL PHONE SIGNAL BOOSTER		
			ME542: CELL PHONE SIGNAL BOOSTER		
			029.2100.4200		204.19
			ME542: CELL PHONE SIGNAL BOOSTER		
			028.2050.4200		204.18
				Total :	**408.37**
88250	11/7/2023	005771 AMAZON CAPITAL SERVICES	VOLUNTEER DINNER SUPPLIES		
			VOLUNTEER DINNER SUPPLIES		
			001.6020.4336		90.87
			2024 CALENDARS		
			EXEMPT FC - BLOOM WEEKLY 2024		
			001.4100.4200		57.05
			EXEMPT FC - MONTICELLO WEEKLY 2024		
			004.8310.4200		59.21
			100% HOD-MONTHLY PLANNER & DESKTOP		
			001.1700.4200		62.20
			2024 CALENDARS		
			EXEMPT FC - ORIGINAL 2PG MO 2024		
			001.4100.4200		12.49
			EXEMPT 2024 CALENDAR		
			EXEMPT 2024 CALENDAR		
			001.4100.4200		59.21
			CLASSIFICATION FILE FOLDERS		
			CLASSIFICATION FILE FOLDERS		
			001.1600.4200		39.96
				Total :	**380.99**
88251	11/7/2023	000165 AT&T	POLICE DEPT-NOV		
			POLICE DEPT-NOV		
			001.2000.4060		2,582.23
				Total :	**2,582.23**
88252	11/7/2023	000165 AT&T	CORP YARD TELE/INT-NOV		
			CORP YARD TELE/INT-NOV		
			004.8310.4060		1,440.33

Bank code : wfb

Voucher	Date	Vendor	Description/Account		Amount
88252	11/7/2023	000165 000165 AT&T	(Continued)	Total :	1,440.33
88253	11/7/2023	000165 AT&T	CITY HALL TELE/INT-NOV		
			CITY HALL TELE/INT-NOV		
			042.9510.4060		1,252.29
				Total :	1,252.29
88254	11/7/2023	000165 AT&T	CITY HALL-NOV		
			CITY HALL-NOV		
			042.9510.4060		1,250.20
				Total :	1,250.20
88255	11/7/2023	000165 AT&T	BASELINE LITTLE LEAGUE-NOV		
			BASELINE LITTLE LEAGUE-NOV		
			001.6000.4060		1,250.20
				Total :	1,250.20
88256	11/7/2023	000043 BALLARD PLUMBING HEATING & AIR	FS#1: PLUMBING MAINT		
			FS#1: PLUMBING MAINT		
			028.2050.4070		195.00
			FS#1: PLUMBING MAINT		
			029.2100.4070		195.00
				Total :	390.00
88257	11/7/2023	005516 BASE HILL, INC.	JANITORIAL SERVICE-OCT		
			CITY HALL-OCT		
			042.9510.4504		1,562.00
			COUNCIL CHAMBERS-OCT		
			042.9510.4504		311.00
			AURANTIA PARK-OCT		
			001.6000.4504		1,454.00
			COMM PARK-OCT		
			001.6000.4504		1,950.00
			PD-OCT		
			001.2000.4504		1,080.00
				Total :	6,357.00
88258	11/7/2023	005345 CALIFORNIA ASSOCIATION OF CODE	CACOE MEMBERSHIP-WILSON		
			CACOE MEMBERSHIP-WILSON		

Bank code : wfb

Voucher	Date	Vendor	Description/Account		Amount
88258	11/7/2023	005345 CALIFORNIA ASSOCIATION OF CODE	(Continued)		
			001.4200.4310		100.00
				Total :	**100.00**
88259	11/7/2023	000232 CAPITAL ONE	UNIFORM ALLOW: RAMOS		
			UNIFORM ALLOW: RAMOS		
			004.8310.4249		136.01
			UNIFORM ALLOW: COLEMAN		
			UNIFORM ALLOW: COLEMAN		
			001.6000.4249		23.88
				Total :	**159.89**
88260	11/7/2023	006099 CHARTER COMMUNICATIONS	PD TELE/INT-OCT		
			PD TELE/INT-OCT		
			001.2000.4065		829.85
				Total :	**829.85**
88261	11/7/2023	006099 CHARTER COMMUNICATIONS	CORP YARD: TELE/INT SVC-OCT		
			CORP YARD: TELE/INT SVC-OCT		
			004.8310.4060		626.90
				Total :	**626.90**
88262	11/7/2023	000143 COMMUNITY WORKS DESIGN GROUP	DRA20-006-SEP		
			DRA20-006-SEP		
			001.4100.4547		974.00
			DRA21-007-SEP		
			DRA21-007-SEP		
			001.4100.4547		387.50
			DRA22-002-SEP		
			DRA22-002-SEP		
			001.4100.4547		697.50
			CUP22-002-SEP		
			CUP22-002-SEP		
			001.4100.4547		155.00
			DRA23-002-SEP		
			DRA23-002-SEP		
			001.4100.4547		165.45
			DRA23-009-SEP		
			DRA23-009-SEP		

Bank code : wfb

Voucher	Date	Vendor	Description/Account		Amount
88262	11/7/2023	000143 COMMUNITY WORKS DESIGN GROUP	(Continued)		
			001.4100.4547 CUP22-013-SEP CUP22-013-SEP		155.00
			001.4100.4547 LAND ANALYSIS: COMPOST LAND ANALYSIS: COMPOST		620.00
			027.8490.4349		1,802.50
				Total :	**4,956.95**
88263	11/7/2023	000744 D&T AUTO REPAIR	VEH#127: BRAKE MAINT VEH#127: BRAKE MAINT		
			001.4600.4240		204.32
				Total :	**204.32**
88264	11/7/2023	000213 DAILY JOURNAL CORPORATION	NIB 2023-06 NEWSPAPER PUBLICATIONS NIB 2023-06 NEWSPAPER PUBLICATIONS		
			001.1200.4300 MND REVISED NEWSPAPER PUBLICATIONS MND REVISED NEWSPAPER PUBLICATIONS		897.00
			001.1200.4300 ORD 462 NEWSPAPER PUBLICATIONS ORD 462 NEWSPAPER PUBLICATIONS		188.60
			001.1200.4300		287.50
				Total :	**1,373.10**
88265	11/7/2023	001764 DEPENDABLE COFFEE & WATER SVC.	CITY HALL: FILTER CHANGE CITY HALL: FILTER CHANGE		
			042.9510.4200 CITY HALL: COOLER RENTAL/COFFEE CITY HALL: COOLER RENTAL/COFFEE		125.49
			042.9510.4200		114.75
				Total :	**240.24**
88266	11/7/2023	000085 EAST VALLEY WATER DISTRICT	BOULDER MEDIAN-OCT BOULDER MEDIAN-OCT		
			004.8310.4030 BOULDER MEDIAN-OCT BOULDER MEDIAN-OCT		166.38

Bank code : wfb

Voucher	Date	Vendor	Description/Account	Amount
88266	11/7/2023	000085 EAST VALLEY WATER DISTRICT	(Continued)	
			004.8310.4030 LMD 02 E-OCT LMD 02 E-OCT	363.40
			012.8500.4030 LMD 48C-OCT LMD 48C-OCT	941.77
			012.8500.4030 LMD 48C-OCT LMD 48C-OCT	123.30
			012.8500.4030 LMD 48-OCT LMD 48-OCT	489.62
			012.8500.4030 LMD 48-OCT LMD 48-OCT	1,296.52
			012.8500.4030 LMD 31-OCT LMD 31-OCT	1,051.44
			012.8500.4030 LMD 00 BASELINE-OCT LMD 00 BASELINE-OCT	462.46
			012.8500.4030 LMD 22-OCT LMD 22-OCT	688.32
			012.8500.4030 LMD 03 YARNELL-OCT LMD 03 YARNELL-OCT	239.51
			012.8500.4030 LMD 02A-OCT LMD 02A-OCT	31.78
			012.8500.4030 LMD 03 BASELINE-OCT LMD 03 BASELINE-OCT	86.12
			012.8500.4030 LMD 20 BASELINE-OCT LMD 20 BASELINE-OCT	176.40
			012.8500.4030	471.56

Bank code : wfb

Voucher	Date	Vendor	Description/Account	Amount
88266	11/7/2023	000085 EAST VALLEY WATER DISTRICT	(Continued)	
			LMD 01A-OCT	
			LMD 1A-OCT	
			012.8500.4030	79.92
			LMD 70-OCT	
			LMD 70-OCT	
			012.8500.4030	103.50
			LMD 36-OCT	
			LMD 36-OCT	
			012.8500.4030	297.18
			LMD 35-OCT	
			LMD 35-OCT	
			012.8500.4030	146.39
			LMD 06-OCT	
			LMD 06-OCT	
			012.8500.4030	45.86
			LMD 01B-OCT	
			LMD 01B-OCT	
			012.8500.4030	93.02
			BEATTIE IRRIGATION-OCT	
			BEATTIE IRRIGATION-OCT	
			001.6000.4030	235.93
			LMD 30-OCT	
			LMD 30-OCT	
			012.8500.4030	1,017.11
			LMD 39-OCT	
			LMD 39-OCT	
			012.8500.4030	689.27
			CANYON OAKS PARK-OCT	
			CANYON OAKS PARK-OCT	
			016.8540.4030	1,124.93
			LMD 02B-OCT	
			LMD 02B-OCT	
			012.8500.4030	381.93
			LMD 13-OCT	
			LMD 13-OCT	
			012.8500.4030	273.05
			LMD 02D-OCT	

Bank code : wfb

Voucher	Date	Vendor	Description/Account		Amount
88266	11/7/2023	000085 EAST VALLEY WATER DISTRICT	(Continued)		
			LMD 02D-OCT		
			012.8500.4030		159.66
			LMD 02C-OCT		
			LMD 02C-OCT		
			012.8500.4030		651.38
			LMD 08-OCT		
			LMD 08-OCT		
			012.8500.4030		315.69
			LMD 20 STREATER-OCT		
			LMD 20 STREATER-OCT		
			012.8500.4030		143.26
			LMD 70 IRRIGATION-OCT		
			LMD 70 IRRIGATION-OCT		
			012.8500.4030		701.66
				Total :	**13,048.32**
88267	11/7/2023	000090 FEDEX	OVERNIGHT MAIL		
			OVERNIGHT MAIL		
			001.4100.4210		32.75
			OVERNIGHT MAIL		
			001.4600.4210		32.68
				Total :	**65.43**
88268	11/7/2023	004956 FIDELITY SECURITY	VISION-NOV		
			VISION-NOV		
			001.1160		165.03
			VISION-NOV		
			004.1160		38.88
			VISION-NOV		
			010.1160		19.03
			VISION-NOV		
			012.1160		5.18
			VISION-NOV		
			016.1160		5.18
			VISION-NOV		
			024.1160		0.41
			VISION-NOV		

Bank code : wfb

Voucher	Date	Vendor	Description/Account		Amount
88268	11/7/2023	004956 FIDELITY SECURITY	(Continued)		
			041.1160 VISION-NOV		1.64
			042.1160 VISION-NOV		10.36
			070.1160		3.59
				Total :	**249.30**
88269	11/7/2023	005567 FIRE APPARATUS SOLUTIONS	ME541: AC REPLACEMENT ME541: AC REPLACEMENT		
			028.2050.4240 ME541: AC REPLACEMENT		6,801.16
			029.2100.4240		6,801.15
				Total :	**13,602.31**
88270	11/7/2023	005567 FIRE APPARATUS SOLUTIONS	ME541: HEADLIGHTS ME541: HEADLIGHTS		
			028.2050.4240 ME541: HEADLIGHTS		698.22
			029.2100.4240 ME543: HEADLIGHTS		698.22
			ME543: HEADLIGHTS 028.2050.4240 ME543: HEADLIGHTS		698.22
			029.2100.4240		698.22
				Total :	**2,792.88**
88271	11/7/2023	006220 FLASH ROOFING INC	REFUND PERMIT#20230804 REFUND PERMIT#20230804		
			001.1450.7600		110.00
				Total :	**110.00**
88272	11/7/2023	005018 FLYERS ENERGY, LLC	FUEL-OCT FUEL-OCT		
			001.2000.4220 FUEL-OCT		4,797.05
			001.4200.4220 FUEL-OCT		54.93

Bank code : wfb

Voucher	Date	Vendor	Description/Account		Amount
88272	11/7/2023	005018 FLYERS ENERGY, LLC	(Continued)		
			001.4600.4220 FUEL-OCT		253.36
			001.6000.4220 FUEL-OCT		245.25
			001.6010.4220 FUEL-OCT		248.41
			004.8310.4220 FUEL-OCT		919.67
			028.2050.4220 FUEL-OCT		1,138.89
			029.2100.4220 FUEL-OCT		1,138.89
			042.9510.4220		61.31
				Total :	**8,857.76**
88273	11/7/2023	006187 GREASE MONKEY #977	VEH# 138: MAINT VEH# 138: MAINT		
			004.8310.4240 VEH #133: MAINT VEH #133: MAINT		170.88
			042.9510.4240		112.79
				Total :	**283.67**
88274	11/7/2023	004939 GUARDIAN	DENTAL-NOV DENTAL-NOV		
			001.1160 DENTAL-NOV		931.36
			004.1160 DENTAL-NOV		250.83
			010.1160 DENTAL-NOV		125.01
			012.1160 DENTAL-NOV		10.11
			016.1160 DENTAL-NOV		10.11
			024.1160 DENTAL-NOV		1.82

Bank code : wfb

Voucher	Date	Vendor	Description/Account		Amount
88274	11/7/2023	004939 GUARDIAN	(Continued)		
			041.1160 DENTAL-NOV		18.19
			042.1160 DENTAL-NOV		20.22
			070.1160		11.98
				Total :	**1,379.63**
88275	11/7/2023	004453 HARRIS & ASSOCIATES	LMD: ENG SERVICE LMD: ENG SERVICE		
			012.8500.4550		1,695.00
				Total :	**1,695.00**
88276	11/7/2023	002710 HERNANDEZ, KROONE & ASSOCIATES	TSI22-001 TR18893 MEDITERRA-SEP TSI22-001 TR18893 MEDITERRA-SEP		
			001.3200.4551		421.50
				Total :	**421.50**
88277	11/7/2023	000662 HI WAY SAFETY INC	ROAD SIGNAGE ROAD SIGNAGE		
			004.8310.4206		318.73
				Total :	**318.73**
88278	11/7/2023	000108 HIGH TECH SECURITY	BURG SYST & MONIT-NOV CORP YARD BURG SYST & MONIT-NOV		
			004.8310.4066 CITY HALL BURG SYST & MONIT-NOV		55.00
			042.9510.4066 COMM PARK SYST & MONIT-NOV		100.00
			001.6000.4066 FIRE SYST & MONIT-NOV		55.00
			CORP YARD FIRE SYST & MONIT-NOV		
			004.8310.4066 LIBRARY/YMCA FIRE SYST & MONIT-NOV		85.00
			001.6000.4066 CITY HALL FIRE SYST & MONIT-NOV		135.00
			042.9510.4066 FS#3 FIRE SYST & MONIT-NOV		50.00

Bank code : wfb

Voucher	Date	Vendor	Description/Account		Amount
88278	11/7/2023	000108 HIGH TECH SECURITY	(Continued)		
			028.2050.4066		42.50
			FS#3 FIRE SYST & MONIT-NOV		
			029.2100.4066		42.50
			PD FIRE SYST & MONIT-NOV		
			001.2000.4066		85.00
			CCTV SYST & MONIT-NOV		
			AURANTIA & COMM PK CCTV SYST & MONIT-NOV		
			001.6000.4066		75.00
			CANYON OAK CCTV SYS & MONIT-NOV		
			016.8540.4066		25.00
			CITY HALL CCTV SYST & MONIT-NOV		
			042.9510.4066		25.00
			CORP YARD CCTV SYST & MONIT-NOV		
			004.8310.4066		25.00
				Total :	**800.00**
88279	11/7/2023	001320 HIGHLAND SENIOR CENTER	CDBG REIMB-SEP		
			CDBG REIMB-SEP		
			006.8400.4348		2,000.00
				Total :	**2,000.00**
88280	11/7/2023	001996 HINDERLITER DE LLAMAS & ASSOC	SALES TAX AUDIT 2023/2024		
			SALES TAX AUDIT 2023/2024		
			001.1450.4505		450.00
				Total :	**450.00**
88281	11/7/2023	006219 IPERMIT LLC	REFUND PERMIT#20231150		
			REFUND PERMIT#20231150		
			001.1450.7600		75.00
			REFUND PERMIT#20231188		
			REFUND PERMIT#20231188		
			001.1450.7600		75.00
			REFUND PERMIT#20231435		
			REFUND PERMIT#20231435		
			001.1450.7600		75.00
				Total :	**225.00**

Bank code : wfb

Voucher	Date	Vendor	Description/Account		Amount
88282	11/7/2023	000127 K & L HARDWARE	AURANTIA PARK: MAINT SUPPLIES		
			AURANTIA PARK: MAINT SUPPLIES		
			001.6000.4206		63.53
			PD: KEYS		
			PD: KEYS		
			001.2000.4070		6.44
			CORP YARD: SUPPLIES		
			CORP YARD: SUPPLIES		
			004.8310.4206		4.30
				Total :	**74.27**
88283	11/7/2023	005679 KEN GRODY FORD	UT541: TIRES		
			UT541: TIRES		
			029.2100.4240		577.35
			UT541: TIRES		
			028.2050.4240		577.35
				Total :	**1,154.70**
88284	11/7/2023	000207 KONICA MINOLTA	IT MONTHLY CONTRACT-NOV		
			IT MONTHLY CONTRACT-NOV		
			042.9510.4627		5,003.00
				Total :	**5,003.00**
88285	11/7/2023	000207 KONICA MINOLTA	COPIER LEASE-NOV		
			COPIER LEASE-NOV		
			001.2000.4205		603.40
			COPIER LEASE-NOV		
			042.9510.4205		1,698.14
				Total :	**2,301.54**
88286	11/7/2023	000207 KONICA MINOLTA	PRINTER MAINT CONTRACT-OCT		
			PRINTER MAINT CONTRACT-OCT		
			042.9510.4631		703.68
				Total :	**703.68**
88287	11/7/2023	001193 LIFE ASSIST, INC.	FS#1: PPE SUPPLIES		
			FS#1: PPE SUPPLIES		
			030.8495.4349		183.18
			FS#1: PPE SUPPLIES		

Bank code : wfb

Voucher	Date	Vendor	Description/Account		Amount
88287	11/7/2023	001193 LIFE ASSIST, INC.	(Continued)		
			FS#1: PPE SUPPLIES		
			030.8495.4349		183.18
				Total :	**366.36**
88288	11/7/2023	000155 NEW YORK LIFE	NEW YORK LIFE-NOV		
			NEW YORK LIFE-NOV		
			001.1180		9.75
			NEW YORK LIFE-NOV		
			004.1180		0.65
			NEW YORK LIFE-NOV		
			041.1180		1.95
			NEW YORK LIFE-NOV		
			070.1180		0.65
				Total :	**13.00**
88289	11/7/2023	001114 PARKHOUSE TIRE, INC.	ME541: TIRES		
			ME541: TIRES		
			029.2100.4240		1,701.48
			ME541: TIRES		
			028.2050.4240		1,701.47
				Total :	**3,402.95**
88290	11/7/2023	001114 PARKHOUSE TIRE, INC.	VEH# 115-TIRES		
			VEH# 115-TIRES		
			004.8310.4245		1,352.21
				Total :	**1,352.21**
88291	11/7/2023	002408 PEOPLEREADY	CORP YARD: STORM DRAIN INSP LABOR		
			CORP YARD: STORM DRAIN INSP LABOR		
			004.8310.4666		1,050.59
				Total :	**1,050.59**
88292	11/7/2023	000176 PRINCIPAL LIFE INSURANCE CO	PRINCIPAL-NOV		
			PRINCIPAL-NOV		
			001.1200.3590		31.59
			PRINCIPAL-NOV		
			001.1450.3590		68.01

Bank code : wfb

Voucher	Date	Vendor	Description/Account	Amount
88292	11/7/2023	000176 PRINCIPAL LIFE INSURANCE CO	(Continued)	
			PRINCIPAL-NOV	
			001.1600.3590	6.64
			PRINCIPAL-NOV	
			001.1700.3590	103.84
			PRINCIPAL-NOV	
			001.3200.3590	50.82
			PRINCIPAL-NOV	
			001.4100.3590	90.93
			PRINCIPAL-NOV	
			001.4200.3590	75.58
			PRINCIPAL-NOV	
			001.4500.3590	53.54
			PRINCIPAL-NOV	
			001.4600.3590	81.87
			PRINCIPAL-NOV	
			001.6000.3590	19.61
			PRINCIPAL-NOV	
			001.6010.3590	20.36
			PRINCIPAL-NOV	
			001.6020.3590	12.17
			PRINCIPAL-NOV	
			004.8310.3590	137.56
			PRINCIPAL-NOV	
			010.3830.3590	42.79
			PRINCIPAL-NOV	
			012.8500.3590	9.70
			PRINCIPAL-NOV	
			016.8540.3590	9.68
			PRINCIPAL-NOV	
			023.3890.3590	7.71
			PRINCIPAL-NOV	
			024.8470.3590	1.01
			PRINCIPAL-NOV	
			041.9500.3590	15.04
			PRINCIPAL-NOV	
			042.9510.3590	15.68

Bank code : wfb

Voucher	Date	Vendor	Description/Account		Amount
88292	11/7/2023	000176 PRINCIPAL LIFE INSURANCE CO	(Continued)		
			PRINCIPAL-NOV		
			070.7000.3590		32.74
				Total :	886.87
88293	11/7/2023	001414 RICHARDS, WATSON & GERSHON	GENERAL-SEP		
			GENERAL-SEP		
			001.1450.4520		4,701.20
			SWK19001 PM MSRI NON PART - SEP		
			SWK19001 PM MSRI NON PART - SEP		
			017.8350.6545		38.00
			WAKELAND-SEP		
			WAKELAND-SEP		
			070.7000.4520		456.00
			CODE ENFORCEMENT GENERAL-SEP		
			CODE ENFORCEMENT GENERAL-SEP		
			001.1450.4520		3,800.55
			PERSONNEL & LABOR RELATIONS-SEP		
			PERSONNEL & LABOR RELATIONS-SEP		
			001.1450.4520		27.50
			CODE ENFORCEMENT CASE#4744-SEP		
			CODE ENFORCEMENT CASE#4744-SEP		
			001.4600.4520		1,209.71
				Total :	10,232.96
88294	11/7/2023	005326 RP LANDSCAPE & IRRIGATION	PARKS LANDSCAPING-OCT		
			MEMORIAL PARK LANDSCAPING-OCT		
			001.6000.4585		400.00
			PD LANDSCAPING-OCT		
			001.2000.4585		500.00
			CITY HALL LANDSCAPING-OCT		
			042.9510.4585		500.00
			LIBRARY LANDSCAPING-OCT		
			001.6000.4585		600.00
			YMCA LANDSCAPING-OCT		
			001.6000.4585		600.00
			CORP YARD LANDSCAPING-OCT		
			004.8310.4585		400.00

Bank code : wfb

Voucher	Date	Vendor	Description/Account		Amount
88294	11/7/2023	005326 RP LANDSCAPE & IRRIGATION	(Continued)		
			AURANTIA PARK LANDSCAPING-OCT		
			001.6000.4585		933.00
			COMMUNITY PARK LANDSCAPING-OCT		
			001.6000.4585		3,691.00
			CANYON OAK PARK LANDSCAPING-OCT		
			016.8540.4585		356.00
			CUNNINGHAM PARK LANDSCAPING-OCT		
			016.8540.4585		453.00
			SEELEY PARK LANDSCAPING-OCT		
			016.8540.4585		299.00
			OAK CREEK PARK LANDSCAPING-OCT		
			016.8540.4585		556.00
			BOULDER MEDIANS LANDSCAPING-OCT		
			004.8310.4585		2,476.00
				Total :	**11,764.00**
88295	11/7/2023	006221 SCHMIDT, STEVEN	REFUND PERMIT#20231119		
			REFUND PERMIT#20231119		
			001.1450.7600		1,846.00
				Total :	**1,846.00**
88296	11/7/2023	005731 SITEONE LANDSCAPE SUPPLY, LLC	LMD 69: IRRIG SUPPLIES		
			LMD 69: IRRIG SUPPLIES		
			012.8500.4206		31.21
				Total :	**31.21**
88297	11/7/2023	000487 SMART & FINAL	BREAKROOM SUPPLIES		
			BREAKROOM SUPPLIES		
			042.9510.4200		63.93
				Total :	**63.93**
88298	11/7/2023	000204 SOCALGAS	FS#1-OCT		
			FS#1-OCT		
			028.2050.4020		29.10
			FS#1-OCT		
			029.2100.4020		29.09
				Total :	**58.19**

Bank code : wfb

Voucher	Date	Vendor	Description/Account	Amount
88299	11/7/2023	000970 SOUTH COAST AQMD	FS#3: PERMIT FEE-GEN F82893	
			FS#3: PERMIT FEE-GEN F82893	
			028.2050.4222	252.46
			FS#3: PERMIT FEE-GEN F82893	
			029.2100.4222	252.45
			FS#3: PERMIT USE FEE 23/24	
			FS#3: PERMIT USE FEE 23/24	
			028.2050.4222	80.18
			FS#3: PERMIT USE FEE 23/24	
			029.2100.4222	80.17
			Total :	**665.26**
88300	11/7/2023	000203 SOUTHERN CALIFORNIA EDISON	LS2-OCT	
			LS2-OCT	
			013.8510.4011	94.37
			STREET LIGHT AQUISITION-OCT	
			STREET LIGHT AQUISITION-OCT	
			013.8510.4011	16,130.11
			TRAFFIC CONTROL-OCT	
			TRAFFIC CONTROL-OCT	
			004.8310.4580	2,368.16
			LS2&3-OCT	
			LS2&3-OCT	
			013.8510.4011	1,233.42
			TRAFFIC CONTROL-OCT	
			TRAFFIC CONTROL-OCT	
			004.8310.4580	41.56
			LS3-OCT	
			013.8510.4011	275.14
			LS1-OCT	
			LS1-OCT	
			013.8510.4011	9,152.34
			LS2-OCT	
			LS2-OCT	
			013.8510.4011	20.58
			Total :	**29,315.68**
88301	11/7/2023	000203 SOUTHERN CALIFORNIA EDISON	POLICE STATION-OCT	

Bank code : wfb

Voucher	Date	Vendor	Description/Account	Amount
88301	11/7/2023	000203 SOUTHERN CALIFORNIA EDISON	(Continued)	
			POLICE STATION-OCT	
			001.2000.4010	7,549.72
			TRAFFIC CONTROL-OCT	
			TRAFFIC CONTROL-OCT	
			004.8310.4580	51.74
			CITY HALL & EV-OCT	
			CITY HALL-OCT	
			042.9510.4010	1,516.26
			EV-OCT	
			042.9510.4012	3,779.33
			CITY HALL-OCT	
			CITY HALL-OCT	
			042.9510.4010	1,333.67
			TRAFFIC CONTROL & LS3-OCT	
			TRAFFIC CONTROL-OCT	
			004.8310.4580	0.22
			LS3-OCT	
			013.8510.4011	1,091.24
			CORP YARD-OCT	
			CORP YARD-OCT	
			004.8310.4010	735.61
			TRAFFIC CONTROL & LS3-OCT	
			LS3-OCT	
			013.8510.4011	-1.92
			TRAFFIC CONTROL-OCT	
			004.8310.4580	28.87
			FS#1-3-OCT	
			FS#3-OCT	
			028.2050.4010	993.97
			FS#3-OCT	
			029.2100.4010	993.96
			FS#1-OCT	
			028.2050.4010	575.81
			FS#1-OCT	
			029.2100.4010	575.81
			FS#2-OCT	
			028.2050.4010	456.03

Bank code : wfb

Voucher	Date	Vendor	Description/Account		Amount
88301	11/7/2023	000203 SOUTHERN CALIFORNIA EDISON	(Continued)		
			FS#2-OCT		
			029.2100.4010		456.03
			LIBRARY/ELC-OCT		
			LIBRARY/ELC-OCT		
			001.6000.4010		4,717.30
				Total :	**24,853.65**
88302	11/7/2023	000203 SOUTHERN CALIFORNIA EDISON	LS3-OCT		
			LS3-OCT		
			013.8510.4011		482.76
			CANYON OAK-OCT		
			CANYON OAK-OCT		
			016.8540.4010		26.26
				Total :	**509.02**
88303	11/7/2023	006127 STAPLES BUSINESS CREDIT	ERGONOMIC SWIVEL CHAIR		
			ERGONOMIC SWIVEL CHAIR		
			008.8340.4203		118.50
			OFFICE SUPPLIES		
			100% RECYCLED 1 3/8 x 1 7/8 POST-ITS		
			001.1200.4200		25.20
			30% RECYCLED 3 x 3 POST ITS		
			001.1200.4200		58.81
			STAPLES INVISIBLE TAPE		
			001.1200.4200		26.48
			PILOT G2 PENS		
			001.1200.4200		17.55
			50% RECYCLED NOTEPADS		
			001.1200.4200		24.77
			POST IT FLAGS		
			001.1200.4200		9.64
			SAFETY VESTS		
			SAFETY VESTS		
			004.8310.4206		34.46
				Total :	**315.41**
88304	11/7/2023	001527 STERICYCLE INC.	SHREDDING SERVICE-SEP REISSUED/FRAUD		

Bank code : wfb

Voucher	Date	Vendor	Description/Account		Amount
88304	11/7/2023	001527 STERICYCLE INC.	(Continued)		
			SHREDDING SERVICE-SEP REISSUED/FRAUD		
			001.1200.4626		146.23
			SHREDDING SERVICE-OCT		
			SHREDDING SERVICE-OCT		
			001.1200.4626		147.86
				Total :	**294.09**
88305	11/7/2023	006218 STRESSCRETE INC	DEC TWIN POST / TEARDROP FIXTURES BASE L		
			STREET LIGHT: BASE LINE PARKWAY		
			013.8510.4206		5,242.04
			STREET LIGHT: BASE LINE MEDIAN		
			013.8510.4206		4,460.85
				Total :	**9,702.89**
88306	11/7/2023	003689 TPX COMMUNICATIONS	CITY HALL/CORP YARD PHONES-OCT		
			CITY HALL PHONES-OCT		
			042.9510.4060		1,406.21
			CORP YARD PHONES-OCT		
			004.8310.4060		295.02
				Total :	**1,701.23**
88307	11/7/2023	004323 UNITED RENTALS (NORTH AMERICA)	FS#3: GENERATOR MAINT		
			FS#3: GENERATOR MAINT		
			028.2050.4222		177.95
			FS#3: GENERATOR MAINT		
			029.2100.4222		177.94
				Total :	**355.89**
88308	11/7/2023	000226 UNUM LIFE INSURANCE	LONG TERM DISABILITY-NOV		
			LONG TERM DISABILITY-NOV		
			001.1180		811.15
			LONG TERM DISABILITY-NOV		
			004.1180		59.20
			LONG TERM DISABILITY-NOV		
			010.1180		40.70
			LONG TERM DISABILITY-NOV		
			023.1180		11.10

Bank code : wfb

Voucher	Date	Vendor	Description/Account		Amount
88308	11/7/2023	000226 UNUM LIFE INSURANCE	(Continued)		
			LONG TERM DISABILITY-NOV		
			041.1180		25.87
			LONG TERM DISABILITY-NOV		
			070.1180		55.47
				Total :	**1,003.49**
88309	11/7/2023	000979 VERIZON WIRELESS	AIR CARD-OCT		
			AIR CARD-OCT		
			001.2000.4062		38.01
				Total :	**38.01**
88310	11/7/2023	000233 WAXIE SANITARY SUPPLY	FS#3: JANITORIAL SUPPLIES		
			FS#3: JANITORIAL SUPPLIES		
			028.2050.4055		124.61
			FS#3: JANITORIAL SUPPLIES		
			029.2100.4055		124.61
				Total :	**249.22**
88311	11/7/2023	001677 YMCA OF THE EAST VALLEY	MONTHLY REIMB-SEP		
			MONTHLY REIMB-SEP		
			001.6000.4526		42,292.00
				Total :	**42,292.00**
88312	11/7/2023	004298 ZOLL MEDICAL CORPORATION	FS#3: PARAMEDIC SUPPLIES		
			FS#3: PARAMEDIC SUPPLIES		
			028.2050.4207		2,435.24
				Total :	**2,435.24**
1002491101	11/7/2023	000004 PUBLIC EMPLOYEE RETIREMENT SYS	PERS HEALTH-NOV		
			PERS HEALTH-NOV		
			001.1150		12,934.40
			PERS HEALTH-NOV		
			004.1150		2,160.77
			PERS HEALTH-NOV		
			010.1150		1,422.33
			PERS HEALTH-NOV		
			012.1150		197.62

Bank code : wfb

Voucher	Date	Vendor	Description/Account	Amount
1002491101	11/7/2023	000004 PUBLIC EMPLOYEE RETIREMENT SYS	(Continued)	
			PERS HEALTH-NOV	
			016.1150	197.62
			PERS HEALTH-NOV	
			041.1150	333.42
			PERS HEALTH-NOV	
			070.1150	316.66
			PERS HEALTH-NOV	
			001.1450.3511	71.30
			PERS HEALTH-NOV	
			041.9500.3515	2,000.00
			Total :	**19,634.12**

65 Vouchers for bank code : wfb **Bank total : 243,773.05**

65 Vouchers in this report **Total vouchers : 243,773.05**

STAFF REPORT

TO THE CITY COUNCIL

DATE: November 14, 2023

FROM: Joseph A. Hughes, City Manager

PREPARED BY: Chuck Dantuono, Director of Administrative Services/City Treasurer CD
Leticia Nava-Cruz, Assistant Director of Administrative Services LNC

SUBJECT: Treasurer's Report for September 2023

RECOMMENDATION: City Council to receive and file the Treasurer's Report for September 2023

FISCAL IMPACT: Cash and Investments:

General Fund	$ 8,410,013.35
Special Revenue Funds	$35,657,017.50
Internal Service Funds	$ 5,648,560.39
Capital Projects Funds	$22,529,647.62
Agency Funds	$ 1,355,533.90
Housing Authority Fund	$ 3,675,992.97
SARDA Funds	$ 2,849,112.67

PUBLIC NOTICE: The agenda for this item was posted at the three required locations.

BACKGROUND: Increases in the checking account were due to revenues received plus funds wired from LAIF and CAMP. Decreases in the checking account were a result of payments to vendors, payroll and funds wired to LAIF, CAMP and U.S. Bank.

Increases in the fiscal agent accounts (US Bank) resulted from interest and bond payment receipt. Decreases resulted in vendor payments and debt service payments.

Increases in the CAMP account were due to interest received. Decreases were a result of funds being wired to the city's checking account primarily for payment of public works projects.

The maximum limit on regular accounts is $75M.

Approved _____ Motion _____ Second _____ Agenda Item No. 4

Denied _____ Ayes _____

Continued _____ Noes _____ File No. _____

Tabled _____ Abstain _____

Absent _____

B Hughes

City Clerk

City Manager

CITY OF HIGHLAND
Treasurer's Report
as of September 30, 2023

CASH AND BANK ACCOUNTS:

Cash on Hand-Office Petty Cash & Change Fund Accounts	1,150.00
Wells Fargo Checking Account (reconciled book balance)	4,776,007.85

DESCRIPTION	MATURITY PERIOD	YIELD	PAR VALUE	ORIGINAL COST
INVESTMENTS: LOCAL GOVERNMENT INVESTMENT POOLS				
California Treasurer's Local Agency Investment Fund (LAIF)	n/a	3.534%		
General Fund			11,721,128.19	
Special Revenue Funds			22,600,574.00	
Internal Service Funds			5,226,704.00	
Capital Projects Funds			19,803,533.00	
Total City LAIF Funds				59,351,939.19
Housing Authority Fund			3,647,969.16	
Total Housing Authority LAIF Funds				3,647,969.16
Total LAIF Funds				62,999,908.35

1) Maximum limits on accounts are $75M City and $75M Housing Authority.
2) Market Value is based on the September 30, 2023 applicable percentage of 0.986307739.
3) Market Value is $62,137,297.16 ($62,999,908.35 x 0.986307739).

California Asset Management Program (CAMP)	n/a	5.550%		
General Fund			3,205,657.61	
Special Revenue Funds			1,798,517.00	
Capital Projects Funds			6,020,904.00	
Total CAMP Funds				11,025,078.61
INVESTMENTS: FISCAL AGENT ACCOUNTS				
US Bank Corporate Trust Services (Community Facilities Districts)				
Community Facilities District (CFD) 90-1				
Administrative Expense Fund #128262-011				
US Bank Money Market Account CUSIP #8AMMF0AP6	n/a	0.00%	97,364.10	97,364.10
Fire Protection Expense Fund #128262-012				
US Bank Money Market Account CUSIP #8AMMF0AP6	n/a	0.00%	3,098.40	3,098.40
Police Protection Expense Fund #128262-013				
US Bank Money Market Account CUSIP #8AMMF0AP6	n/a	0.00%	1,145.96	1,145.96
Community Facilities District (CFD) 2001-1				
Special Tax Fund #217795000				
US Bank Money Market Account CUSIP #8AMMF0AP6	n/a	0.00%	2.80	2.80
Interest Account #217795001				
US Bank Money Market Account CUSIP #8AMMF0AP6	n/a	0.00%	-	-
Principal Account #217795002				
US Bank Money Market Account CUSIP #8AMMF0AP6	n/a	0.00%	-	-
Administrative Expense Account #217795003				
US Bank Money Market Account CUSIP #8AMMF0AP6	n/a	0.00%	14,808.88	14,808.88
Surplus Fund #217795004				
US Bank Money Market Account CUSIP #8AMMF0AP6	n/a	0.00%	29,280.07	29,280.07
Community Facilities District (CFD) 2007-1				
Administrative Expense Fund #260722000				
US Bank Money Market Account CUSIP #8AMMF0390	n/a	0.00%	6,801.48	6,801.48
Fire Expense Fund #260722001				
US Bank Money Market Account CUSIP #8AMMF0390	n/a	0.00%	0.44	0.44
Police Expense Fund #260722002				
US Bank Money Market Account CUSIP #8AMMF0390	n/a	0.00%	0.13	0.13
TOTAL INVESTMENTS US BANK (COMMUNITY FACILITIES DISTRICTS)				152,502.26

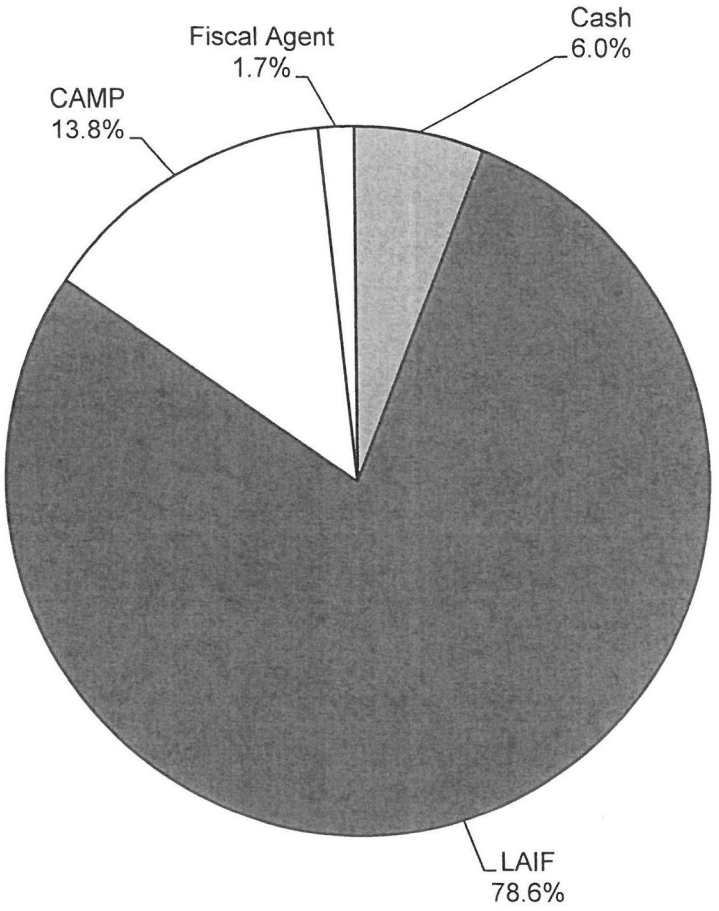
DESCRIPTION	MATURITY PERIOD	YIELD	PAR VALUE	ORIGINAL COST
INVESTMENTS: FISCAL AGENT ACCOUNTS (continued)				
US Bank Corporate Trust Services (SARDA)				
2004B Tax Allocation Refunding Bonds				
Special Fund 786709001				
Federated Treasury Obligations CUSIP #60934N872	n/a	5.00%	3,550.54	3,550.54
Interest Fund 786709002				
Federated Treasury Obligations CUSIP #60934N872	n/a	0.00%	-	-
Principal Fund 786709003				
Federated Treasury Obligations CUSIP #60934N872	n/a	0.00%	-	-
Reserve Fund 786709004				
Federated Treasury Obligations CUSIP #60934N872	n/a	5.00%	175,162.13	175,162.13
2015A Tax Allocation Refunding Bonds				
Special Fund 268777000				
Federated Treasury Obligations CUSIP #60934N872	n/a	5.00%	548.58	548.58
Interest Fund 268777001				
Federated Treasury Obligations CUSIP #60934N872	n/a	5.00%	73.43	73.43
Principal Fund 268777002				
Federated Treasury Obligations CUSIP #60934N872	n/a	0.00%	-	-
Reserve Fund 268777004				
Federated Treasury Obligations CUSIP #60934N872	n/a	5.00%	977,274.36	977,274.36
Expense Account 268777006				
Federated Treasury Obligations CUSIP #60934N872	n/a	5.00%	14,101.30	14,101.30
2017 Tax Allocation Refunding Bonds				
Debt Service Fund 259928000				
Federated Treasury Obligations CUSIP #60934N872	n/a	5.00%	520.99	520.99
Interest Fund 259928001				
Federated Treasury Obligations CUSIP #60934N872	n/a	0.00%	-	-
Principal Fund 259928002				
Federated Treasury Obligations CUSIP #60934N872	n/a	0.00%	-	-
TOTAL INVESTMENTS US BANK (SARDA)				1,171,231.33
TOTAL CASH AND INVESTMENTS				**80,125,878.40**

All investments are placed in accordance with City of Highland's Investment Policy and Guidelines. The above summary provides sufficient cash flow liquidity to meet the next six month's estimated expenditures. This report is in accordance with Government Code Section 53646.

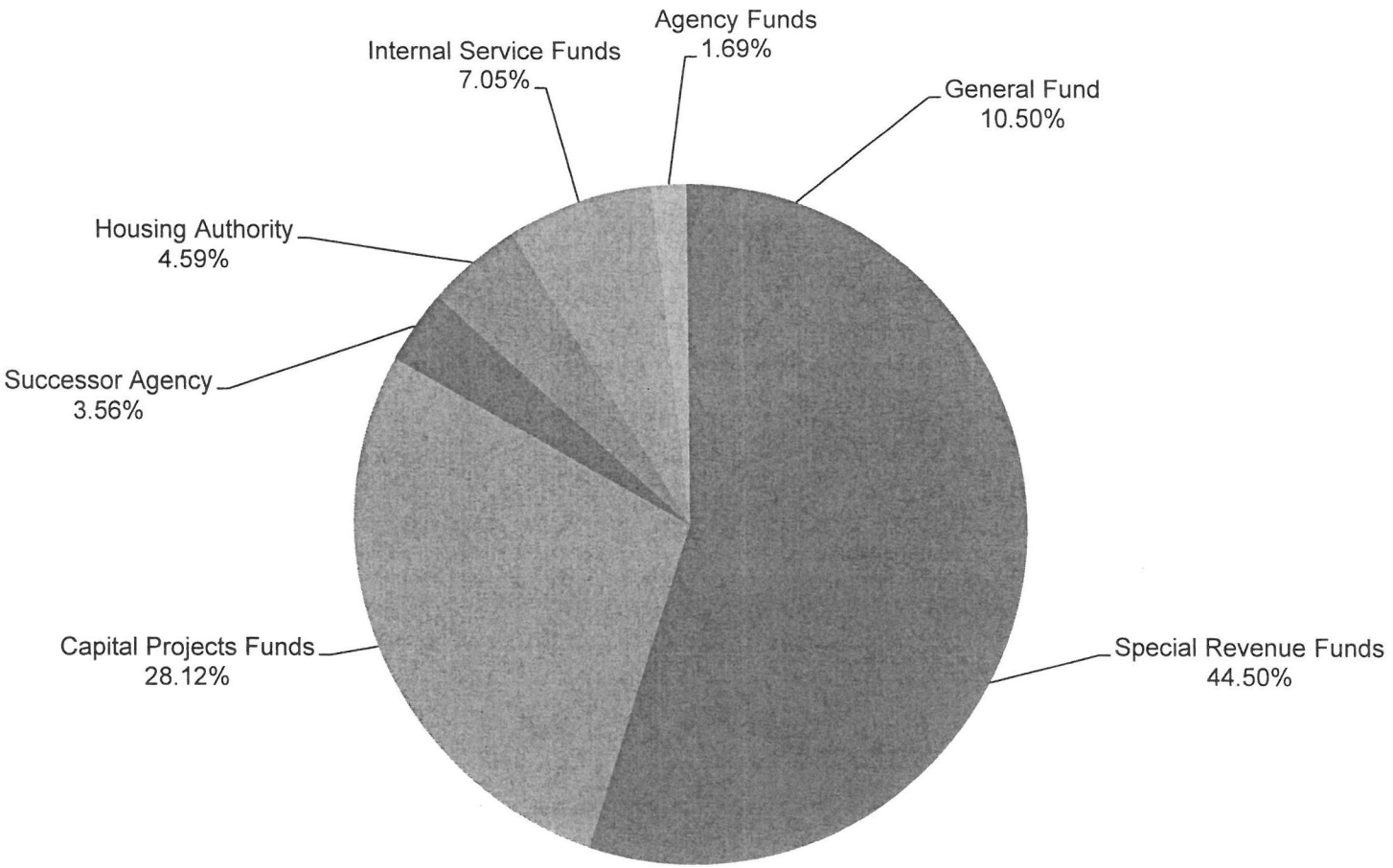
SIGNED:_____
Joseph A. Hughes
CITY MANAGER

SIGNED:_____
Chuck Dantuono
DIRECTOR OF ADMINISTRATIVE SERVICES/CITY TREASURER

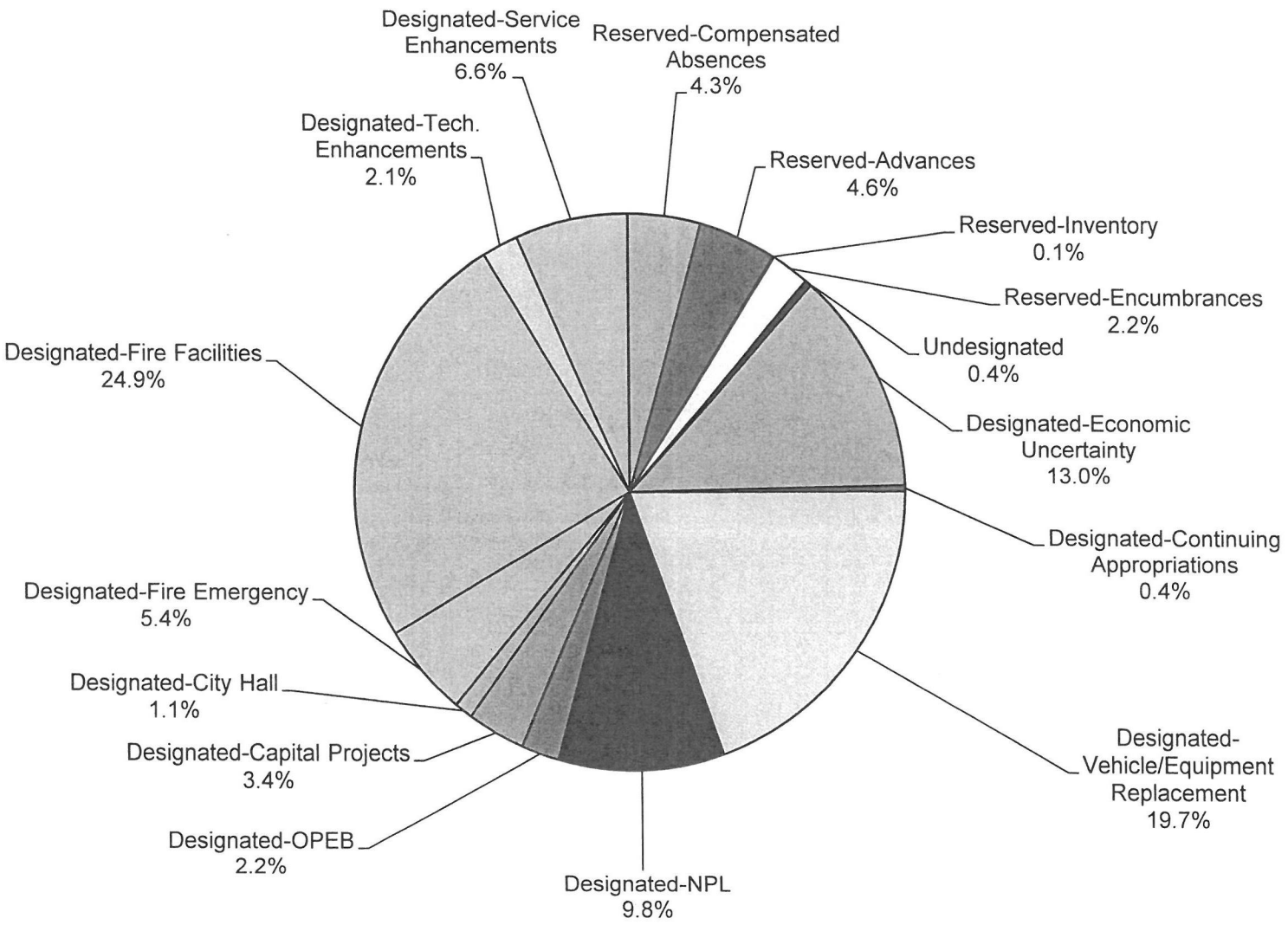
Treasurer's Report



Cash & Investments



General Fund Reserves



STAFF REPORT

TO THE CITY COUNCIL

DATE: November 14, 2023

FROM: Joseph Hughes, City Manager

REVIEWED BY: Betty Hughes, MMC, City Clerk
Chuck Dantuono, Director of Administrative Services/City Treasurer
Dana Calkins, George Hills Company, Claims Adjuster

PREPARED BY: Alondra Muñoz, Deputy City Clerk

SUBJECT: Claim Consideration – Francisco Pedro Garcia

RECOMMENDATION: George Hills Company recommends the City Council reject the claim.

BACKGROUND: The Claim was received in the City Clerk's Office on October 31, 2023. It was then sent to the City's claim adjuster, George Hills Company, who is recommending the claim be rejected.

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Approved _____	Motion _____	Second _____	Agenda Item No. 5
Denied _____	Ayes _____		
Continued _____	Noes _____		File No. _____
Tabled _____	Abstain _____		
	Absent _____		

B Hughes

City Clerk

City Manager

GEORGE HILLS
Our minds over your matters.

November 7, 2023

Betty Hughes
City of Highland

RE:		
	Client:	City of Highland
	Claim Number:	GHC0064683
	Date of Loss:	05/10/2023
	Claimant:	Francisco Garcia

Dear Ms. Hughes:

We have reviewed the above captioned claims and request that you take the action indicated below:

- **Please issue a standard rejection to commence the statute of limitations.**

Please provide us with a copy of the notice once sent.

Should you have any questions, please feel free to contact the undersigned.

Kindest Regards,
George Hills Company, Inc.

Dana Calkins

Dana Calkins
Sr. Claims Adjuster
Direct Dial: (916) 333-0575
Email: dana.calkins@georgehills.com

PO BOX 278, RANCHO CORDOVA, CA 95741

City of
HIGHLAND
Inc. 1987

October 31, 2023

Patti Schneiders
Claims Processor
Rancho Cordova Office
PO Box 278
Rancho Cordova, CA 95741

Re: Claimant(s): Francisco Pedro Garcia
Incident Date: May 10, 2023

Dear Patti:

Enclosed is a copy of a Claim received and filed in the Office of the City Clerk on October 31, 2023, by the above referenced claimant(s). Note: Attached is the City's Community Trails Map for reference. In addition, the City contracts with San Bernardino County's Department of Public Health Animal Care and Control Program for animal care and control services. Please review and advise this office on the appropriate action to be taken. This item will be tentatively scheduled for the City Council regular meeting of Tuesday, November 14, 2023, pending your recommendation. All correspondence will be required from George Hills no later than November 8.

If you have any questions, please contact Chuck Dantuono at (909) 864-6861, ext. 224 or myself at ext. 260.

Sincerely,

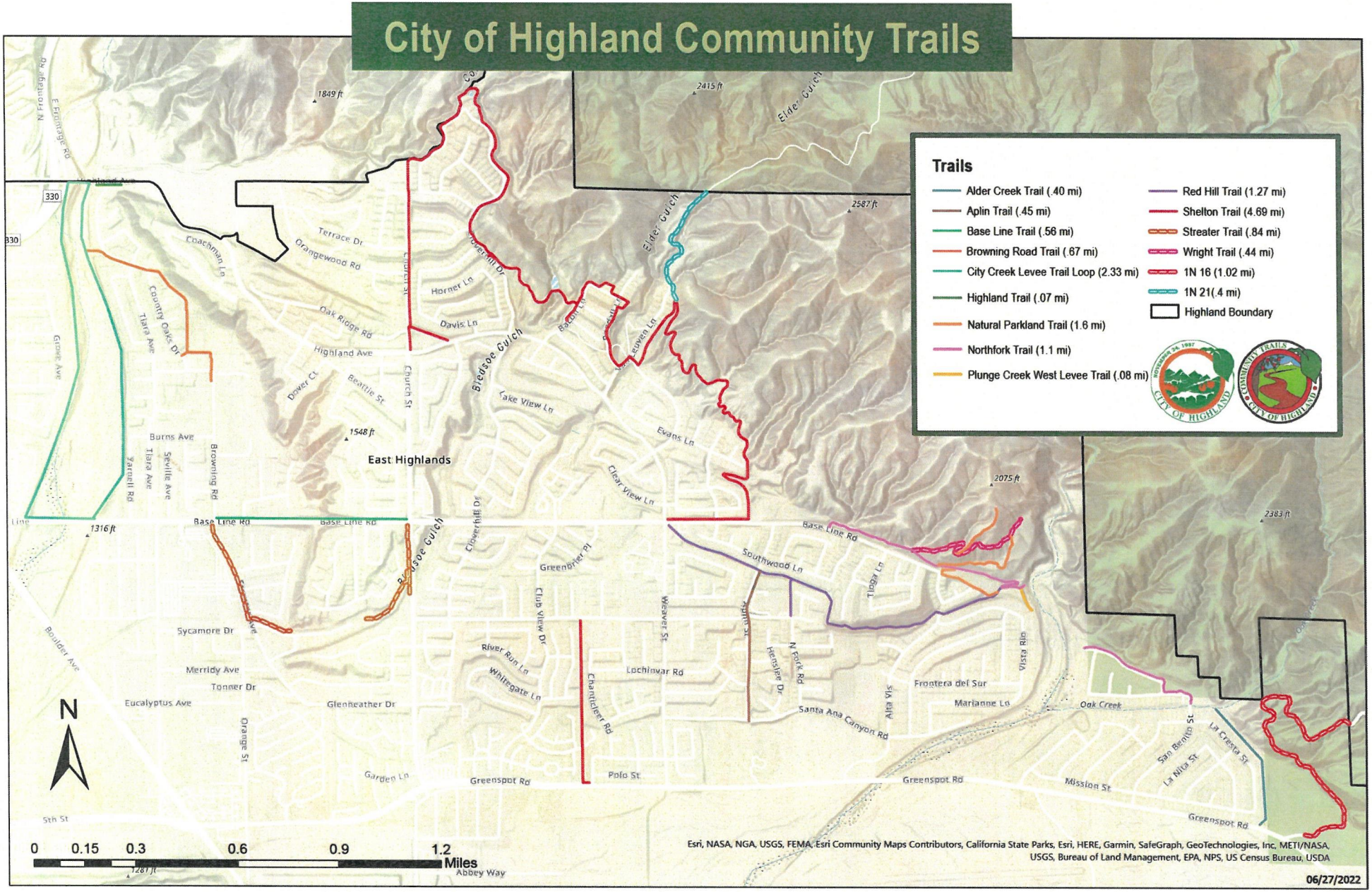
Alondra Muñoz
Deputy City Clerk

Attachments: Community Trails Map

cc: Joseph Hughes, City Manager
Chuck Dantuono, Director of Administrative Services
Maricela Marroquin, City Attorney
Betty Hughes, City Clerk

g:\clerk\betty\claims\george hills letters\gh garcia ltr.docx

Mayor Larry McCallon | Mayor Pro Tem Penny Lilburn | City Council Jesse Chavez-Cordova | City Council Anaeli Solano | City Council John P. Timmer | City Manager Joseph A. Hughes
27215 Base Line • Highland, CA 92346
Tel: 909.864.6861 • Fax: 909.862.3180 • www.cityofhighland.org


City of Highland Community Trails
Trails
Alder Creek Trail (.40 mi)
Aplin Trail (.45 mi)
Base Line Trail (.56 mi)
Browning Road Trail (.67 mi)
City Creek Levee Trail Loop (2.33 mi)
Highland Trail (.07 mi)
Natural Parkland Trail (1.6 mi)
Northfork Trail (1.1 mi)
Plunge Creek West Levee Trail (.08 mi)
Red Hill Trail (1.27 mi)
Shelton Trail (4.69 mi)
Streater Trail (.84 mi)
Wright Trail (.44 mi)
1N 16 (1.02 mi)
1N 21(.4 mi)
Highland Boundary
East Highlands
Base Line Rd
Greenspot Rd
Santa Ana Canyon Rd
Elder Gulch
Briedsoe Gulch
Esri, NASA, NGA, USGS, FEMA, Esri Community Maps Contributors, California State Parks, Esri, HERE, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, Bureau of Land Management, EPA, NPS, US Census Bureau, USDA
06/27/2022

RECEIVED
OCT 31 2023
CITY OF HIGHLAND

Do not write in this space.
For office use only:

Received:_____

By: B. Fleming

☐ Mail ☒ In person

CLAIM AGAINST THE CITY OF HIGHLAND
(For damages to persons or personal property)

A claim must be filed with the City Clerk within 180 days after which the incident or event occurred. Be sure your claim is against the City of Highland and not another public entity. Where space is insufficient, please use additional paper and identify information by paragraph number. Completed claims must be mailed or delivered to:

CITY CLERK, CITY OF HIGHLAND
27215 BASE LINE
HIGHLAND CA 92346
(909) 864-6861, ext. 226

WARNING: IT IS A CRIMINAL OFFENSE TO FILE A FALSE CLAIM, PENAL CODE S72; INSURANCE CODE S556.1.

NOTICE: PER GOVERNMENT CODE SECTION 910.4, THIS FORM MUST BE USED IN ORDER TO COMPLY WITH SECTIONS 910 AND 910.2 OF THE GOVERNMENT CODE.

TO THE HONORABLE MAYOR AND CITY COUNCIL OF THE CITY OF HIGHLAND:

The undersigned respectfully submits the following claim and information relative to damage to persons and/or personal property:

1. Name of Claimant FRANCISCO PEDRO GARCIA

   a. Complete Address of Claimant, including City, State and Zip Code:

   _____

   _____

   b. Phone Number _____

   c. Date of Birth _____

d. Driver's License/State Identification Card Number:

Issued by which State: CALIFORNIA

X Driver's License _____ Identification Card

Expiration Date: _____

2. Name, telephone and address to which claimant desires notices to be sent, if other than above:

3. Occurrence or event from which the claim arises:

a. Date of occurrence 05/10/2023

b. Time of occurrence at or about 3:45 AM

c. Place of occurrence (Exact and specific location)

City Creek Levee Trail, City of Highland, County of San Bernardino, State of California

d. How and under what circumstances did damage or injury occur? Specify the particular occurrence, event, act or omission you claim caused the injury or damage (use additional paper if necessary).

Please see Attachment A.

e. What particular action by the City, or its employees, caused the alleged damage or injury?

Please see Attachment A.

4. A general description of the indebtedness, obligation, injury, damage or loss incurred so far as it may be known at the time of presentation of the claim. If there were no injuries, state "no injuries".

Please see Attachment A.

5. Give the name(s) of the City employee(s) causing the damage or injury:

Unknown at this time.

6. Name and address of any other person injured:

N/A

7. Name and address of the owner of any damaged property:

Please see Attachment A.

8. Damages Claimed:

a. Amount claimed as of this date: $_____

b. Estimate amount of future costs: $_____

c. Total amount claimed: $In excess of $1,000,000.00

d. Basis for computation of amounts claimed. **Include copies of all bills, invoices, estimates, etc.**:

Amount Claimed and Basis for Computation: Past and Future medical bills, Past and Future pain and suffering, etc.

9. Names and addresses of all witnesses, hospitals, doctors, etc.

a. Unknown at this time.

b. _____

c. _____

d. _____

e. _____

10. Any additional information which might be helpful in considering this claim:

Please see Attachment A.

WARNING: IT IS A CRIMINAL OFFENSE TO FILE A FALSE CLAIM, PENAL CODE S72; INSURANCE CODE S556.1.

I have read the matters and statements made in the above claim and I know the same to be true of my own knowledge, except as to those matters stated upon information or belief as to such matters I believe the same to be true. I certify under penalty of perjury that the foregoing is true and correct.

Signed at: Los Angeles CA
City and State

Date: 10/30/2023

Erica Esquivel
Signature of Claimant

Erica Esquivel, Esq.; Attorney for Claimant
Printed name of person signing above

WILSHIRE LAW FIRM, PLC
3055 Wilshire Blvd, 12th Floor
Los Angeles, CA 90010-1137

ATTACHMENT A

Claimant FRANCISCO PEDRO GARCIA, hereby presents the following information in support of his claims against the CITY OF HIGHLAND:

How did the Damage or Injury Occur?

On May 10, 2023, at approximately 3:45 a.m., Claimant FRANCISCO PEDRO GARCIA was lawfully at City Creek Levee Trail, in the City of Highland, County of San Bernardino, State of California. Claimant was walking southbound on the trail that runs between Highland Ave. and Baseline Street, which leads into the City Creek Levee Trail. At the same time, MATTHEW PROK was walking northbound on the trail with his unleashed, black, German Shepherd, Dog, named Kaiser (Dog). Suddenly, without warning or provocation, MATTHEW PROK's dog came toward Claimant, while barking. MATTHEW PROK made no attempt to call the Dog back. The dog subsequently viciously bit Claimant on the upper right thigh, puncturing Claimants leg. As a direct result, of the subject incident, Claimant suffered serious injuries.

Additional information regarding the facts and circumstances of the Subject Incident are included in the attached Report from San Bernardino County Animal Services, which is incorporated herein by reference.

Why is the Government Entity Responsible?

Claimant contends that the CITY OF HIGHLAND, its employees, agents and Animal Control failed to remove the dog from the area where the subject incident occurred and improperly and negligently controlled and designed said area as well as the area surrounding it. This failure to properly control and design the area and to control, confine and remove the dog led to the existence of dangerous conditions for individuals, including the Claimant, using the subject area with due care and in a reasonably foreseeable manner. These dangerous conditions contribute to, among other effects, an increase in animal attacks. Contributing factors to the creation of these conditions include but are not limited to; failure to remove the dog from the home, failure to keep record of prior animal attacks, and a lack of signs to inform others of dog dangers, including signs warning of dangerous dog's with vicious propensities.

Furthermore, Claimant contends that the CITY OF HIGHLAND has actual and constructive knowledge of the dog's vicious propensities due to previously reported animal attacks involving the Dog. The CITY OF HIGHLAND failed to remove the dog after attacks on other individuals, including the attack on Claimant. Removal of the Dog, would have prevented Claimant from being attacked by the vicious and dangerous Dog. The repeated failure of the CITY OF HIGHLAND to take affirmative action by removing the dangerous and vicious dog from the neighborhood has led to the dog harming multiple victims such as Claimant.

Claimant has visited the following Medical Facilities:

a. Optum - Highland Boulder Primary Care / Specialty Care / Urgent Care

7000 Boulder Ave, Highland, CA 92346 - (909) 862-1191

DATED: October 30, 2023

WILSHIRE LAW FIRM

By: Erica Esquivel

Alex Chalimbekov, Esq.
Erica Esquivel, Esq.
Attorneys for Claimant

WILSHIRE LAW FIRM, PLC
3055 Wilshire Blvd, 12th Floor
Los Angeles, CA 90010-1137

City of Moreno Valley Animal Services
14041 Elsworth St., Moreno Valley, CA 92553

Rabies Control Investigation Report

BITE NO	BITE TYPE	BITE DATE	RABIES VACCINATION ?	ACTIVITY NO
B23-004405	SKIN BROKN	4/20/2023	CURRENT LICENSE	A23-123349

ENTERED BY	DATE
jades	5/2/2023

ANIMAL ID	TYPE	SEX - BREED	COLOR	NAME	ANIMALS AGE
A518412	DOG	S ANATOL SHEPH/MIX	SABLE/WHITE	LAYLA	3 years / months

OWNER ID	OWNER INFO	MEMO
P352521	CESAR FLORES VARELA 24338 ATWOOD AVE MORENO VALLEY CA 92553 [redacted]	

VICTIM ID	VICTIM INFO	MEMO	AGE	VICTIM'S RELATIONSHIP TO ANIMAL
P355632	VARDSANA KHONGKEO 24312 ATWOOD AVE MORENO VALLEY CA 92553 [redacted]			NONE

LOCATION OF INJURY :
ELBOW

TREATMENT DATE	DESCRIPTION OF WOUNDS AND TREATMENT :
4/20/2023	TBD

QUARANTINE DATE	QUARANTINE BY	LOCATION	CONTROLED BY	QUARANTINE END	ABATED BY
4/20/2023	ACO 7/5	O HOME	LJC	5/2/2023	MARTINEZ

FOR LAB USE ONLY

LAB NO: **DATE HEAD RECEIVED:** **LABORATORY RESULT :**

DISPOSITION:

VICTIM NOTIFIED: *LETTER* *PHONE* DATE NOTIFIED:_____

351 N. Mountain View Ave, #302, San Bernardino, CA 92415 | Phone: 909.387.9162 Fax: 909.387-620
www.SBCounty.gov

SAN BERNARDINO COUNTY | Public Health Animal care

Joshua Dugas, MBA, REHS
Director

Jennifer Osorio, REHS
Assistant Director

Michael A. Sequeira, M.D.
Health Officer

Brian M. Cronin
Chief of Animal Care

August 15, 2023

Francisco Garcia

Re: Notice of Scheduled Determination Hearing

Mr. Garcia,

Based upon the information received by San Bernardino County Animal Care regarding the dog owned and maintained by Matthew Prok, a Potentially Dangerous / Vicious Animal Determination Hearing has been scheduled as follows:

Date: **Wednesday, September 6, 2023**
Time: **1:00 PM**
Location: **San Bernardino County Animal Care**
351 North Mountain View Avenue, 3rd floor
San Bernardino CA 92415-0003

The purpose of this Determination Hearing is to determine whether or not the dog owned or maintained by Matthew Prok, described as a black, female, German shepherd, named Kaiser, should be declared Potentially Dangerous or Vicious.

You are requested to attend this Hearing, where you will have the opportunity to address the Hearing Officer as to why the dog should or should not be declared Potentially Dangerous or Vicious.

If you have any questions, please contact me at 1-800-472-5609.

Respectfully,

Brittani Saenz
Animal Health Investigator
San Bernardino County Animal Care
351 N. Mountain View Ave, 3rd floor
San Bernardino, CA 92415-0003

- WILSHIRE LAW FIRM.
- 855-978-9164.
- SENT PICS.
- INTAKE INFO GIVEN.

BOARD OF SUPERVISORS
Col Paul Cook (Ret.) First District | Janice Rutherford Second District | Dawn Rowe Vice Chair, Third District | Curt Hagman Chairman, Fourth District | Joe Baca, Jr. Fifth District
Leonard X. Hernandez Chief Executive Officer

DISCRIMINATION

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San Bernardino County Animal Control
351 N. Mt. View,
San Bernardino, CA 92415-0003

IR# 23-0510-01

Activity# 23-242740

2. Code Section: SBCC Title 3, Div. 2 PDA	3. Crime: Potentially Dangerous Animal	4. Classification:	5. Report Area:
6. Date and Time Occurred – Day May 10, 2023 03:45 AM	7. Date and Time Reported May 11, 2023 08:36 AM	8. Location of Occurrence: City Creek Levee Trail, Highland CA, 92346	
9. Victim's Name – Last, First, Middle (Firm if Business) Garcia, Francisco		10. Residence Address	11. Res. Phone
12. Occupation: N/A	13. Race-Sex / 14. Age / 15. DOB	16. Buiness Address: N/A	17. Bus. Phone N/A
Codes for Boxes 20 and 30: V=Victim, W=Witness, P=Parent, RP=Reporting Party, DC=Discovering Crime		18. Check If More Names in Continuation:	
19. Name – Last, First, Middle	20. Code	21. Residence Address	22. Res. Phone
23. Occupation	24. Race-Sex / 25. Age / 26. DOB	27. Business Address	28. Bus. Phone
29. Name – Last, First, Middle	30. Code	31. Residence Address	32. Res. Phone
33. Occupation	34. Race-Sex / 35. Age / 36. DOB	37. Business Address	38. Bus. Phone

Modus operandi (see instructions)

39. Describe Characteristics of Premises and Area Where Occurred:
Unpaved trail along the wash behind residential area.

40. Describe Briefly How Offense Was Committed:
Dog engaged in an unprovoked attack while off it's owner's property.

41. Describe Weapon, Instrument, equipment, Trick, Device, or Forced Used:
Black, female, German shepherd, named Kaiser

42. Motive:
N/A

43. Estimated Loss Value And/Or Extent of Injuries:
N/A

44. What Did Suspect/s Say – Note Peculiarities:
See Attached

45. Victim's Activity Just Prior to And/Or During Offense:
See Attached

46. Trademark – Other Distinctive Action of Suspect/s:
N/A

47. Vehicle Used – License No. – ID. No – Year – Make – Model – Colors (Other Identifying Characteristics):
N/A

48. Suspect No.1 (Last, First, Middle)	49. Race-Sex	50. Age	51. Ht	52. Wt	53. Hair	54. Eyes	55. ID No or DOB	56. Arrested
Prok, Matthew	M	[redacted]	N/A	N/A	N/A	N/A	[redacted]	YES__ NO X

57. Address, Clothing, and Other Identifying Marks or Characteristics:

58. Suspect No.2 (Last, First, Middle)	59. Race-Sex	60. Age	61. Ht	62. Wt	63. Hair	64. Eyes	65. ID No or DOB	56. Arrested
								YES__ NO__

67. Address, Clothing, and Other Identifying Marks or Characteristics:

Reporting Officers:	Recording Officers:	Typed By:	Date and Time	Routed By
W. Pelren ACO	W. Pelren ACO	W. Pelren ACO	June 30, 2023	

Further Action: X YES / __NO Copies To: __Detective __Juvenile __Dist. Atty. __SO. /PD. __CII __Patrol X Other Investigations __Other_____

Reviewed By: C. Hamrick Date: 8/2/23

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ASSIGNMENT:

On May 11, 2023, I was assigned by San Bernardino County Animal Care dispatch to respond to Highland, to make contact with a victim of a dog bite.

ARRIVAL:

On May 11, 2023, I arrived at the above address at 10:49 am.

CONTACT WITH REPORTING PARTY Francisco Garcia:

I made contact with an adult female. I identified myself and told her that I needed to speak to the victim of the dog bite that occurred. She told me that it was her son that was bitten and that he was at work. She said his name is Francisco Garcia and gave me his phone number. I called Garcia and asked him about the incident. He said that on the morning of May 10, 2023, at around 3:45AM, he had been walking southbound on the trail that runs between Highland Ave. and Baseline St. that leads to the Canyon Oaks Park called City Creek Levee Trail. He said that when he was about 10 feet from reaching the walkway, he saw a man walking northbound on the trail with a black German shepherd that was not on a leash. Garcia said that the dog came toward him barking but the man made no effort to call the dog back. Garcia said that the dog bit him on his left leg. When he called to the man and told him that his dog had bit him, the man denied it. He said that the man then left with the dog and did not return. He described the owner as a large male approximately 6 feet tall and 300 pounds. He believes that he recognized him as a resident that lives at [redacted]. He believes that it is the same man that he had seen walking his dogs in the past. I educated Garcia on a Third Party Administrative Citation and the process. Garcia declined. I educated on the process of a Potentially Dangerous Animal Investigation and asked if Garcia would be willing to put his statement in writing. Garcia agreed and I gave him a blank witness statement.

ATTEMPTED CONTACT WITH DOG OWNER:

After speaking with Garcia, I arrived at [redacted], Highland. I attempted to make contact at the residence, but there was no answer. I could see two German Shepherds in the back yard, one black and one brown. I left an Official Notice and quarantine paperwork on the front door.

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CONTACT WITH DOG OWNER Matthew Prok:

On May 13, 2023, at 10:28 AM, I arrived at , Highland. I made contact with the dog owner who identified himself as Matthew Prok. He confirmed that he owned a black, female, German shepherd, named Kaiser. I asked if he was aware of the incident that occurred on May 5, 2023, on City Creek Levee Trail. He said he was, and no one is ever on the trail when he walks the dog at 3:00 am and denied the bite occurring. I educated Prok on the Potentially Dangerous Animal Investigation, placed Kaiser under quarantine and issued the following citations:

- City of Highland Administrative Citation (#3399) for three counts, San Bernardino County Code, Section 32.0207, Not Vaccinated for Rabies and three counts, San Bernardino County Code, Section 32.0209, Dog Not Licensed.
- City of Highland Administrative Citation (#3400) for two counts, San Bernardino County Code, Section 32.0207, Not Vaccinated for Rabies and two counts, San Bernardino County Code, Section 32.0209, Dog Not Licensed.
- City of Highland Administrative Citation (#3451) for three counts, San Bernardino County Code, Section 32.1502, Dogs other than Pit Bulls not spayed or neutered.
- City of Highland Administrative Citation (#3452) for two counts, San Bernardino County Code, Section 32.1502, Dogs other than Pit Bulls not spayed or neutered.

CONTACT WITH VICTIM Francisco Garcia:

On May 18, 2023, San Bernardino County Animal Care received an email from the victim, Francisco Garcia. Attached to the email were two pictures of the injuries from the dog bite. Mr. Garcia wrote that the pictures were punctures wounds of the "left leg shin area between the knee and ankle."

CONTACT WITH DOG OWNER Matthew Prok:

On May 25, 2023, I returned to to take a picture of Kaiser to confirm the identity of the biting dog with the victim, Francisco Garcia. I made contact with Matthew Prok. At first, he did not want me to take pictures of his dog and said that we still had no proof that his dog had bitten anyone. He said that the dog is a service dog and that it is naturally aggressive. At this point, he then allowed me to take pictures of Kaiser.

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CONTACT WITH REPORTING PARTY Francisco Garcia:

On July 8, 2023, at 1:16pm, I arrived at [redacted], Highland to make contact with the reporting party, Francisco Garcia, to identify the biting dog. I presented four photos of similar looking black dogs. From this line up, Garcia was able to positively identify Kaiser as the dog that bit him.

CASE HISTORY:

(A21-207222; Sequence #2) On November 20, 2021, Officer Gutierrez was assigned and responded to [redacted], Highland by San Bernardino County Animal Care dispatch to make contact with a victim of a vicious dog bite. The victim said he was in his driveway working on his car when he saw a black Shepherd run towards him. The dog lunged and bit his right upper thigh. The victim had declined all action.

(A21-207222; Sequence #5) On November 22, 2021, Officer Echave was assigned and responded to [redacted], Highland by San Bernardino County Animal Care dispatch to quarantine a biting dog. The dog was identified as a black, female, Shepherd, named Kaiser. The fiancé of the animal owner said she was walking Kaiser home when the leash broke. She denied the bite occurred but agreed to quarantine Kaiser.

(A21-207222; Sequence #6) On November 2, 2021, Officer Echave was assigned and responded to [redacted], Highland by San Bernardino County Animal Care dispatch to check licensing for the biting dog, Kaiser. Office Echave issued the following:

- City of Highland Administrative Citation #0002658: one count of San Bernardino County Code Section 32.0209, "Dog not licensed" and one count of San Bernardino County Code Section 32.0207, Dog not Vaccinated
- City of Highland Administrative Citation #0002659: one count of San Bernardino County Code Section 32.1502, "Dog not Neutered"

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CONCLUSION

After conducting interviews and reviewing the witness statements, I have concluded that the dog described as a black, female, German shepherd, named Kaiser is owned and maintained by Matthew Prok.

Kaiser was off her owner/keeper's property on March 10, 2023. While off her owner/keeper's property and unprovoked, Kaiser attacked Francisco Garcia, causing less than severe injuries.

Kaiser meets the definition of a Potentially Dangerous Animal by San Bernardino County Code, Division 2, Title 3, Chapter 1, Section 32.0101 (below) and should be declared as such.

1.) Any animal which, unprovoked, on two separate occasions within any thirty-six month period, engages in any behavior that requires defensive action by any person to prevent bodily injury, but only if the person and the animal are off the property of the owner or keeper of the animal when the animal behavior occurs.
2.) Any animal, which, unprovoked, bites a person causing a less than severe injury, as defined in subsection (y) of this section.
3.) Any animal, which, unprovoked, kills, seriously bites or otherwise inflicts or causes injury to a domestic animal, but only if such occurs off the property of the owner or keeper of the attacking animal.

ATTACHMENTS:

Bite Report
Witness Statements
Photographs

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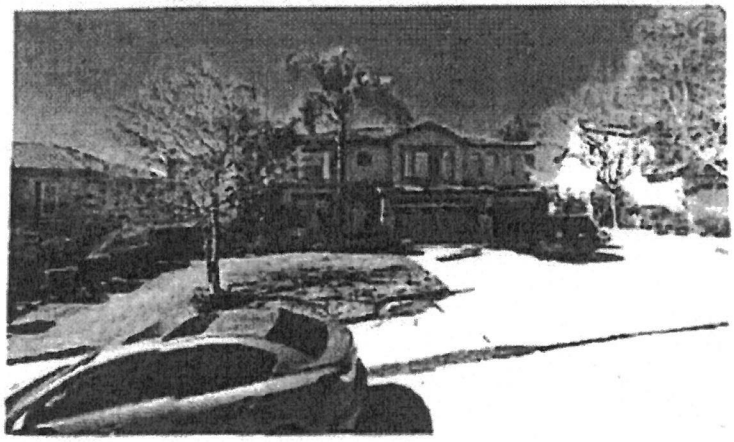
Google Maps



Imagery ©2023 County of San Bernardino, Maxar Technologies, U.S. Geological Survey, USDA/FPAC/GEO, Map data ©2023 50 ft



Building

Directions Save Nearby Send to phone Share

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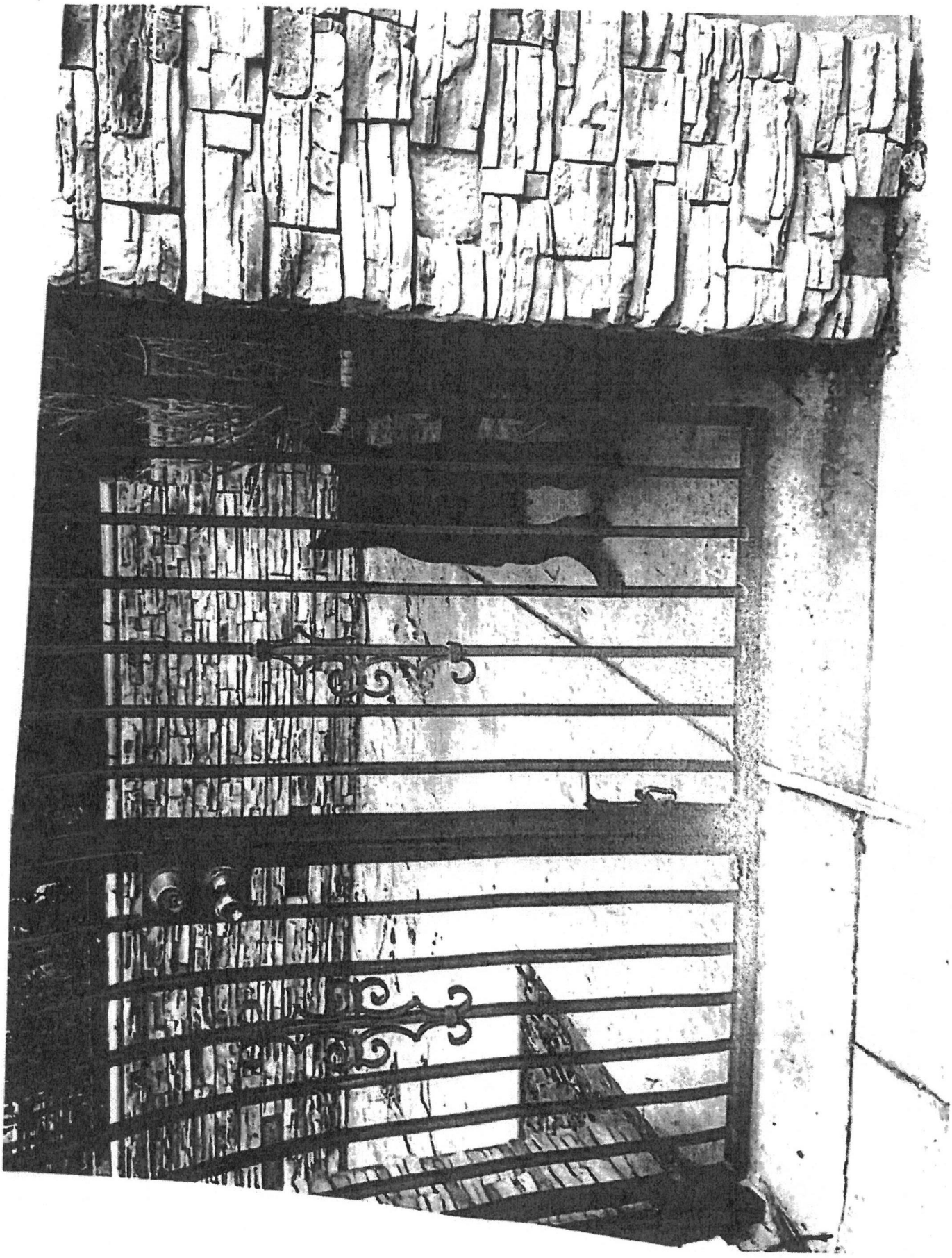

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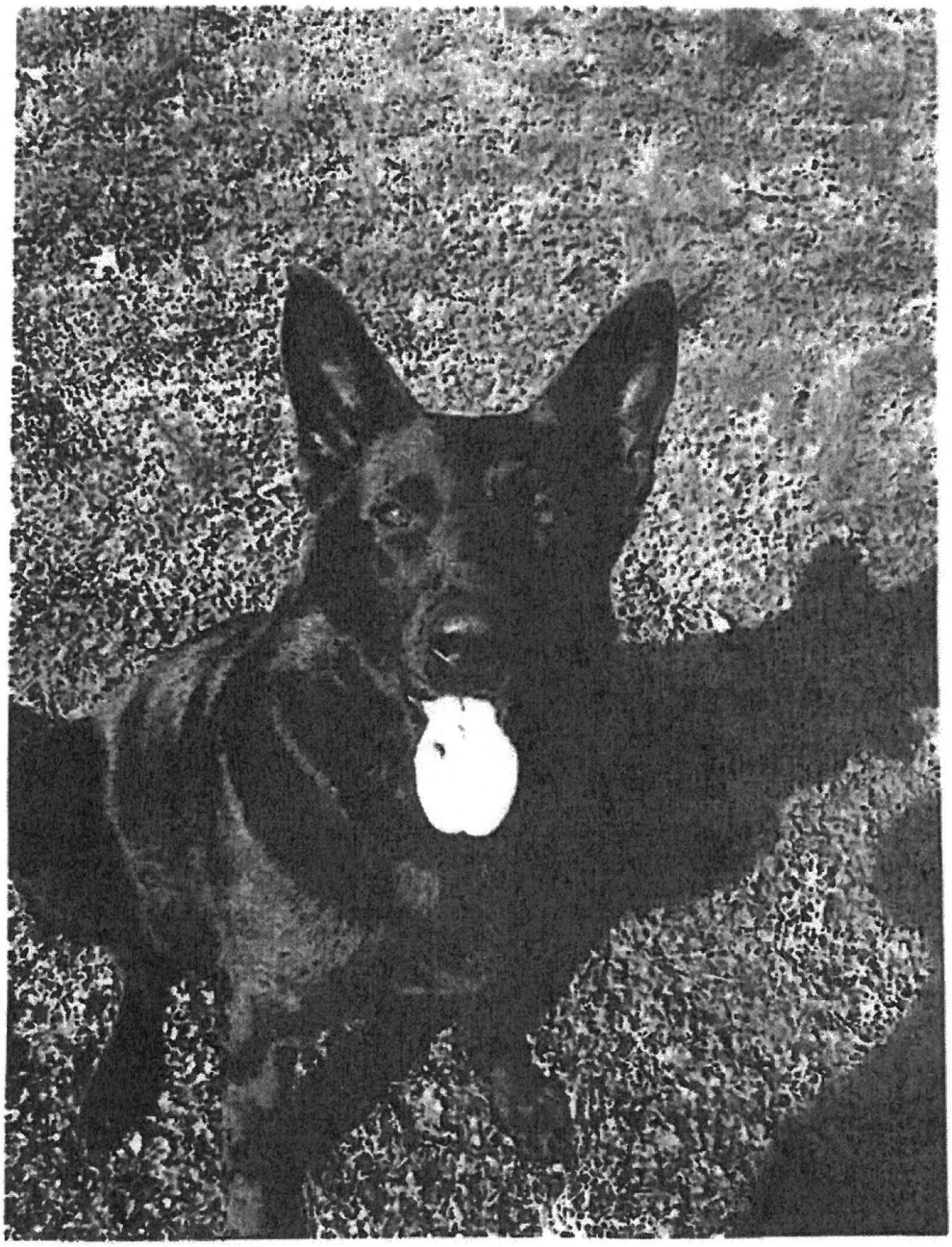

LINEUP FOR
THE VICTIM
TO IDENTIFY

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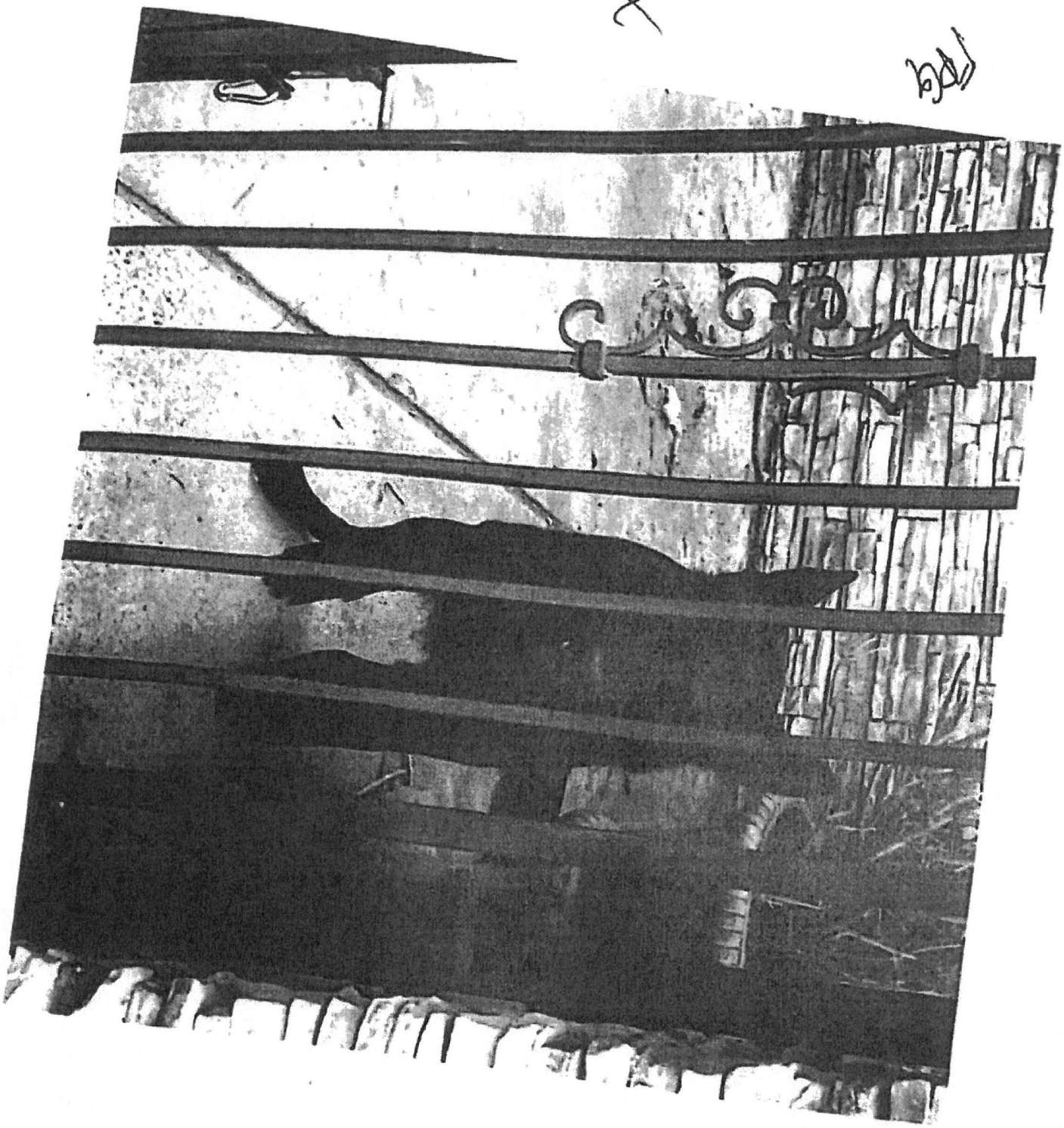

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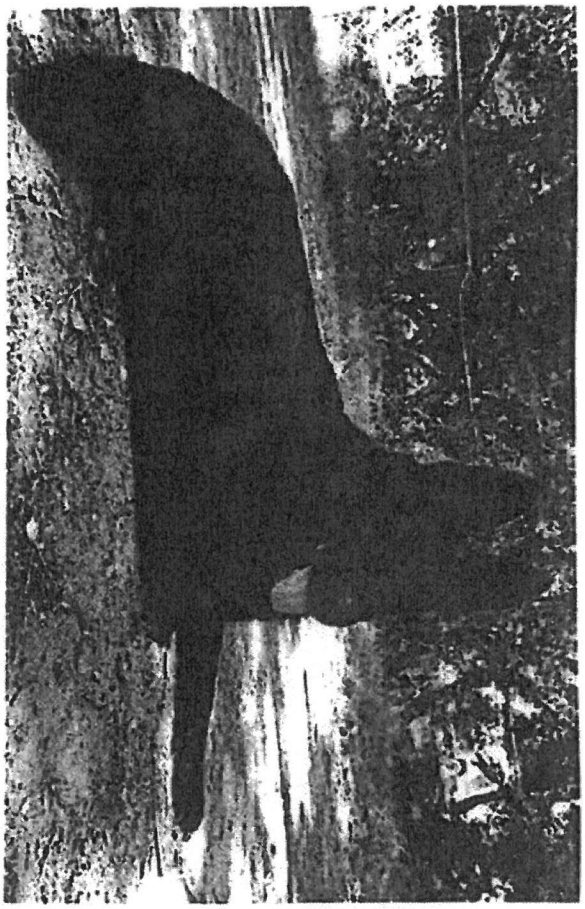

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San Bernardino County
Animal Care and Control Services
Bite Report

ACTIVITY NO : A23-242740
BITE NO : B23-007682
DATE OF BITE: 05/10/23 TIME: :
QUARANTINE DATE: 5/13/2023

QUARANTINE LOCATION: RESIDENCE

Health Officer Name and Address :
Michael A. Sequeira, M.D.
351 N. MT. View Avenue
San Bernardino, CA 92415-0010

Animal Information

ANIMAL ID: A779737
KAISER, FEMALE DOG
BLACK GERM SHEPHERD
VALID VACCINATION: NO

Owner Information

MATTHEW PROK

PHONE [redacted]

Victim Information

FRANCISCO GARCIA

Incident Location:
OFF PROPERTY.

VICTIM AGE: 43 YEARS
SEVERITY: MODERATE PART OF BODY BITTEN: LEFT LEG
CIRCUMSTANCE OF BITE: VICIOUS

Laboratory Report For Rabies Exam

Lab Number **Lab Exam Date**

Lab Head Date **Head Results**

Lab Disposition **Animal Received** Date :_____ Time : _____

RESULTS

FRA TEST Positive Negative Specimen Unsatisfactory_____

MICROBIOLOGIST :_____

SYNOPSIS:

Victim was on a walk. Owner's dog was off leash and rushed at victim. Dog lunged and bit victim's left leg.

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WITNESS STATEMENT SHEET

San Bernardino County Animal Care and Control
Investigations Unit
351 North Mountain View
San Bernardino, CA 92415-0003

NAME: FRANCISCO P. GARCIA. ACTIVITY: DOG BITE

ADDRESS:

MAILING ADDRESS

CITY: HIGHLAND. ZIP CODE: 92346.

HOME PHONE NUMBER: CELL:

DATE OF BIRTH: EMAIL:

STATEMENT: (Please limit your statement to facts and details you have witnessed. Include as many details as possible, i.e., dates, times, names, descriptions of animals, etc. A separate sheet is attached for your opinions and concerns.)

Incident: ON WEDNESDAY, MAY 10, 2023 AT APPROXIMATELY BETWEEN THE TIME OF 03:45 AM AND 04:00 AM I WAS CONDUCTING MY MORNING EXERCISE WALK IN THE WASH TRAIL AREA LOCATED BETWEEN HIGHLAND AVENUE AND BASE LINE ON THE EASTSIDE WASH TRAIL DISTRICT BEHIND THE HOMES ON SUMMERTRAIL . I WAS WALKING FROM THE HIGHLAND AVENUE ENTRANCE OF THE WASH TRAIL. APPROXIMATELY 150 YARDS INTO THE WASH TRAIL I COULD SEE A SHADOW OF A PERSON ABOUT 40 YARDS AWAY. I THEN HEARD SOMETHING RUNNING TOWARDS ME. SINCE IT WAS STILL DARK I COULD NOT TELL WHAT IT WAS UNTIL I HEARD BARKING. AS IT GOT CLOSER I COULD TELL IT WAS A DOG. THE DOG WAS A LARGE/MEDIUM SIZE SHEPHERD TYPE DOG WITH BLACK FUR. THE DOG WAS RUNNING FROM THE DIRECTION WHERE THE SHADOW OF THE PERSON I HAD OBSERVED. I STOOD STILL WAITING FOR THE PERSON TO CALL THE DOG BACK, WHICH THEY AT THIS POINT HAD NOT. THE DOG CONTINUED BARKING AND CHARGING AT ME IN AN AGGRESSIVELY ATTACKING MANNER. THE DOG BEGAN MAKING MOVEMENTS LUNGING AT ME AND SNAPPING. I COULD SEE THE DOGS TEETH AND BECAME CONCERNED FOR MY SAFETY, MORE SO BECAUSE THE PERSON WAS NOT CALLING THE DOG OFF.

I hereby affirm under penalty of perjury that the information given by me on this Witness Statement Sheet and the attachments, if any, to my knowledge is true and correct. I understand I will be subject to subpoena.

SIGNATURE: DATE: 05-11-2023

Please return completed Witness Statement Sheet form to: San Bernardino County Animal Care and Control
351 North Mountain View
San Bernardino, California 92415-0003

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WITNESS STATEMENT SHEET

AT THIS TIME THE DOG CAME CLOSE ATTEMPTING TO BITE ME. I YELLED LOUD AND TOLD THE DOG TO BACK OFF. THIS WAS NOT WORKING. THE DOG CONTINUED TO ATTACK. I BACKED AWAY TRYING TO GRAB A ROCK IN DEFENSE AND WHEN I DID THE DOG ATTEMPTED TO BITE MY ARM AND MISSED. THE DOG LUNGED AT MY LEFT LEG ATTEMPTING TO BITE. I WAVED MY ARMS AND CONTINUED YELLING FOR THE DOG TO STOP AND BACK OFF. BRIEFLY, THE PERSON CAME UP AND THE DOG BEGAN TO GET MORE AGGRESSIVE. I COULD NOT SEE WHO THE SHADOW OF THE PERSON WAS I SAW EARLIER. HE WAS A STOCKY, HEAVY SET MALE, APPROXIMATELY 6 FOOT TALL. HE STEPPED IN BETWEEN ME AND THE DOG. I COULD SEE HE HAD A LEASH IN HIS HAND. HE THEN WALKED AWAY FROM ME TOWARDS HIGHLAND AVENUE WHERE THE DOG OWNER WAS ABOUT 20-15 YARDS AWAY I FELT SOMETHING ON MY LEG. THE DOG OWNER STILL DID NOT PUT HIS DOG ON THE LEASH. AFTER I FELT MY LEG I NOTICED MY HAND WAS COVERED IN BLOOD. I YELLED TO THE DOG OWNER HIS DOG HAD BITTEN ME. HIS RESPONSE WAS NO HE DIDN'T. I YELLED ONCE AGAIN YES YOUR DOG BIT ME. HE AGAIN REPLIED NO HE DIDN'T BITE YOU. CONTINUING TO WALK AWAY STILL WITH HIS DOG LOOSE. HE THEN SAID HE COULD NOT DO ANYTHING HIS DOG WAS LOOSE AND WALKED TOWARDS HIGHLAND AVENUE AWAY FROM ME. I DID NOT BELIEVE THIS DOG OWNER WOULD JUST WALK AWAY WITHOUT A CARE OR REGARD OF WHAT HIS DOG HAD DONE. I WAITED BELIEVING HE WOULD COME BACK WHICH HE NEVER DID. I DID NOT ATTEMPT TO FOLLOW HIM BECAUSE HIS DOG WAS NOT ON A LEASH FEARING THE DOG WOULD ONCE AGAIN ATTACK ME. I COULD NOT WAIT ANY LONGER AND WENT HOME IMMEDIATELY SO I COULD SEE THE EXTENT OF THE DOG BITE. THERE WAS (2) PUNCTURE WOUNDS WITH A LACERATION ON MY LEFT LEG BETWEEN MY KNEE AND ANKLE SHIN AREA OUTSIDE PORTION. I TOOK PICTURES OF THE DOG BITE I SUSTAINED.

I RECOGNIZED THE DOG OWNER FROM SEEING HIM WALK HIS DOGS AS WELL AS A LADY WHO WALKS THE DOGS, AND RECALL THE DOG WHO ATTACKED BEING WALKED BY THEM.

I hereby affirm under penalty of perjury that the information given by me on this Witness Statement Sheet and the attachments, if any, to my knowledge is true and correct. I understand I will be subject to subpoena.

SIGNATURE: [signature] DATE: 05/11/2023

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WITNESS STATEMENT SHEET

Please use this sheet to express any opinions or concerns.

I HAVE OBSERVED THEM IN THE PAST PARKING THEIR RESIDENCE LOCATED ON SUMMERHAVEN DR. AFTER BEING CERTAIN OF THE ADDRESS I CALLED ANIMAL CONTROL AND PROVIDED THE ADDRESS, FULL NAME AND DESCRIPTION OF THE DOG OWNER.

MY MAIN CONCERN IS THE SAFETY OF THE PUBLIC. IF THIS DOG IS WALKED AROUND UNLEASHED/LOOSE, ALONG WITH THE DISREGARD OF THE ATTACKING BEHAVIOR THIS DOG OWNER HAS, THIS DOG IS A DANGER TO THE PUBLIC ESPECIALLY WITH THIS IRRESPONSIBLE OWNER. WHO DOES NOT CARE WHAT THEIR DOG DOES. IF THIS WAS A LITTLE KID, WHICH I HOPE NEVER IS THE CASE, THE DOG WOULD HAVE CAUSED SERIOUS INJURY. EVEN JUST AN ADULT FACTOR IN WALK OR ENCOUNTER. THIS DOG AND DOG OWNER ARE A THREAT AND CONCERN FOR THE PUBLIC. I HAVE NOTHING FURTHER TO ADD TO MY STATEMENT.

FPG

I hereby affirm under penalty of perjury that the information given by me on this Witness Statement Sheet and the attachments, if any, to my knowledge is true and correct. I understand I will be subject to subpoena.

SIGNATURE: [signature] DATE: 05/11/2023

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CITY OF HIGHLAND
ANIMAL CARE AND CONTROL

ADMINISTRATIVE CITATION

☐ WARNING ONLY – If this box is checked, the penalty or penalties will be waived if ALL the violations have been corrected by the date below.

☑ CITATION 390744 HC 003399

DATE OF VIOLATION: 5/13/23 | TIME: 10:50 | A.M. | ACTIVITY: AD3-242740

☑ ANIMAL OWNER ☐ TENANT ☐ PROPERTY OWNER ☐ OTHER

RESPONSIBLE PARTY (First, Middle, Last): Matthew Prok

RESIDENCE/MAILING ADDRESS:

LOCATION OF VIOLATION(S): Same

LICENSE/PERMIT NUMBER: [redacted] | STATE: CA | CLASS: C | DATE OF BIRTH: [redacted]

BREED	SEX	AGE	COLOR	NAME
G. Shep	E	A	Brn	Nala
G. Shep	M	A	Blk	Kaiser
G. Shep	M	A	Blk	Mufasa

COUNTY CODE SECTION	DESCRIPTION	FINE AMOUNT/PER VIOLATION 1st $100	2nd $200	3rd $500
32.0108 ( )	Control of Animals			
32.0207	Possession of Unvaccinated Dog	3 Ct		
32.0209	Dog Not Licensed	3 Ct		
32.0202	Confinement of Biting Animal			
32.1501	Spaying and Neutering of Pit Bulls			
32.1502 ( )	Spaying and Neutering of Unaltered Dogs other than Pit Bulls			
32.1503 ( )	Captured, Received, Taken Up or Impounded Unaltered Dogs other than Pit Bulls			

TOTAL CITATION PENALTY DUE: $600

You must take the following action(s) to correct the violation(s): _____

All violation(s) must be corrected by _____

Pelren — Issuing Officer Printed Name

i2143 — Officer ID Number

[signature] — Issuing Officer Signature

5/13/23 — Date of Service

[signature] — Responsible Party Signature

Type of Service: ☑ Personal ☐ Posted ☐ Certified Mail Receipt No. _____

DISTRIBUTION: White – Administrator, Pink – Agency, Green – Officer, Canary – Defendant

– SEE REVERSE FOR PAYMENT, APPEAL RIGHTS AND OTHER INFORMATION –

CITY OF HIGHLAND
ANIMAL CARE AND CONTROL

ADMINISTRATIVE CITATION

☐ WARNING ONLY – If this box is checked, the penalty or penalties will be waived if ALL the violations have been corrected by the date below.

☑ CITATION 390744 HC 003400

DATE OF VIOLATION: 5/13/23 | TIME: 10:50 | A.M. | ACTIVITY: AD3-242740

☑ ANIMAL OWNER ☐ TENANT ☐ PROPERTY OWNER ☐ OTHER

RESPONSIBLE PARTY (First, Middle, Last): Matthew Prok

RESIDENCE/MAILING ADDRESS:

CITY: Highland | STATE: CA | ZIP CODE: 92346

LOCATION OF VIOLATION(S): Same

LICENSE/PERMIT NUMBER: [redacted] | STATE: CA | CLASS: C | DATE OF BIRTH: [redacted]

BREED	SEX	AGE	COLOR	NAME
Shih tzu	M	A	Wht	Choil
Shih tzu	M	A	Wht	Choo

COUNTY CODE SECTION	DESCRIPTION	FINE AMOUNT/PER VIOLATION 1st $100	2nd $200	3rd $500
32.0108 ( )	Control of Animals			
32.0207	Possession of Unvaccinated Dog	2 Ct		
32.0209	Dog Not Licensed	2 Ct		
32.0202	Confinement of Biting Animal			
32.1501	Spaying and Neutering of Pit Bulls			
32.1502 ( )	Spaying and Neutering of Unaltered Dogs other than Pit Bulls			
32.1503 ( )	Captured, Received, Taken Up or Impounded Unaltered Dogs other than Pit Bulls			

TOTAL CITATION PENALTY DUE: $400

You must take the following action(s) to correct the violation(s): _____

All violation(s) must be corrected by _____

Pelren — Issuing Officer Printed Name

i2143 — Officer ID Number

[signature] — Issuing Officer Signature

5/13/23 — Date of Service

[signature] — Responsible Party Signature

Type of Service: ☑ Personal ☐ Posted ☐ Certified Mail Receipt No. _____

DISTRIBUTION: White – Administrator, Pink – Agency, Green – Officer, Canary – Defendant

– SEE REVERSE FOR PAYMENT, APPEAL RIGHTS AND OTHER INFORMATION –

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CITY OF HIGHLAND
ANIMAL CARE AND CONTROL

ADMINISTRATIVE CITATION

☐ **WARNING ONLY** – If this box is checked, the penalty or penalties will be waived if ALL the violations have been corrected by the date below.

☒ CITATION 390744 HC 003451

DATE OF VIOLATION	TIME	ACTIVITY #
5/13/23	10:50 AM	A23-247740

☒ ANIMAL OWNER ☐ TENANT ☐ PROPERTY OWNER ☐ OTHER

RESPONSIBLE PARTY (First, Middle, Last)
Matthew Prok

RESIDENCE / MAILING ADDRESS

CITY	STATE	ZIP CODE
Highland	CA	92346

LOCATION OF VIOLATION(S)
Same

[redacted] STATE CA CLASS C DATE OF BIRTH [redacted]

BREED	SEX	AGE	COLOR	NAME
G. Shep	F	A	Brn	Nala
G. Shep	M	A	Blk	Kaiser
G. Shep	M	A	Blk	Mufasa

COUNTY CODE SECTION	DESCRIPTION	FINE AMOUNT/PER VIOLATION 1st $100	2nd $200	3rd $500
32.0108 ( )	Control of Animals			
32.0207	Possession of Unvaccinated Dog			
32.0209	Dog Not Licensed			
32.0202	Confinement of Biting Animal			
32.1501	Spaying and Neutering of Pit Bulls			
32.1502 ( )	Spaying and Neutering of Unaltered Dogs other than Pit Bulls	3 Cts		
32.1503 ( )	Captured, Received, Taken Up or Impounded Unaltered Dogs other than Pit Bulls			
TOTAL CITATION PENALTY DUE:		$300		

You must take the following action(s) to correct the violation(s): _____

All violation(s) must be corrected by _____

Pelren — Issuing Officer Printed Name
i2143 — Officer ID Number
Issuing Officer Signature
5/13/23 — Date of Service
Responsible Party Signature
Type of Service: ☑ Personal ☐ Posted ☐ Certified Mail Receipt No. _____

DISTRIBUTION: White – Administrator, Pink – Agency, Green – Officer, Canary – Defendant
– SEE REVERSE FOR PAYMENT, APPEAL RIGHTS AND OTHER INFORMATION –

CITY OF HIGHLAND
ANIMAL CARE AND CONTROL

ADMINISTRATIVE CITATION

☐ **WARNING ONLY** – If this box is checked, the penalty or penalties will be waived if ALL the violations have been corrected by the date below.

☒ CITATION 390744 HC 003452

DATE OF VIOLATION	TIME	ACTIVITY #
5/13/23	10:50 AM	A23-247740

☐ ANIMAL OWNER ☐ TENANT ☐ PROPERTY OWNER ☐ OTHER

RESPONSIBLE PARTY (First, Middle, Last)
Matthew Prok

RESIDENCE / MAILING ADDRESS

CITY	STATE	ZIP CODE
Highland	CA	92346

LOCATION OF VIOLATION(S)
Same

[redacted] STATE CA CLASS C DATE OF BIRTH [redacted]

BREED	SEX	AGE	COLOR	NAME
Shih Tzu	M	A	Wht	Choji
Shih Tzu	M	A	Wht	Choo

COUNTY CODE SECTION	DESCRIPTION	FINE AMOUNT/PER VIOLATION 1st $100	2nd $200	3rd $500
32.0108 ( )	Control of Animals			
32.0207	Possession of Unvaccinated Dog			
32.0209	Dog Not Licensed			
32.0202	Confinement of Biting Animal			
32.1501	Spaying and Neutering of Pit Bulls			
32.1502 ( )	Spaying and Neutering of Unaltered Dogs other than Pit Bulls	) Cts		
32.1503 ( )	Captured, Received, Taken Up or Impounded Unaltered Dogs other than Pit Bulls			
TOTAL CITATION PENALTY DUE:		$200		

You must take the following action(s) to correct the violation(s): _____

All violation(s) must be corrected by _____

Pelren — Issuing Officer Printed Name
i2143 — Officer ID Number
Issuing Officer Signature
5/13/23 — Date of Service
Responsible Party Signature
Type of Service: ☑ Personal ☐ Posted ☐ Certified Mail Receipt No. _____

DISTRIBUTION: White – Administrator, Pink – Agency, Green – Officer, Canary – Defendant
– SEE REVERSE FOR PAYMENT, APPEAL RIGHTS AND OTHER INFORMATION –

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Activity Card

A21-207222-5 INV OWN/BITE Priority Level: 4 Total Animals: 1 Animal Type: DOG

Activity Address: [redacted] HIGHLAND

Activity Comment: DOB 11/19. BLK G SHEP. RUFF TAKEN. CIRC:VIC. PU SIGNED QTPW/QT/QH

Caller Information:

Result Codes:
1 MC
1 EDUC
1 QUAR
1 QH

Officer: P999089 ECHAVE Clerk: D9706

Call Date:	11/22/21 07:00 AM
New Date:	11/22/21 07:00 AM
Dispatch Date:	11/22/21 07:14 AM
Working Date:	11/22/21 01:04 PM
Complete Date:	11/22/21 01:30 PM

Memo:

11/20 MC with RP, he stated he was fixing the front bumper to his car in his driveway when he noticed the G. Shepard running towards him. The dog lunged at him and bit him on his right outer upper thigh area. He told the AO as she was walking by that her dog just bit him, which she denied and kept walking home. I explained his options and he denied. He stated he would get an attorney. 087

11/22/21 - 0-84 and I MC w/ the dog O's fiancee who took responsibility for the dog and signed QTPW. We explained the quarantine process to her. She stated that she was walking back to her property when the dog tugged and broke the leash running ahead of her. When the dog came up to the Vic's Address the victim was crouched down next to his car near his tire, the Dog O heard him say something to the dog when the dog (who had a ball in it's mouth) lunged at him. she quickly got her dog back on the leash and began walking back to her property when the victim ran up behind her and stated that her dog bit him. She disagreed and stated he speak to her fiancee. We QT/QH the dog who appreared healthy and normal. We also asked her for license and vaccinaon records but she stated that her fiancee has that filed away and he is only available on weekends or after 6pm weekdays; we advised her to collect the proof and be prepared to show them when an officer comes out to do the next QH.h7986

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San Bernardino County
Animal Care and Control Services
Bite Report

ACTIVITY NO : A21-207222
BITE NO : B21-006287
DATE OF BITE: 11/19/21 TIME: :
QUARANTINE DATE: 11/20/2021
QUARANTINE END: 11/30/2021 ABATED BY O-119
QUARANTINE LOCATION: RESIDENCE

Health Officer Name and Address :
Michael A. Sequeira, M.D.
351 N. MT. View Avenue
San Bernardino, CA 92415-0010

Animal Information
ANIMAL ID: A757965
KAISER, FEMALE DOG
BLACK GERM SHEPHERD
VALID VACCINATION: NO

Owner Information
[redacted]
PHONE: ([redacted]

Victim Information
[redacted]
HIGHLAND, CA 92346
PHONE: [redacted]

VICTIM AGE:
SEVERITY: MODERATE PART OF BODY BITTEN: THIGH/BUTT
CIRCUMSTANCE OF BITE: VICIOUS

Incident Location:
OFF PROPERTY.

Laboratory Report For Rabies Exam

Lab Number **Lab Exam Date**

Lab Head Date **Head Results**

Lab Disposition **Animal Received** Date :_____ Time : _____

Treated By	Treatment Date	Treatment Description
HOSPITAL	11/19/2021	SOAP/WATER. ANTIBIOTICS.

RESULTS

FRA TEST Positive Negative Specimen Unsatisfactory_____

MICROBIOLOGIST :_____

SYNOPSIS:
Dog was being walked off leash. Dog came into victim's yard and bit victim's right outer thigh/buttock.

Bite closed.

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CITY OF HIGHLAND
ANIMAL CARE AND CONTROL

ADMINISTRATIVE CITATION

☐ WARNING ONLY – If this box is checked, the penalty or penalties will be waived if ALL the violations have been corrected by the date below.

☒ CITATION HC 0002658

DATE OF VIOLATION	TIME	A.M. / P.M.	ACTIVITY #
11/24/21	9:50		A21-20722

☒ ANIMAL OWNER ☐ TENANT ☐ PROPERTY OWNER ☐ OTHER

RESPONSIBLE PARTY (First, Middle, Last): [redacted]

[redacted] Highland CA ZIP CODE 92346

LOCATION OF VIOLATION(S): Same

LICENSE/ID NUMBER [redacted] STATE CA CLASS DL DATE OF BIRTH [redacted]

BREED	SEX	AGE	COLOR	NAME
Germ Shep	F	A	Black	Kaiser

COUNTY CODE SECTION	DESCRIPTION	FINE AMOUNT/PER VIOLATION 1st $100	2nd $200	3rd $500
32.0108 ( )	Control of Animals			
32.0207	Possession of Unvaccinated Dog 1 cnt	$100		
32.0209	Dog Not Licensed 1 cnt	$100		
32.0202	Confinement of Biting Animal			
32.1501	Spaying and Neutering of Pit Bulls			
32.1502 ( )	Spaying and Neutering of Unaltered Dogs other than Pit Bulls			
32.1503 ( )	Captured, Received, Taken Up or Impounded Unaltered Dogs other than Pit Bulls			
	TOTAL CITATION PENALTY DUE:	$200		

You must take the following action(s) to correct the violation(s): _____

All violation(s) must be corrected by _____

Brenda Echave — Issuing Officer Printed Name — H7986 — Officer ID Number

Issuing Officer Signature — 11/24/21 — Date of Service

Responsible Party Signature — Type of Service: ☒ Personal ☐ Posted ☐ Certified Mail Receipt No. _____

DISTRIBUTION: White – Administrator, Pink – Agency, Green – Officer, Canary – Defendant

– SEE REVERSE FOR PAYMENT, APPEAL RIGHTS AND OTHER INFORMATION –

CITY OF HIGHLAND
ANIMAL CARE AND CONTROL

ADMINISTRATIVE CITATION

☐ WARNING ONLY – If this box is checked, the penalty or penalties will be waived if ALL the violations have been corrected by the date below.

☒ CITATION HC 0002659

DATE OF VIOLATION	TIME	A.M. / P.M.	ACTIVITY #
11/24/21	9:50		A21-20722

☒ ANIMAL OWNER ☐ TENANT ☐ PROPERTY OWNER ☐ OTHER

RESPONSIBLE PARTY (First, Middle, Last): [redacted]

[redacted] ghland [redacted] CODE 92346

LOCATION OF VIOLATION(S): Same

LICENSE/ID NUMBER [redacted] STATE CA CLASS DL DATE OF BIRTH [redacted]

BREED	SEX	AGE	COLOR	NAME
Germ Shep	F	A	Black	Kaiser

COUNTY CODE SECTION	DESCRIPTION	FINE AMOUNT/PER VIOLATION 1st $100	2nd $200	3rd $500
32.0108 ( )	Control of Animals			
32.0207	Possession of Unvaccinated Dog			
32.0209	Dog Not Licensed			
32.0202	Confinement of Biting Animal			
32.1501	Spaying and Neutering of Pit Bulls			
32.1502 ( )	Spaying and Neutering of Unaltered Dogs other than Pit Bulls 1 cnt	$100		
32.1503 ( )	Captured, Received, Taken Up or Impounded Unaltered Dogs other than Pit Bulls			
	TOTAL CITATION PENALTY DUE:	$100		

You must take the following action(s) to correct the violation(s): _____

All violation(s) must be corrected by _____

Brenda Echave — Issuing Officer Printed Name — H7986 — Officer ID Number

Issuing Officer Signature — 11/24/21 — Date of Service

Responsible Party Signature — Type of Service: ☒ Personal ☐ Posted ☐ Certified Mail Receipt No. _____

DISTRIBUTION: White – Administrator, Pink – Agency, Green – Officer, Canary – Defendant

– SEE REVERSE FOR PAYMENT, APPEAL RIGHTS AND OTHER INFORMATION –

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STAFF REPORT

TO THE CITY COUNCIL

MEETING DATE: November 14, 2023

FROM: Joseph Hughes, City Manager

REVIEWED BY: CZ Carlos Zamano, Public Works Director/City Engineer

PREPARED BY: SF Sonja Flynn, Engineering Technician II

SUBJECT: Authorization to Submit Claims for Fiscal Year 2023/2024 TDA Article 3 Funds for 9th Street Transit Stops, Sidewalk, and Bikeway Improvements (Project No. swk19001)

RECOMMENDATION: That the City Council (1) adopt Resolution No. 2023-____ authorizing submittal of periodic claims to SBCTA for Fiscal Year 2023/2024 TDA Article 3 funds for the 9th Street Transit Stops, Sidewalk, and Bikeway Improvements, and (2) authorize the Public Works Director/City Engineer and the Director of Administrative Services/City Treasurer to execute the claim documents.

FISCAL IMPACT: Approval of the Resolution will authorize staff to submit periodic claims to SBCTA for Fiscal Year 2023/2024 TDA Article 3 funds that are awarded for the 9th Street Transit Stops, Sidewalk, and Bikeway Improvements Project until the entire Fiscal Year 2023/2024 TDA Article 3 award amount of $404,172 is claimed.

PUBLIC NOTICE: The agenda for this item was posted at the three locations per Resolution No. 2011-047 and on the City's website.

BACKGROUND: Project No. swk19001 consists of the following improvements (see attached map):

1. Widening of approximate ¼ mile of roadway on the south side of 9th Street between Eucalyptus Drive and Victoria Avenue, which includes construction of new pavement, curb and gutter, sidewalk, drive approaches; and modification to existing bike lanes and street signage.

2. Construction of two concrete landings on the north and south sides of 9th Street east of Eucalyptus Drive to accommodate two new transit stops to be installed by

Approved _____ Motion _____ Second _____ Agenda Item No. 6

Denied _____ Ayes _____

Continued _____ Noes _____ File No. _____

Tabled _____ Abstain _____

Absent _____

B Hughes
City Clerk

City Manager

3. Omnitrans soon after project completion.

The transit access improvements proposed with this project will make pedestrian travel to transit stops safer and more convenient, increasing Omnitrans transit ridership.

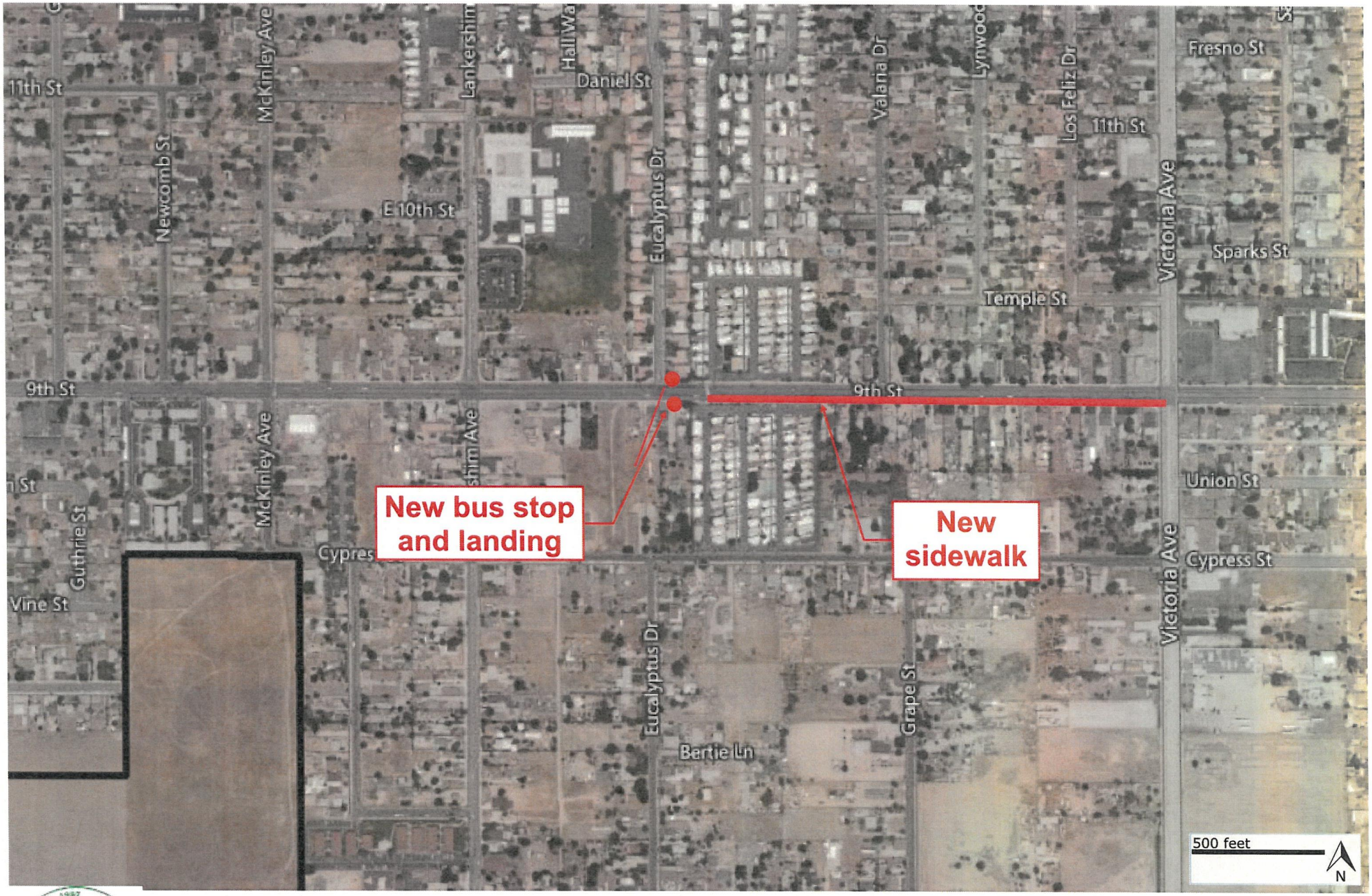
The project cost for right-of-way, construction and construction management is estimated to be $808,344. Based on the current project cost estimates, funding sources for these remaining phases of the project include:

• SBCTA Fiscal Year 2023/2024 TDA Article 3 Grant	$404,172 (50%)
• City of Highland	$404,172 (50%)
Total	$808,344 (100%)

The current project phase (environmental/design) is funded with SBCTA Fiscal Year 2019/2020 TDA Article 3 grant amount of $67,436. The City has been reimbursed $40,907.20, leaving an available balance of $26,528.80 to complete the environmental and design phase. This phase is nearly complete.

Upon City Council approval of the attached resolution, staff will be able to submit to SBCTA the first claim of Fiscal Year 2023/2024 TDA Article 3 reimbursement funds for the right-of-way phase that is underway. The Fiscal Year 2023/2024 TDA Article 3 funds of $404,172 will be used to seek reimbursement of project right-of-way, construction and construction management expenses.

Attachments: Location Map
Resolution



Pedestrian and Transit Access Improvements

Location Map

Project swk19001

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RESOLUTION NO. 2023- ____

RESOLUTION OF THE CITY COUNCIL OF THE CITY OF HIGHLAND AUTHORIZING SUBMITTAL OF CLAIMS TO SBCTA FOR TDA ARTICLE 3 FUNDS FOR THE 9TH STREET TRANSIT STOPS, SIDEWALK, AND BIKEWAY IMPROVEMENTS PROJECT

WHEREAS, the Transportation Development Act (TDA) provides funding for the development and support of public transportation needs that exist in California and are allocated to each county based on population, taxable sales and transit performance; and

WHEREAS, San Bernardino County Transportation Authority (SBCTA) administers TDA funds for a wide variety of transportation programs in San Bernardino County, including planning and program activities, pedestrian and bicycle facilities, community transit services, public transportation, and bus and rail projects; and

WHEREAS, SBCTA has awarded the City of Highland $404,172 TDA Article 3 grant funds in Fiscal Year 2023/2024 for development of the 9th Street Transit Stops, Sidewalk, and Bikeway Improvements Project in the City of Highland; and

WHEREAS, development of the 9th Street Transit Stops, Sidewalk, and Bikeway Improvements Project is currently underway, and a portion of City expenses are eligible for reimbursement with TDA Article 3 funds; and

WHEREAS, SBCTA allows submittal of claims for TDA Article 3 funds when authorized by the City Council.

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of Highland authorizes submittal of periodic claims to SBCTA for TDA Article 3 funds that are awarded for the 9th Street Transit Stops, Sidewalk, and Bikeway Improvements Project until the entire award amount of $404,172 is claimed.

PASSED, APPROVED AND ADOPTED this 14th day of November, 2023.

_____
Larry McCallon
Mayor

_____
Betty Hughes, MMC
City Clerk

STAFF REPORT

TO THE CITY COUNCIL

DATE: November 14, 2023

FROM: Joseph A. Hughes, City Manager

REVIEWED BY: Lawrence A. Mainez, Community Development Director

PREPARED BY: Kim Stater, Assistant Community Development Director

SUBJECT: Second Reading of Ordinance No. 462 - Greenspot Village & Marketplace Specific Plan Revision (SPR 23-001) to increase the maximum dwelling unit count from 946 to 1,218.

LOCATION: The northwest of the intersection of Boulder Avenue and Webster Street. Assessor's Parcel Number(s): 1201-351-28, 1201-351-14, 1201-351-15, 1201-351-16.

OWNER / APPLICANT: Rexco Development

RECOMMENDATION: The City Council conduct a second reading of Specific Plan Revision (SPR 23-001), read by title only, and waive further reading of Ordinance No. 462 increasing the maximum dwelling unit count from 946 to 1,218.

PREVIOUS ACTION: On October 10, 2023, the City Council held a public hearing to introduce and conduct the first reading of Ordinance No. 462 to amend the Greenspot Village & Marketplace Specific Plan (SPR 23-001) increasing the maximum permissible unit count. The Council also adopted Resolution No. 2023-048 to approve Design Review Application (DRA 23-009) for the construction of a 272-unit multi-family residential development and related California environmental Quality Act (CEQA) findings.

It would be appropriate at this time for the City Council to conduct a second reading and adopt Ordinance No. 462.

ATTACHMENTS: 1. Ordinance No. 462

Approved _____	Motion _____	Second _____	Agenda Item No. 7
Denied _____	Ayes _____		
Continued _____	Noes _____		File No. _____
Tabled _____	Abstain _____		
	Absent _____		
_____ City Clerk		_____ City Manager	

Attachment 1

Ordinance No. 462

ORDINANCE NO. 462

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF HIGHLAND, CALIFORNIA, AMENDING THE GREENSPOT VILLAGE & MARKETPLACE SPECIFIC PLAN (SPR 06-001A) TO INCREASE THE TOTAL DWELLING UNIT COUNT WITHIN THE SPECIFIC PLAN FROM 946 DWELLING UNITS TO 1,218 DWELLING UNITS AND MAKING A DETERMINATION THAT THE ADOPTION OF THIS ORDINANCE IS EXEMPT FROM FURTHER CEQA REVIEW UNDER CEQA GUIDELINES SECTION 15162, PUBLIC RESOURCES CODE SECTION 21666 AND GOVERNMENT CODE SECTION 65457.

APPLICANT: REXCO DEVELOPMENT

WHEREAS, on April 27, 2023, Rexco Development submitted an application for a Specific Plan Revision (SPR 23-001) to the Greenspot Village & Marketplace Specific Plan;

WHEREAS, Rexco Development is proposing to increase the maximum dwelling count from 100-**300** to 100-**472** within Planning Area 3 and increase the total buildout number from 946 to **1,218** for the whole Specific Plan;

WHEREAS, the Planning Commission did hold a duly noticed public hearing on September 19, 2023, at 6:00 P.M. to consider the environmental review and the proposed Ordinance. At the conclusion of the public hearing, the Planning Commission adopted Resolution No. 2023-045, recommending to the City Council to introduce an Ordinance to amend the Greenspot Village & Marketplace Specific Plan (SPR 06-001A); and

WHEREAS, On September 29, 2023, the City gave public notice that the City Council would consider the environmental review and proposed Ordinance by advertising in the San Bernardino Sun, a newspaper of general circulation within the City of Highland, and by mailing notices to property owners within 300-feet of the project site, of the holding of a public hearing at which the subject applications would be considered; and

WHEREAS, the City Council did hold a public hearing on October 10, 2023, at 6:00 P.M. with a second reading held on November 14, 2023, and notice of said public hearing(s) having been duly given, as required by law and in accordance with the provisions of the Highland Municipal Code, to hear and consider evidence for and against said Greenspot Village & Marketplace Specific Plan, and investigate the findings and recommendations in connection therewith; and amend said Specific Plan.

NOW THEREFORE, THE CITY COUNCIL OF THE CITY OF HIGHLAND does ordain as follows:

Section 1. Findings and Intent

The findings and recitals set forth herein above are true and correct.

Section 2. General Plan Consistency Finding

The Specific Plan Revision is consistent with the General Plan as the General Plan designation for this area is Planned Development. The proposed Specific Plan Revision to the overlaying Greenspot Village & Marketplace Specific Plan increases the maximum dwelling unit count range from 100-**300** to 100-**472** within Planning Area 3 and increases the total buildout number from 946 to **1,218** for the whole Specific Plan to adequately size 272 dwelling units onto the 12.6 acre site and satisfy the 18-40 du/ac density range for Planning Area 3.

Section 3. Specific Plan Revision

Based upon the aforementioned findings, the City Council hereby makes the following revisions to the Greenspot Village & Marketplace Specific Plan (SPR 06-001A):

1. The "946 units" will be modified to "1,218 units" on pages 5, 19, 20, 21, 22, 23, 24, 25, 26, 29, 31, 72, and 269.

2. The "300 units" will be modified to "472 units" on page 20, 24, 26, and 31.

3. The conceptual site plan on page 33 will incorporate the proposed 272 multi-family home layout in Planning Area 3.

Section 4. Findings of Fact for **Specific Plan Revision (SPR 23-001)**

a. The proposed amendment is consistent with the goals, objectives, policies, and programs of the general plan, or the general plan as revised by the proposed amendment, and will not result in any inconsistencies within the plan:

   Response: The Greenspot Village & Marketplace Specific Plan currently has a residential cap of 946 units, per the adoption of Ordinance No. 455 in September 2022. However, there are 946 residential units already approved within the Specific Plan (200 units by Rexco Development, 200 units by TREH P Partners, LLC, and 546 units by Alliance Residential California), totaling 946 and requiring the remaining acreage within Planning Area 3 to be completed with nonresidential developments, as envisioned by the Specific Plan. The Applicant provided Staff with an economic analysis, dated August 8, 2023, explaining that while the COVID-19 pandemic has essentially ended, its effect on the demand for brick-and-mortar retail stores remains. The Applicant conveyed that the buildout of the remainder of Planning Area 3, envisioned to be nonresidential developments, would be better suited with an expansion of the approved "San Carlo Apartments I" residential development to the south.

   By adopting a new Ordinance that amends the maximum dwelling unit count range from 100-**300** to 100-**472** within Planning Area 3 and increases the total buildout number from 946 to **1,218** for the entire Specific Plan, the Applicant will be able to adequately size 272 dwelling units onto the 12.6-acre site and satisfy the 18-40 du/ac density range for Planning Area 3 of the Greenspot Village & Marketplace Specific Plan.

The proposed amendment will help fulfill the City's 6th Cycle Certified Housing Element Regional Housing Needs Allocation (RHNA), and is consistent with the following Housing Element Policies and Programs.
Policy 2.4: Encourage the development of a range of housing types in targeted areas of the city, such as inventoried vacant residential sites, Planned Development districts, Mixed-Use districts, special Policy Areas identified in the Land Use Element, and areas with access to resources and amenities.
Policy 3.2: Encourage adequate capacity for the development of a range of housing types.
Program 8: By-Right Development on Previously Identified Housing Sites.
Program 22: Lot Consolidation Incentive.
Program 29: Objective Design Standards.

b. The proposed amendment will not adversely affect the public health, safety or general welfare.

Response: The proposed project has been reviewed by Planning, Engineering, Building and Safety, the Fire Department and the Police Department and certain conditions of approval that are necessary and proper to safeguard and protect the public health, safety, and welfare have been implemented. As aforementioned, the 272 units proposed as part of this development would push the total unit count within the Greenspot Village & Marketplace Specific Plan to 1,218. However, this increase would still satisfy the 18-40 du/ac density range for Planning Area 3. That being the case, the approval of a Specific Plan Revision for the proposed project is will not adversely affect the public health, safety, or general welfare.

c. The proposed amendment is consistent with the purposes and intent of this title, unless such amendment proposes to change, supplement, or alter any part of this title, whereas, said amendment must be consistent with all of the applicable sections including these findings.

Response: Government Code section 65454 states that a Specific Plan may not be amended unless the amendment is consistent with the General Plan. The Specific Plan amendment is consistent with the General Plan as the General Plan designation for this area is Planned Development. The proposed Specific Plan Revision to the maximum unit count within Planning Area 3 as well as the overall Greenspot Village & Marketplace Specific Plan allows for the density established for Planning Areas, that was analyzed in the two EIRs as well as City Council Ordinance Nos. 443 and 455, to be satisfied.

d. The potential environmental impacts of the proposed amendment are insignificant or there are overriding considerations which outweigh the potential impacts.

Response: The Applicant seeks to amend the Specific Plan to increase the maximum dwelling unit count from 100-**300** to 100-**472** within Planning Area 3 and increases the total buildout number from 946 to **1,218** for the entire Specific Plan. As aforementioned, this will allow the Applicant to adequately

size 272 dwelling units onto the 12.6 acre site and satisfy the density range for Planning Area 3 (18 to 40 dwelling units per acre) as the buildout of the remainder of Planning Area 3, originally envisioned to be nonresidential developments, would be better suited with an expansion of the approved "San Carlo Apartments I" residential development to the south. As this project falls within the density range that was analyzed by the certified EIR and Supplemental EIR, and no further environmental review is requires pursuant to Government Code Section 65457 which exempts any residential development project that is undertaken to implement and is consistent with a specific plan for which an environmental impact report has been certified.

Section 5. Environmental Review

On May 14, 2013, the City Council adopted Resolution No. 13-008, certifying the Environmental Impact Report for the Greenspot Village & Marketplace Specific Plan (ENV 09-003). The City Council more recently adopted Resolution No. 19-036 on June 25, 2019, certifying the Supplemental Environmental Impact Report for the Greenspot Village & Marketplace Specific Pan (ENV 19-002)(State Clearinghouse Number 2008031058). The City Council adopted Findings of Fact, the Mitigation Monitoring Reporting Program, and Statement of Overriding Considerations at the same time that it adopted the EIR and Supplement EIR. Resolutions No. 13-008 and 19-035 are incorporated herein by this reference as though set forth in full.

The Specific Plan Revision was analyzed in compliance with CEQA. It is hereby determined that the project is exempt from further environmental review.

Public Resources Code Section 21166 and the corresponding CEQA Guidelines Section 15162 provide that when an environmental impact report has been prepared for a project pursuant to this division, no subsequent or supplemental environmental impact report shall be required by the lead agency or by any responsible agency, unless one or more of the following events occurs:

a. Substantial changes are proposed in the project which will require major revisions of the environmental impact report.

b. Substantial changes occur with respect to the circumstances under which the project is being undertaken which will require major revisions in the environmental impact report.

c. New information, which was not known and could not have been known at the time the environmental impact report was certified as complete, becomes available.

The Applicant seeks to amend the Specific Plan to increase the maximum dwelling unit count range from 100-**300** to 100-**472** within Planning Area 3 and increases the total buildout number from 946 to **1,218** for the whole Specific Plan. As aforementioned, the Applicant will be able to accommodate 272 dwelling units onto the 12.6 acre site and satisfy the 18-40 du/ac density range for Planning Area 3 of the Greenspot Village & Marketplace Specific Plan. Considering that this proposed amendment will not affect the

density of Planning Area 3, there will be no substantial increase to the estimated increase in residents/consumers and traffic within the project area. As such, the scope of the project was previously analyzed and none of events identified in Public Resources Code Section 21666 or CEQA Guidelines Section 15162 have occurred that would trigger the need for further environmental review.

Section 6. Publication and Posting

Within fifteen (15) days following the passage of this Ordinance, the City Clerk shall publish an/or post this Ordinance as required by state law and City resolution.

Section 7. Execution

The Mayor is hereby directed to attest to the adoption of this Ordinance by signing where indicated below and the City Clerk shall publish and/or post this ordinance according to applicable law.

Exhibit 1 attached includes the Proposed Specific Plan Amendments

PASSED, **APPROVED** and **ADOPTED** this 14th day of November, 2023

_____
Larry McCallon, Mayor

ATTEST:

_____
Betty Hughes, MMC
City Clerk

APPROVED AS TO FORM:

_____
Maricela E. Marroquin
City Attorney

Exhibit 1

Specific Plan Amendments

1.4. Specific Plan Summary

The Specific Plan area is located east of State Route 210, off of Boulder Avenue and Greenspot Road in the City of Highland. The Specific Plan area is developed with a complementary mix of residential, commercial/retail, and office uses all linked by a central Village Paseo. Development plans include two potential land development scenarios, depending upon the ultimate size of the Specific Plan area pending potential acquisition of additional property. This Specific Plan allows for the development of up to 681,600 square feet of building space and 1,218 residential units. The Specific Plan is designed to provide a broad range of commercial opportunities and a variety of housing types, styles, and sizes that attract a diversity of residents into a well-balanced, master-planned community.

The site is divided into three (3) sections based on unique land use, access and circulation requirements. These sections of the site are hereafter referred to as "Planning Areas," and are shown on Exhibit 2-1, Land Use Plan. The residential Planning Area (Planning Area 2) allows a variety of residential opportunities designed with sufficient recreation facilities to serve the residents of the Specific Plan area. The remaining two Planning Areas (Planning Areas 1 and 3) are developed with mixed-use and commercial land uses. The Specific Plan is designed to provide flexibility in the arrangement of land uses to respond to the market at the time development occurs.

For the entire Specific Plan area, a dwelling unit cap of 1,218 units has been assigned. Additionally, a maximum number of dwelling units to be constructed in Planning Areas 2 and 3 have been established. Total dwelling units in the entire Specific Plan area shall not exceed 1,218 units. For example, if 746 units are developed in Planning Area 2, then the total number of units developed in Planning Area 3 cannot exceed 472 units.

2. LAND USE PLAN

2.1. Introduction

The Specific Plan allows up to 681,600 gross square feet of retail, office, entertainment and restaurant development, 1,218 dwelling units and open space. The Specific Plan provides employment, shopping, dining, entertainment, office space, recreation and housing opportunities. The goal is to create an environment catering to the needs of residents with differing lifestyles. Pedestrian pathways, signage, and landscaping provide a unifying element for the Specific Plan and work in concert with the adjacent uses to create a new gathering place for the residents of Highland and surrounding communities.

2.2. Residential Dwelling Unit Limitation

The maximum number of units to be developed in the entire Specific Plan area shall not exceed 1,218 units. Dwelling units may be transferred between Planning Areas 2 and 3. For example, if 746 units are developed in Planning Area 2, then the total number of units developed in Planning Area 3 cannot exceed 472 units. Similarly, if 572 units are developed in Planning Area 3, then the total number of unit developed in Planning Area 2 cannot exceed 646 units. Allowing flexibility for the number of residential units to be developed in the Planning Areas provides the opportunity to meet market demands. At the same time, the limit on the total number of units gives assurance to decision-makers and the community that the Specific Plan preserves open space, provides amenities, and promotes the village and mixed use design concepts for Planning Areas 2 and 3.

2.3. Summary of Land Uses

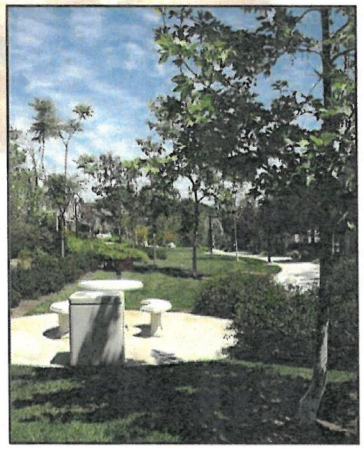
2.3.1. Planning Area 1 - Highland Marketplace

Neighborhood, community and sub-regional commercial uses are conveniently located adjacent to the SR210 freeway with direct access from Greenspot Road. This location provides high

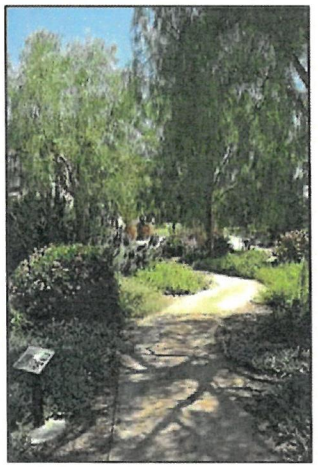




Residential, commercial, and mixed uses are accommodated in the Specific Plan area.



The Village Paseo provides a connection between the three Planning Areas.



visibility and convenient access to and from SR210. Development of commercial uses provides retail goods and services for Specific Plan residents and regional consumers, and acts as a buffer between SR210 and residential uses located to the east.

- Planning Area 1 - Highland Marketplace allows a variety of retail, office, and service commercial uses including but not limited to major promotional retail tenants such as Target, complementary specialty retail goods and services, restaurants, hotels, entertainment uses, and professional office. Pedestrian oriented design is encouraged in Planning Area 1.

2.3.2. Planning Area 2 - Residential Villages

Planning Area 2 – Residential Villages provides for a mix of housing products with a maximum of 746 units to be developed.[1] The Planning Area may also include parks, recreation facilities, and water elements (fountains, ponds, and/or small lakes).

- Planning Area 2 - Residential Villages permits a minimum 20 and up to 30 dwelling units per gross acre and allows single-family detached and attached housing including townhomes, duplexes, and small to large multiple-family attached structures.

Planning Area 2 – Residential Villages may include features such as neighborhood parks, water elements, "pocket parks" and greenbelts with locations to be determined by the developer. Private neighborhood recreation centers may contain swimming pools, spas, tennis courts, community buildings, picnic areas, and tot lots. The private parks and amenities contained in

[1] Dwelling units may be transferred between Planning Areas 2 and 3; however the maximum number of units to be developed in the entire Specific Plan area shall not exceed 1,218 units. For example, if 746 units are developed in Planning Area 2, then the total number of units developed in Planning Area 3 cannot exceed 472 units.

each individual recreation center are designed to meet the specific recreation and community facility needs of the neighborhood in which they are located.

2.3.3. Planning Area 3 - Village Center

The Specific Plan provides the opportunity for a mix of commercial, retail, office and residential uses within Planning Area 3 – Village Center:

- Planning Area 3 – Village Center permits a variety of retail, government, and commercial services, including but not limited to restaurants, offices, hotels, and entertainment uses. Residential uses (18 to 40 dwelling units per gross acre) can be provided in the form of live-work, residential above commercial or in free-standing buildings with a maximum of 472 units to be developed in the Planning Area. Innovative housing options, integration with commercial and office uses, and pedestrian oriented design are encouraged within Planning Area 3.

Residential components within Planning Area 3 may include private neighborhood recreation centers that may contain swimming pools, spas, tennis courts, community buildings, picnic areas, and tot lots.



Planning Areas 2 and 3 may include features such as "pocket parks."

2.3.4. Village Paseo

In order to provide local flood control to achieve storm water run-off quality standards, as well as to provide recreational amenities, the Specific Plan incorporates a centralized Village Paseo which bisects the Specific Plan area from east to west. The Village Paseo is located within

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[2] This number may increase if dwelling units are transferred from Planning Area 2; however the maximum number of units to be developed in the entire Specific Plan area shall not exceed 1,218 units. For example, if 472 units are developed in Planning Area 3, then the total number of unit developed in Planning Area 2 cannot exceed 746 units.

Planning Area 2; it is designed for storm water treatment and retention as well as for picnicking, jogging, hiking, and bicycle riding for the public. The Village Paseo provides convenient access among neighborhoods and commercial areas.

2.4. Land Use Plans

Conceptual land use plans have been developed for two land use scenarios, depending on whether the approximate 21-acre SBCFCD property is acquired by the project applicant. The land use plan for each scenario is described below.

2.4.1. Conceptual Land Use Plan – Scenario One

The Specific Plan allows development of approximately 104-acres of the 165-acre Golden Triangle Community Policy Area in the City of Highland. In accordance with the Specific Plan, the site shall be developed with a mix of residential, commercial, entertainment, office and open space land uses. As shown in Exhibit 2-1, Conceptual Land Use Plan, Scenario 1, the Specific Plan has been delineated into three Planning Areas, based on unique land use, access, circulation, and/or location within the Specific Plan area. The Planning Areas may be developed in a single phase or in multiple phases. Scenario One allows up to 681,600 square feet area of commercial space and 1,218 dwelling units. Permitted land uses and related development densities are summarized in Table 2-1, Planning Areas and Land Uses, Scenario 1.

Table 2-1: Planning Areas and Land Uses, Scenario 1

Planning Area	Land Uses	Approximate Acreage	Density Range (du/ac)	Maximum Dwelling Units*	Approximate Non-Residential Gross Square Feet
1	Highland Marketplace	34.8	N/A	N/A	507.600 sf
2	Residential Villages Open Space / Parks	38.6	20 – 30 du/ac	500-746 du	N/A
3	Village Center	30.6	18 – 40 du/ac	100-572 du	174,000 sf
TOTAL		**104 acres**		**Total shall not exceed** 1,218 units	**681,600 sf**

Notes: du/ac = dwelling units per acre; sf = square feet

* Dwelling units may be transferred between Planning Areas 2 and 3 so long as the total dwelling unit count for the overall Specific Plan area does not exceed 1,218.

The following provides a more detailed description of each Planning Area.

2.4.2. Planning Area 1 - Highland Marketplace

Planning Area 1 - Highland Marketplace consists of approximately 34.8 acres and is located along the southwestern boundary of the Specific Plan area, bordered by Greenspot Road to the south, the Village Paseo to the north and Planning Area 3 to the east. The Planning Area's size and configuration provide extensive exposure to travelers on SR210. Planning Area 1 permits uses such as major promotional retail tenants, complementary specialty retail goods and services, dining venues, and other freeway-oriented commercial uses. Up to 681,600 gross square feet of commercial uses is allowed.

Planning Area 1 will be anchored by a major commercial retail store such as Target. The major anchor store includes a building footprint of approximately 150,000 square feet. Up to an additional estimated 445,600 square feet of retail uses is allowed. Planning Area 1 will also contain several outparcel buildings for restaurants, drive-through restaurant facilities, a service station, a bank and retail shops. The outparcel buildings will range from about 1,800 square feet to 10,000 square feet. Building heights may not exceed sixty feet (60') to roofline. Outdoor vendors/carts/kiosks/temporary uses/activities and events such as a farmers market or festivals, are also envisioned throughout the Highland Marketplace. Please refer to Exhibit 2-3, Conceptual Site Plan, for the conceptual site plan of Planning Area 1.

Under Scenario One, approximately 17 acres of the 21-acre vacant, undeveloped land currently owned by SBCFCD in the southwestern portion of this planning area would be within the Specific Plan boundary, and would be included within the Planning Area 1 boundary. The remaining 4 acres of the SBFCD property would be within the Planning Area 2 boundary as described below. The Zoning designation for the planning area shall be changed to Specific Plan (SPR-006-001).

2.4.3. Planning Area 2 - Residential Villages

Planning Area 2 - Residential Villages consists of approximately 30-acres and is located in the northern portion of the Specific Plan area. This Planning Area is bordered by Eucalyptus Avenue to the north, Planning Area 1 to the south, Boulder Avenue to the east, and City Creek to the west. Planning Area 2 allows a variety of for-sale and for-lease residential products including single-family detached residences, single-family attached residences, small or large multiple-family attached structures, and appurtenant recreational uses including the Village Paseo (approximately 3.0 acres of open space, greenbelt, pocket parks and multi-use trail that is part of Planning Area 2). Building heights shall not exceed three (3) stories or forty feet (40'). The density within the Residential Villages shall be a minimum 20 and up to 30 dwelling units per gross acre. A maximum of 746 units may be developed in this Planning Area. However, the

maximum number of units to be developed in the entire Specific Plan area shall not exceed 1,218 units. For example, if 746 units are developed in Planning Area 2, then the total number of units developed in Planning Area 3 cannot exceed 472 units. Please refer to Exhibit 2-3, Conceptual Site Plan, for the conceptual site plan of Planning Area 2.

681,600

Under Scenario One, existing single-family homes located off of Calhoun Street within this Planning Area will remain. These homes (south of Eucalyptus Avenue) and approximately 4-acres in the western portion of the Planning Area are within the Specific Plan boundary. The Zoning designation for these properties shall be changed to Specific Plan (SPR-006-001). Existing residential uses along the north side of Eucalyptus are within the Golden Triangle Policy Area and zoned PD. All future use of these properties will be subject to the City's PD Development Standards and procedures per Development Code Chapter 16, Section 16.12.010.

2.4.4. Planning Area 3 - Village Center

Planning Area 3 consists of approximately 31-acres and is located in the southeastern portion of the Specific Plan area. This Planning Area is bordered by Greenspot Road on the south, Boulder Avenue and Webster Street on the east, the Village Paseo on the north and Planning Area 1 on the west. Planning Area 3 is a mixed use area and may feature uses such as hotels, restaurants, retail, residential, and professional offices. Up to 174,000 gross square feet of commercial, retail, office and hotel uses may be developed within this Planning Area. Building heights shall not exceed sixty feet (60') to roofline. The density within the Village Center shall be 18 to 40 dwelling units per gross acre. A maximum of 472 units may be developed in this Planning Area. However, the maximum number of units to be developed in the entire Specific Plan Area shall not exceed 1,218 units. For example, if 472 units are developed in Planning Area 3, then the total number of units developed in Planning Area 2 cannot exceed 746 units. Please refer to Exhibit 2-3, Conceptual Site Plan, for the conceptual site plan of Planning Area 3.

Exhibit 2-1: Conceptual Land Use Plan, Scenario 1



Legend

- PA 1 - Highland Marketplace
- PA 2 - Residential Villages
- PA 2 - Village Paseo
- PA 3 - Village Center
- Planning Area Boundary
- Specific Plan Area

Source: Architects Orange

Scenario 1 Land Use Summary

Planning Area	Proposed Land Use	Approximate Acreage	Maximum Density	Number of Dwelling Units	Gross Square Feet
1	Commercial	34.8 ac	N/A	N/A	507,600 sf
2	High Density Residential Open Space/Parks	35.6 ac 3.0 ac	30 du/ac N/A	500-746 du N/A	N/A N/A
3	Mixed Use	30.6 ac	40 du/ac	100-472 du	174,000 sf
Total		**104 ac**		1,218 du[1]	**681,600 sf**

1 Dwelling Units may be transferred between Planning Areas 2 and 3 so long as the total dwelling unit count for the overall Specific Plan area does not exceed 1,218.

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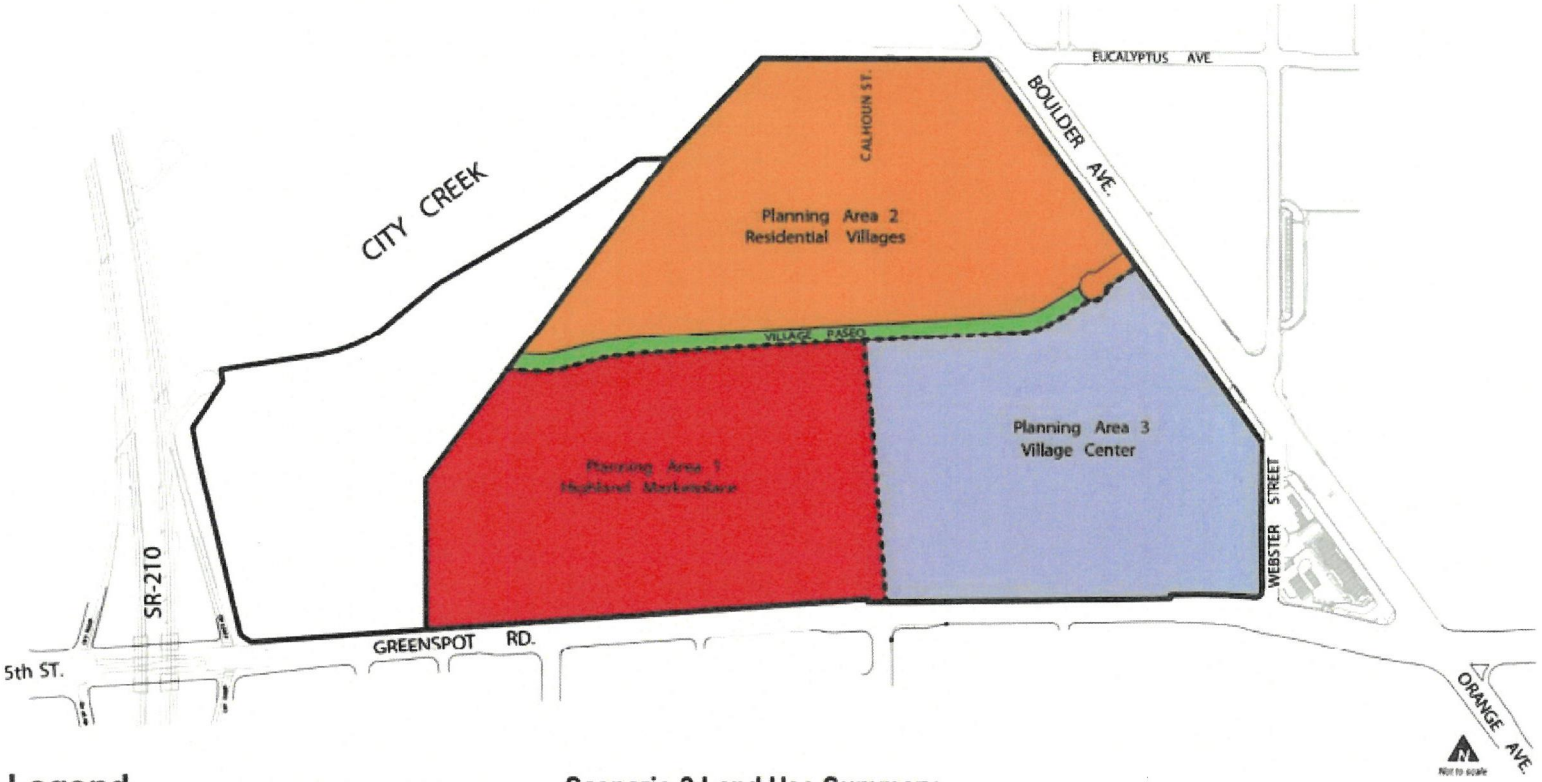
Exhibit 2-2: Conceptual Land Use Plan, Scenario 2



Legend

- PA 1 - Highland Marketplace
- PA 2 - Residential Villages
- PA 2 - Village Paseo
- PA 3 - Village Center
- Planning Area Boundary
- Specific Plan Area

Source: Architects Orange

Scenario 2 Land Use Summary

Planning Area	Proposed Land Use	Approximate Acreage	Density Range	Number of Dwelling Units	Gross Square Feet
1	Commercial	27.4 ac	N/A	N/A	380,600 sf
2	High Density Residential Open Space/Parks	22.5 ac 2.4 ac	20-30 du/ac N/A	500-546 du N/A	N/A N/A
3	Mixed Use	30.6 ac	18-40 du/ac	100-472 du	174,000 sf
Total		**83 ac**		**1,018 du**	**554,600 sf**

1 Dwelling Units may be transferred between Planning Areas 2 and 3 so long as the total dwelling unit count for the overall Specific Plan area does not exceed 800.

If required, the Planning Commission shall review the application for consistency with the Specific Plan with the intent of ensuring that each project conveys the desired Specific Plan objectives, character and quality, and complies with the standards set forth in this Specific Plan. In no instance shall proposed tenant improvements or new building constructions exceed the total building area or exceed[1,218] residential units.

5.4.1. Building Shells

Development plans for building shells shall apply to any new building shell that is constructed within the Specific Plan area. The Specific Plan area consists of various building shells, some connected to other building shells and some freestanding. Development of the Specific Plan may require phased construction of building shells. A development plan shall be submitted to the City of Highland Planning Department for initial review by the Community Development Director. Following the Community Development Director's review, the development plan must be reviewed by the City of Highland Planning Commission to ensure that the proposed building shell shall be arranged, designed, constructed and maintained to be compatible with the character of the Specific Plan area. The following outlines the review procedure for building shells.

5.4.1.1. Building Shell Plan check, Permit Issuance, and Completion

A. Plan check

1. After adoption of this Specific Plan, the City shall accept plans for each building shell for plan check and proceed with such plan check in a timely manner, including rechecks, without regard to the status of plans or plan check submittals for any other building shell or tenant improvements on the project site. In no event may the City require that plans for all or some combination of building shells be submitted simultaneously as a condition of plan check submittal and plan check review. Concurrent with the plan check review process, the development plans will also be reviewed by the City of Highland

- (CDD) Change in utility and/or public service provider;
- (CDD) Minor changes to text or maps intended to clarify Specific Plan information, provided such changes do not add density or modify the development policies or standards of the Specific Plan;
- (CDD) Minor changes necessary to accommodate proposed tenant improvements provided that the total building area of the commercial components is not increased;
- (DRB) Changes to landscape materials, wall materials, entry design, streetscape design which are consistent with the conceptual design set forth in the design guidelines contained with the Specific Plan;
- (DRB) Changes to the design guidelines which are intended to be conceptual in nature only, and are intended to be flexible in implementation;
- (PC) Development of Planning Areas 2 and 3 at a higher residential unit cap, provided the total number of dwelling units within the Specific Plan area does not exceed the maximum 1,218 dwelling units, unless otherwise restricted in an adopted Development Agreement;
- Other modifications of a similar nature to those listed above as determined by the Community Development Director.

9.2.2. Major Modifications

Major modifications constitute increases in density, increases in height, reduction in setback, or changes of use in a manner that is inconsistent with the intent of the Specific Plan. Major modifications require a Specific Plan amendment.

9.2.3. Appeals

All appeals pertaining to this Specific Plan shall be made to the Planning Commission. Decisions of the Planning Commission are final unless appealed to the City Council. The applicant or any

STAFF REPORT

TO THE CITY COUNCIL

DATE: November 14, 2023

FROM: Joseph Hughes, City Manager

REVIEWED BY: Carlos Zamano, Public Works Director/City Engineer CZ

PREPARED BY: Jennifer Cioffi, Project Manager

SUBJECT: Design Services Proposal/Engineering Resources of Southern California, Inc. 5th Street, Greenspot Road and Orange Street Pavement Rehabilitation (Project No. ola23002)

RECOMMENDATION: It is recommended that the City Council:

1. Approve proposal from Engineering Resources of Southern California, Inc. (ERSC) to provide engineering design services for the 5th Street, Greenspot Road and Orange Street Pavement Rehabilitation (Project ola23002); and

2. Authorize the City Manager to approve contract amendments up to 10% of the contract amount.

FISCAL IMPACT: The proposed scope and fee for ERSC based on actual time and material, is not-to-exceed $110,335. The design will be funded 100% with the City's General Capital Financing funds. The 10% contingency amount of $11,033 will be used to cover any additional services, if needed, and requested by City staff during the course of the project.

PUBLIC NOTICE: The agenda for this item was posted at the three locations per Resolution No. 2011-047 and on the City's website.

BACKGROUND: This project entails pavement rehabilitation of three streets: 5th Street, Greeanspot Road and Orange Street (see attached Location Map). The roadway segments are the north side only of 5th Street from Lankershim Avenue to 650' west of Lankershim Avenue, 5th Street from Tippecanoe Avenue to Marilyn Avenue, Greenspot Road from Boulder Avenue to Plunge Creek Bridge, Greenspot Road from 1,000 feet east of Santa Ana River Bridge to City Limit, and Orange Street from Greenspot Road to South City Limit.

Approved _____ Motion _____ Second _____ Agenda Item No. 8

Denied _____ Ayes _____

Continued _____ Noes _____ File No. _____

Tabled _____ Abstain _____

Absent _____

City Clerk

City Manager

On April 14, 2020, the City Council approved a design services proposal from ERSC for Pavement Management Program, Sector E Pavement Rehabilitation. This project included 24 street segments mostly in Sector E located south of Base Line and east of SR-210. Seven of the street segments included Greenspot Road from Blossom Way to Plunge Creek Bridge. However, on April 13, 2021, the City Council approved the removal of all construction on Greenspot Road from the Sector E Pavement Rehabilitation Project. This work was removed to allow East Valley Water District (EVWD) to complete construction of a recycled 30-inch water pipeline for the Natural Resources Center. With EVWD's recycled water pipeline project completed on Greenspot Road between Boulder Avenue and Weaver Street, the City's pavement rehabilitation on Greenspot Road between Boulder Avenue and Plunge Creek Bridge can proceed.

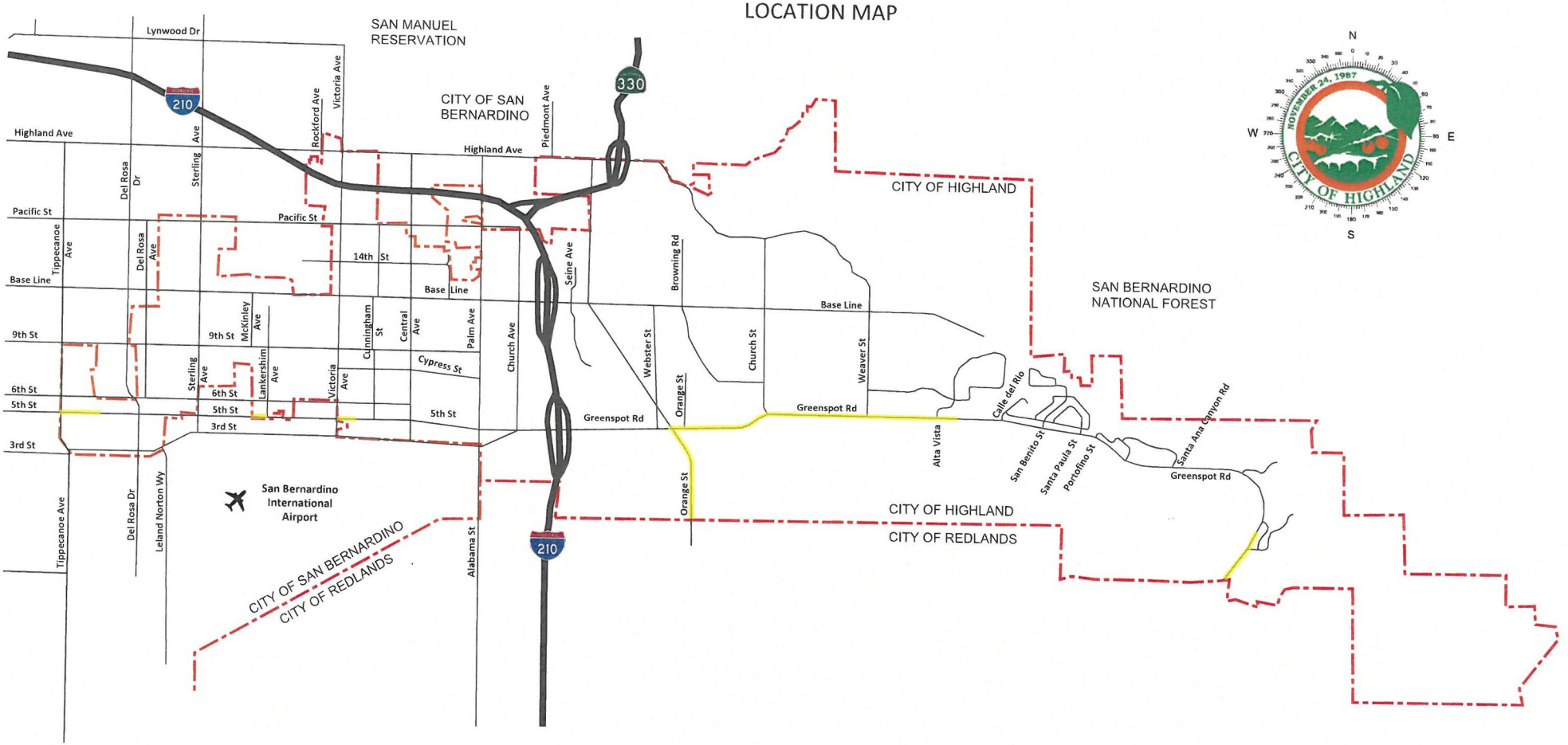
Due to the substantial completion of the design by ERSC of Greenspot Road from Blossom Way to Plunge Creek Bridge from the Sector E project, city staff requested a proposal from ERSC to provide construction drawings, specifications and cost estimates for bidding purposes for 5th Street, Greenspot Road and Orange Street. ERSC will review and revise the limits of the pavement rehabilitation on Greenspot Road from Boulder Avenue to Weaver Street based on the work already done by EVWD to protect the new pavement in place and only provide treatment of the pavement that is in poor condition that remains to be done. The scope of services also includes project management and coordination, existing utility research and site review, preparation and inspection of a Storm Water Pollution Prevention Plan (SWPPP), bidding assistance and construction support services. This project is anticipated to be advertised for bids in late March of 2024 and begin construction in June of 2024 during the summer break for Redlands Unified School District.

Staff reviewed and negotiated the proposed fee of $110,335 and found ERSC's fee proposal reasonable and is recommending it for City Council's approval. ERSC has an on-going contract with the City for various engineering support services. They have provided similar design services for numerous improvement projects with an experienced team in their Redlands office.

Attachment: Location Map
ERSC Proposal

M:\PUBWRK\ola23002 - 5th St, Greenspot, Orange Pavement Rehab\City Council\Design Services Stf Rpt 11.14.23.doc

LOCATION MAP



LEGEND

ola23002 - 5TH ST, GREENSPOT RD AND ORANGE ST PAVEMENT REHABILITATION

CITY LIMITS

Engineering Resources of Southern California

September 29, 2023
Revised October 4, 2023

Mr. Carlos Zamano, P.E.
Public Works Director/City Engineer
City of Highland
27215 Baseline
Highland, CA 92346

SUBJECT: 5th Street, Greenspot Road and Orange Street Pavement Rehabilitation Project No. ola23002

Dear Mr. Zamano;

In response to the City's email invitation, ***Engineering Resources of Southern California, Inc. (ERSC)*** is pleased to present our proposal for professional engineering services related to 5th Street, Greenspot Road and Orange Street Pavement Rehabilitation Project No. ola23002 (Project). Contained in our proposal is a description of the project as we understand it and method to accomplish the Projects' goals and objectives, including proposed design efforts, project team information, quality control measures, estimated personnel resource needs, and schedule for the Project.

A. PROJECT REVIEW / UNDERSTANDING AND PLAN TO ACCOMPLISH

In its continuing effort to maintain its street asset, the City of Highland (City) is proposing pavement rehabilitation of five street segments. It is not the intention of this project to address ADA deficiencies. The project is funded with CalRecycle RAC funds, Measure I and other local funds. The City has stated its goal is to advertise bids no later than February 15, 2024, and begin construction in May of 2024.

Staff reviewed the RFP and viewed the project site to assess the existing condition of the streets and gain an understanding of the requested improvements proposed on the five street segments. It is understood that Segment 3 contains a portion of Greenspot Road that was removed from a prior project for which ERSC prepared the Plans. This removed portion is being added to a contiguous segment of Greenspot Rd. The pavement rehabilitation proposed for this segment is Cold In-Place Recycling (CIR) except for the portions that were recently paved due to EVWD's Recycled Water Pipeline Project. Segments 1, 2, 4, and 5 proposed pavement rehabilitation is a 1.5" grind and overlay with Petromat installed. In addition to the pavement rehabilitation, ERSC will look for pavement failures, settled pavement, ponding areas, review and note raised and damaged sidewalk panels, deficient curb and gutter and shoulder areas. These will be documented for the correct repair methodology. No work is proposed within the adjacent Cities of San Bernardino, Redlands nor the County of San Bernardino.

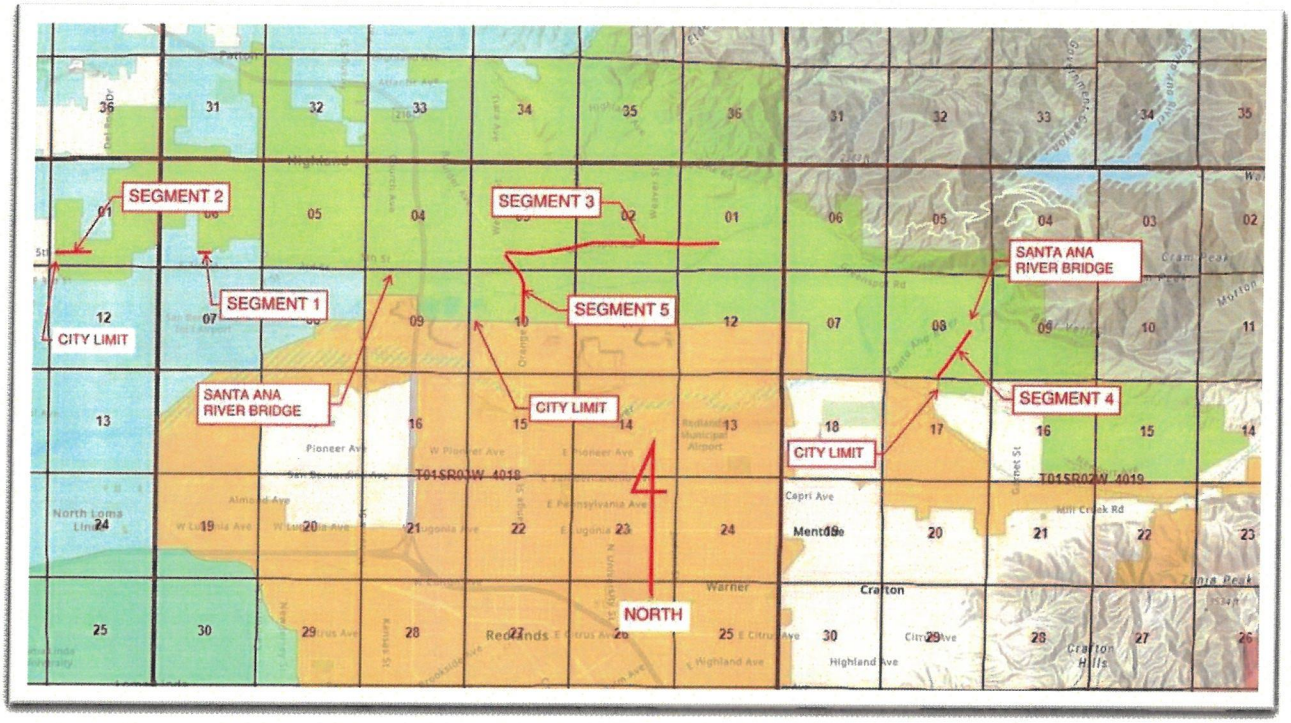


Figure 1 - Street Segments

B. SCOPE OF PROPOSED SERVICES

In general, ERSC's proposed services will include preparation of plans, specifications, quantity and cost estimates, suitable for approval by the City for construction of the proposed pavement rehabilitation procedures. ERSC services will also include Project Management and Coordination, assistance in bidding, limited construction services which will include attendance at the preconstruction meeting, answering questions during the construction phase, preparation of record plans, and other meetings specific to the project.

Upon City's authorization we will proceed with preparation of documents required for bidding and construction, that is plans, specifications and cost estimates for the project for the five streets segments identified above.

Services to be provided are as follows:

1. **Project Management and Coordination** - ERSC's Project Manager will work with the City to schedule a project kickoff meeting. The intent of this meeting will be to introduce both sides of the Team and understand the varying roles of team members. This will allow our team to review any changes in project scope, have questions answered on items that may have been ambiguous in the Proposal preparation, and understand any special requirements the City may request as a part of this project. ERSC believes that early coordination leads to a successful project, and our intent is to be ahead of any issues in order to ensure a smooth project. At the Kickoff meeting,

identifying points of contact with each agency/company will be extremely important to avoid delays later on when trying to reach a party for any issue that may arise.

In addition, ERSC believes continued coordination is important and has included regular monthly and/or milestone meetings to discuss progress of the project or relevant issues related to the project. These meetings may be held in the field, office or via teleconference, as directed by the City.

Once meeting dates are determined, ERSC will prepare meeting agenda, chair the meeting, take minutes, identify future action items, review and update project schedule and circulate meeting minutes for review and concurrence by the Team.

ERSC has prepared a project schedule for inclusion in this proposal package. Staffing personnel and hours are based upon current availability and projections of future workloads. The Project Schedule will be updated after the kick-off meeting taking into consideration all coordination issues presented by the City. If Task deadlines affect ERSC staffing workloads, ERSC commits to adjusting staff workloads to keep this project on track. Should personnel changes be necessitated to accommodate the schedule, ERSC will notify the City and obtain permission prior to making such changes

2. **Topographic Survey** – It is anticipated that survey will not be required for this project as none was identified in the RFP and pavement rehabilitation methods were clearly indicated by the City within the RFP. Work will occur between existing curb and gutter with no anticipated grade changes. ERSC is proposing to follow the plan preparation method used for the removed segment of Greenspot Road which is to use Google Earth for the base mapping for all street segments. In addition, ERSC will request construction/as-built plans from the City to incorporate centerline and right of way lines. If Cadd plans are available, these will be requested also. Staff will field verify street dimensions and any surface topography within the street limits.

3. **Utility Research** – ERSC will perform utility research by obtaining all utility information within the project limits. All utility notices will include a vicinity map and will be prepared on City letterhead for delivery to the City for the City Engineer's signature and mailing. Correspondence will be documented and filed in the project files. Record maps will be used to show horizontal locations of all utilities on the plans.

ERSC will provide further field investigations to locate, identify, verify locations, and determine the status of existing utilities. In addition, our team will obtain and review all applicable base map plans, atlas maps, substructure maps, specifications, reports, and record data for all existing utilities, agencies, and companies involved in the project area. All utility research shall be incorporated into the plan and applicable details as part of a comprehensive construction plan. Subsequent notifications will be made to utility companies if necessary.

4. **Site Review** - ERSC staff will conduct a thorough inspection of the five street segments to further review pavement conditions. Inspection will include notation of issues and deficiencies observed with their locations. ERSC will discuss with the City the site conditions and recommended pavement rehabilitation. Full depth dig-outs will be marked with paint for incorporation into the plans. It is assumed that if damaged sidewalk, curb and gutter is required to be removed and replaced, these areas will encompass only small portions and will be identified on the plans as remove and replace with "join existing" elevations. These will also be identified in the field with paint marking.

Following site inspection, ERSC's project manager will then schedule a meeting to consult and seek City concurrence of repair, replacement and installations thought appropriate per City criteria. ERSC will also conduct a final site review prior to submittal of the 100% plans to ensure that the plans have addressed and incorporated all previously discussed items.

5. **Geotechnical Analysis** – No geotechnical analysis is proposed for this Project.

6. **Prepare Plans, Specifications & Estimates** - ERSC will proceed with preliminary and final design and preparation of the documents required for bidding and construction. It is anticipated that Plan only for all streets will be prepared with layout of each street having its own sheet utilizing 11" x 17" size sheets with a scale of 1" = 50' for each street.

The Plans will be prepared in Autocad utilizing Geolocation with Google Maps imagery as the plan background. Pavement Rehabilitation Plans will be prepared for each street segment identifying the appropriate pavement rehabilitation method(s) as identified in the RFP by the City. Street areas will be obtained from the plans and will be utilized to determine quantities for the rehabilitation estimates. Pavement rehabilitation will be defined by type of work that is, removals, aggregate base, pulverized in place, cold milling, Petromat, asphaltic concrete placement, and any other materials used.

Displayed and also labeled and quantified will be sewer and storm drain manholes, utility vaults and valve covers that require grade adjustments.

Following the existing plan preparation concept of the Greenspot Road Plans, signage, striping and marking, will be indicated on a separate set of plans for clarity, unless requested by the City to insert the signing, striping and marking on the Pavement Rehabilitation Plans.

Prepare a specification document with detailed Bid Schedule, General Conditions, Contract Documents, Special Provisions and Technical Provisions, all in approved City format.

Provision for removal and replacement of soft and/or wet areas if encountered will also be included in the specifications and bid schedule.

Prepare quantity and cost estimates for the project in detail and format matching that of the bid schedule. Quantities will be determined as defined previously and checked for accuracy and provided to the City for review. Segregation by street may be prepared for quantity and cost estimate calculations, if requested by the City.

Plans, specifications and estimates will be prepared for each street and submitted for review at 65%, 95% and 100% completion stages. ERSC will review project streets with City staff prior to submission of 100% submittal to ensure plans have adequately addressed issues.

Anticipated Sheets within the Plan Set

5th Street , Greenspot Road & Orange Street Pavement Rehabilitation Project No. ola23001
Title Sheet
Sheet Index & Vicinity Map
General Notes Sheet, Details
Plan Sheets – 11" x 17" – 50' Scale; Pavement Rehabilitation Plans and Signing & Striping Plans
• 5th Street - Lankershim Avenue to 650' west of Lankershim Avenue ~ 650 feet
• 5th Street – Tippecanoe Avenue to Marilyn Avenue ~ 1,850 feet
• Greenspot Road – Boulder Avenue to Plunge Creek Bridge ~ 17,750 feet
• Greenspot Road – 1,000 feet east of Santa Ana River Bridge to City Limit ~ 650 feet
• Orange Street – Greenspot Road to South City Limit ~ 4,050 feet

7. **Bidding Assistance** – ERSC will conduct bid period assistance which will consist of assisting the City in placement of advertisements in plan rooms and/or trade journals, with pdf copies, responding to questions during the bid period and preparation of addenda as required (no charge if due to omissions or conflicts in design).

8. **Construction Support Phase** - Assist the City in the construction stage which will include preparation of agenda and attendance at a preconstruction meeting and issue a summary of meeting minutes to all attendees.

During the construction period ERSC's Staff will be available to review and respond to Contractor's Requests for Information (RFI), review any change orders (CO), and provide clarification of design intent when necessary. ERSC will also assist in the preparation of addenda and any plan revision due to construction changes. *It is not intended for this phase to include Construction Management services.*

Within thirty (30) days following the completion and acceptance of the Project, ERSC will furnish a complete set of As-Builts on Bond paper to the City. Revisions will be solely based upon as-built information provided to the City and ERSC by the City's Construction Manager and the Contractor. Upon approval of bond copy of plans by the City, ERSC will plot the As-Builts on Mylar for submittal to the City for their records.

9. ***Storm Water Pollution Prevention Plan*** – Following submittal of this Scope of Work on September 29, 2023, the City requested that the Scope of Work be revised to include preparation and implementation of a SWPPP for the CIR work along the Greenspot Road segments. ERSC shall prepare a SWPPP in conformance with the new 2022 General Permit for Stormwater Discharges Associated with Construction and Land Disturbance Activities – Order WQ 2022-0057-DWQ. The SWPPP, prepared by or under the supervision of a QSD, shall address the project's risk level, source identification, erosion and sediment control, maintenance and inspection reporting, training, monitoring and reporting and post construction management. ERSC shall provide a completed Notice of Intent (NOI) and assist with uploading the NOI and SWPPP to the California Water Resources Control Board's Stormwater Multiple Application and Report Tracking System (SMARTS). Any and all NPDES stormwater permit fees shall be paid by the City.

In addition to preparation of a SWPPP, ERSC will provide oversight service for implementation of the SWPPP by a QSP. Service will include making sure the SWPPP is implementation at the appropriate level to protect water quality at all times throughout all of the construction project phases. Implementation shall include on-site visual inspections (weekly and qualifying precipitation event), sampling and analysis, coordinating with Contractor on BMP implementation activities, revisions and updating the SWPPP and other required tasks listed in the SWPPP. Laboratory testing associated with any required sampling shall be billed with approved markup. A lump sum amount is included in the fee schedule as it is unknown at this time how much sampling/testing may be required.

C. QUALITY CONTROL MEASURES

Quality control measures to be utilized for the project to help ensure delivery of a quality project in a timely manner will include the following:

- Oversight by Principal Engineer/Project Manager during preparation of plans, specifications, and cost estimates.

- Monitor project costs by preparation of preliminary and final cost estimates provided for review to the City.

- Monitor delivery status vs. schedule and alert City staff of challenges to meet milestones.

- Thorough review by the Project Manager and another ERSC Principal Engineer of the plans, specifications and estimate prior to the 90% submittal stage to City and also at the 100% stage when ready for approval and signature including field review of critical project sites.

D. PROJECT TEAM

Project team will consist of Lori Askew, Principal Engineer as Project Manager, Matt Brudin, P.E., President as Principal in Charge, Katherine Hernandez, Engineer II as Project Engineer and Jazz Goodie, Engineering Associate III as Design Engineer. Ms. Hernandez will coordinate preparation of preliminary and final plans, in addition to quantity and cost estimates, with the support of Ms. Goodie who prepared the previous Greenspot Road plans . Ms. Askew and Mr. Brudin will conduct plan reviews.

Ms. Askew will be the primary staff member responsible for interaction with the City, and oversee preparation of the plans, specification and estimates in addition to monitoring of the schedule and budget. Matt Brudin, P. E., will conduct the independent quality assurance review, as well as, final review and signature.

Resumes for Lori Askew, Matt Brudin, Trent Brudin and Katherine Hernandez, accompany this proposal for your information and review.

E. PERSONNEL RESOURCE ALLOCATION AND FEE

Accompanying this proposal is a spread sheet displaying the personnel resources necessary to complete the project including titles, hourly rates to be used and total estimated fee separated per project. It is therefore proposed that the work outlined in this proposal will be completed for the amount:
Not to Exceed $110,335.00

Project Exclusions – Environmental Reports, SWPPP for 5th Street and Orange Street, WQMP, and Traffic Control Plans.

F. PROJECT SCHEDULE

Presented in the tabulation accompanying is a description of design and document preparation tasks with deliverables and projected approval, bidding and construction phases required to meet the desired construction commencement date of May, 2024.

We thank you for the opportunity to provide services to the City. Should you have any questions concerning the content of this proposal, please contact the undersigned or Lori Askew at 909-890-1255, ext. 110 or laskew@erscinc.com.

Respectfully,

John M. Brudin, P.E.
President

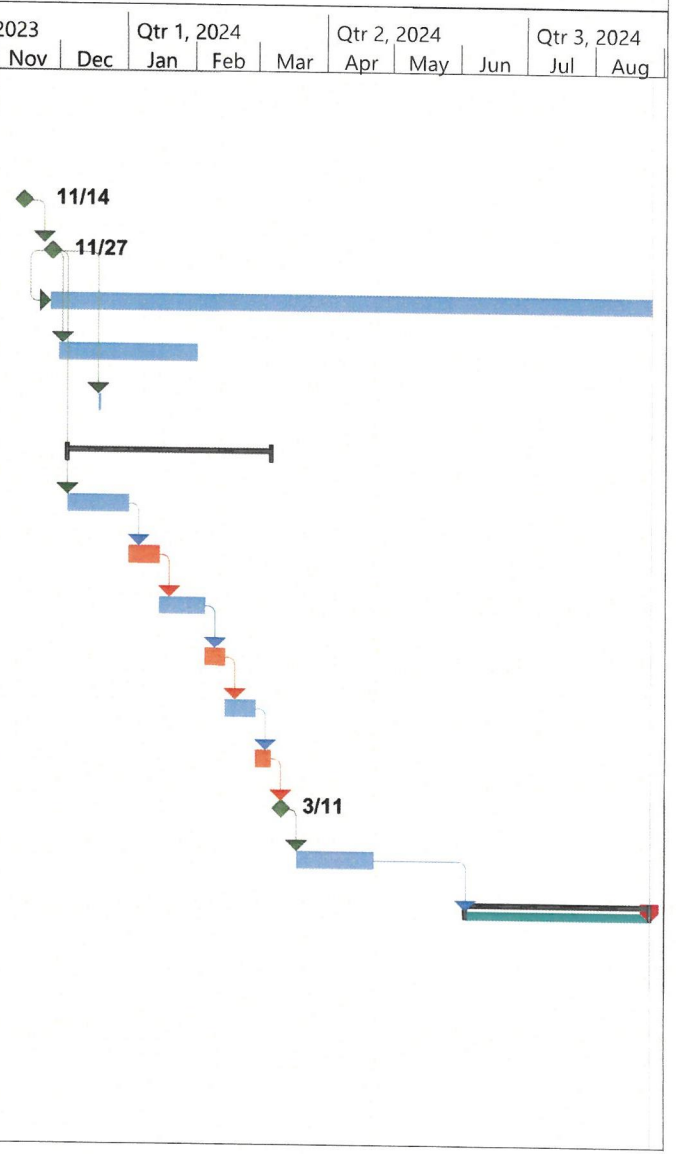
Lori J. Askew
Principal Engineer

enc.

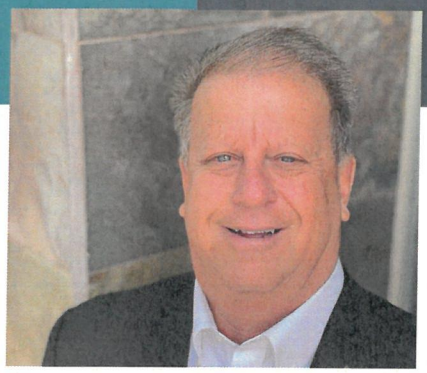
City of Highland
5th Street, Greenspot Road & Orange Street Pavement Rehabilitation Project (ola23002)

Revised 10/19/2023

ID	Task Name	Duration	Start	Finish
1	**City of Highland**			
2				
3	City of Highland - City Council Approval	1 day	Tue 11/14/23	Tue 11/14/23
4	NTP/Kick-Off Meeting	1 day	Mon 11/27/23	Mon 11/27/23
5	**Task - Project Management and Coordination**	**196 days**	**Mon 11/27/23**	**Mon 8/26/24**
6	**Task 3 - Utility Research**	**45 days**	**Fri 12/1/23**	**Thu 2/1/24**
7	**Task 4 - Site Review**	**1 day**	**Tue 12/19/23**	**Tue 12/19/23**
8	**Task 6 - Construction Drawings (PS & E)**	**67 days**	**Tue 12/5/23**	**Wed 3/6/24**
9	65% Submittal - PS&E	20 days	Tue 12/5/23	Mon 1/1/24
10	City Review - 65% PS&E	10 days	Tue 1/2/24	Mon 1/15/24
11	95% Submittal - PS&E	15 days	Tue 1/16/24	Mon 2/5/24
12	City Review - 95% PS&E	7 days	Tue 2/6/24	Wed 2/14/24
13	100% Submittal - PS&E	10 days	Thu 2/15/24	Wed 2/28/24
14	City Review - 100% PS&E	5 days	Thu 2/29/24	Wed 3/6/24
15	**Submit Final Package to City**	**3 days**	**Thu 3/7/24**	**Mon 3/11/24**
16	**Task 7 - Advertise/Bidding Phase**	**25 days**	**Tue 3/19/24**	**Mon 4/22/24**
17	**Task 8 - Construction Support Phase**	**60 days**	**Mon 6/3/24**	**Mon 8/26/24**
18				
19				
20				
21				



John M. Brudin, PE | President



CA, Civil Engineer No. C41836
QSD/QSP No. 00707

Education

BS, Civil Engineering, Loyola Marymount University, Los Angeles, CA

Affiliations

American Public Works Assc.
Floodplain Management Assc.

Areas of Expertise

Water/Wastewater Engineering
Flood Control Engineering
Project Management
Quality Control

Over the past 25 years, Mr. Brudin has been involved in a number of complex planning, design and construction projects. His ability to effectively communicate with agency personnel and team members provides the vital link between client and consultant and ensures that the goals of each project are met. Mr. Brudin has a broad base of experience in various disciplines including water resources, site development, streets and roads, grading and drainage and flood control facilities.

Mr. Brudin has served as a District Engineer for the Lake Hemet Municipal Water District, City Engineer for the City of Hemet, and 1as a Project Manager for "as-needed" professional engineering plan check services for several cities in the Orange, Riverside and San Bernardino County areas. Under these contracts, he has managed construction inspection/ administration, development review, and plan check services for land development and capital projects, including grading, water, sewer, drainage, traffic signal and street improvement plans.

Similar Project Experience:

Traffic Signal System – Rancho California Road and Tee Drive, City of Temecula, CA – Principal in Charge responsible for technical and budget oversight, resource allocation and contract management throughout the assignment. Design and utility coordination for a new traffic signal system, including a new power source. Exploration and evaluation of several blow offs, valves and manholes valves, as well as overhead electrical lines along the south side of the intersection. Staff are also exploring removing existing streetlights in the intersection and replacing with traffic signal safety lighting. The City is also currently undergoing streetlight conversions to LED as a part of the WRCOG Regional Streetlight Program. The proposed design will incorporate necessary features to facilitate bicycle crossings at the intersection per the City of Temecula's Multi-use Trails and Bikeways Master Plan.

Overland Bridge at Murrieta Creek, CNS Engineers, Temecula, CA - Principal in Charge responsible for technical and budget oversight, resource allocation and contract management throughout the assignment. Design of a bridge structure over and across Murrieta Creek connecting Avenida Alvarado at the intersection of Diaz to the west of the creek, with Overland Drive at the intersection of Enterprise Circle to the east of the creek.

State Street Gap Closure Project, City of San Bernardino, CA – Principal in Charge responsible for technical and budget oversight, resource allocation and contract management throughout the assignment. Roadway design and environmental clearance for the Street; a vital transportation corridor. State Street will be a four-lane roadway with a center median and bike lanes connecting Baseline Street to State Route 210.

40th Street Widening Project, City of San Bernardino, CA – Principal in Charge responsible for technical and budget oversight, resource allocation and contract management throughout the assignment. Design of the 40th Street Widening Project in San Bernardino. 40th Street is to be widened to allow 4 travel lanes, new sidewalk, and drainage improvements. The project stretches from Victoria Ave to Kendall Drive. Also included is traffic signal modifications at Electric Ave. and drainage modifications.

Golden Avenue Bridge Replacement Project, Biggs Cardoza Associates, Placentia, CA - Principal in Charge responsible for technical and budget oversight, resource allocation and contract management throughout the assignment. Development of plans for the bridge replacement project in Orange County. ERSC coordinated plans for channel modification and permitting with ACOE.

Riverside Drive Street Widening, Signal Modifications, Signing and Striping, City of Lake Elsinore, CA - Principal in Charge responsible for technical and budget oversight, resource allocation and contract management throughout the assignment. Development of program documents and planning and design activities related to the reconstruction of an existing campground located along Riverside Drive on the westerly end of Lake Elsinore. Coordinated completion of all CalTrans requirements to facilitate completion of the project.

Washington Street at Fred Waring Drive Triple Left Turn Lanes Project, City of La Quinta, La Quinta, CA – Principal in Charge responsible for technical and budget oversight, resource allocation and contract management throughout the assignment. Design of intersection modifications incorporating a third left turn lane in each direction to reduce traffic during peak hours. The scope also included CEAQ document preparation, utility coordination and PS&E.

Lori Askew | Principal Engineer



Education

BS, Civil Engineering, Michigan Technological University, Houghton, MI

Areas of Expertise

Land Development
Municipal Engineering
Traffic and Transportation

Ms. Askew has over 30 years of experience in design and management of public and private improvement projects. She has spent the past 20 years as a local municipal employee in Public Works with the last eight years in an executive management position overseeing various levels of staff and consultants. She has managed Capital Improvement Program projects for streets, storm drains, water and sewer in addition to large land development projects with significant grading challenges. She is very knowledgeable in understanding the workings and challenges of local government and comprehends the constraints of various City funding sources such as Gas Tax, Measure A and SB1.

Ms. Askew has been city liaison to Western Riverside Council of Governments (WRCOG), Riverside County Flood Control & Water Conservation District, Caltrans, Riverside County Transportation Commission (RCTC), several water districts and school boards.

Similar Project Experience:

County Line Road Transportation Corridor Improvement Project: Project Manager for design and construction of street improvements including pavement widening to include bike lanes, installation of curb, gutter, sidewalk and construction of round-abouts at 4 intersections. Project is joint improvement project with adjacent city, as street centerline is City and County boundary. Project challenges include various funding sources through grants, coordination with adjacent city/county, right-of-way acquisitions, and construction in phases.

Calimesa Creek Storm Drain Improvements: Project manager overseeing design and construction for nearly 2,000 lf of 18" – 78" RCP storm drain pipe, 200lf of 6' x 6' concrete box structure and 53-acre-foot detention basin. Project will minimize erosion of Calimesa Creek by transitioning from an open channel system which currently discharges into Calimesa Creek, to a closed system. Only low flows will remain in the Creek, thus eliminating the need to mitigate significant acreage. Detention Basin upstream eliminates the need for existing pipe at downstream end of system to be enlarged under the I-10 freeway. Project is funded with EPA grant, Riverside County Flood Control & Water Conservation District Funds and City Development Impact Fees.

Third Street Improvement Project: Project Manager responsible for overseeing design and construction of 3,300 linear feet of Third Street from Valley View Avenue to Corona Avenue which includes removal of existing asphalt street and replacement with full street improvements, within existing right-of-way, consisting of curb, gutter, asphalt pavement, equestrian trail with fence, replacement of private improvements to match new grades. Also included were storm drain improvements on Reservoir Drive, north and south of Third Street which involved installation of over 1,800 linear feet of 30-inch HDPE pipe and 400 linear feet of smaller size HDPE pipe. Funding for this portion of the project was through Riverside County Flood Control and Water Conservation District as one of their Master Drainage Plan projects.

Navy to Norco College (RCC) Sewer Improvements: Project designer and project manager overseeing construction of 1,100 linear feet of 8-inch VCP sewer line and related appurtenances from a lift station located on Navy property to a city owned SSMH located on the Norco College Campus. The biggest challenges for the project was finding a route through the Norco College Campus that allowed the sewer line to flow by gravity and a construction schedule that minimized disruption to the Campus.

Hamner Avenue Widening Project: Project Manager responsible for overseeing the design and construction of 3,600 linear feet of Hamner Avenue from the north City boundary to north of the Hamner Avenue Bridge. Hamner Avenue was widened from a two-lane street to three lanes in each direction but currently striped for two in each direction. Improvements include curb, gutter, sidewalk, asphalt pavement, relocation of a City of Norco 20-inch potable waterline, installation of a 30-inch waterline owned by the Chino Desalter Authority (as part of their future expansion), and storm drain improvements. The traffic signal at Citrus Street was modified for a four-way intersection to accommodate the future Silverlakes Equestrian and Sports Park. A 42-foot-wide by 15-foot-high causeway was constructed under Hamner Avenue south of Citrus Street to provide flood relief from the adjacent Santa Ana River and also provide access to the adjacent park on the west side of Hamner Avenue located in the City of Eastvale. A detention basin was constructed as part of the project and resides on the west side of Hamner Avenue, south of Citrus Street and acts as a desilting basin for the 72" storm drain that discharges to it. Hamner Avenue design took into consideration the future replacement of the Hamner Avenue Bridge.

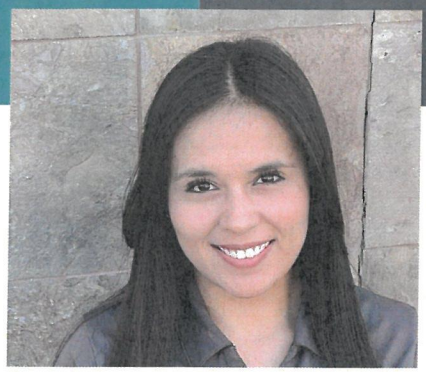
Second Street Improvement Project: Project Manager overseeing the design portion of the project which was done by a contract engineer beginning in late 2004. The project consisted of widening Second Street, a designated collector street, to its ultimate right-of-way between the I-15 Freeway and Corona Avenue, with full street improvement consisting of curb, gutter, asphalt pavement, pedestrian-equestrian trail with fence, realignment of the intersection with Valley View Avenue, storm drain improvements and utility relocations. Design also included pavement rehabilitation of Second Street from Corona Avenue to Hillside Avenue. Land acquisition and coordination with Caltrans delayed construction of the project which did not begin until early 2011. Additional

responsibilities for this project include construction management where I was responsible for overseeing all aspects of construction.

Auger/Grinder Sewage System Project: Responsible for the design of a wastewater system which incorporated a packaged wastewater auger/grinder system to be installed on California Rehabilitation Center (CRC) property. The system removed unwanted solids and sludge discharged from CRC prior to entering the collection system owned by the City of Norco and ultimately the treatment facility owned by Western Riverside County Regional Wastewater Authority (WRCRWA).

Cherry Valley Boulevard/I-10 Interchange: City Liaison to Riverside County Transportation Department who is acting as lead for the City of Calimesa on this project. The Project is the reconstruction of an interstate freeway interchange to accommodate significant residential and commercial growth surrounding the interchange. The Project is being processed through Caltrans with the Project Study Report having been completed and approved in 2018. It is now in the PA/ED phase. Interchange configuration alternatives being considered are Round-Abouts, Diverging Diamond and Partial Cloverleaf. Funding is secured up to the construction phase through Developer Impact Fees and credit agreements with the Western Riverside Council of Government's (WRCOG) Traffic Uniform Mitigation Fee (TUMF) program.

Silverlakes Equestrian and Sports Park: Project Manager overseeing the concept creation, planning and construction of a City owned 122-acre parcel of land with a federal deed restriction over it for Park use only. Challenges included parcel being located in a flood zone adjacent to the Santa Ana River, working with the Army Corp of Engineers after a flooding of the property occurred during construction, development being funded privately by developer and crafting a 99-year lease to developer. Project has 25 soccer fields including natural and synthetic turf, competition horse arenas, paved and porous parking lots and eating facilities.



Katherine Hernandez | Engineer II

Education

BS, Geographic and Environmental Engineering, University of Applied and Environmental Sciences (UDCA), Bogotà, Colombia

Areas of Expertise

Environmental Analysis
Water Resources
Planning
Site Layout & Geometrics
AutoCAD Civil 3D
Traffic & Transportation

Ms. Hernandez joined the ERSC team as Engineer I in earlier 2019. She is proficient in geographic and environmental engineering, able to identify and solve problems related to environmental, geographical and territorial resources, interrelated with social processes and territorial ordering through sustainable development. Ms. Hernandez has gained experience in identifying and solving problems related to roadway/ design rehabilitation, ADA improvements, horizontal and vertical geometric design and traffic & transportation. She is also qualified to make cartography with modern technologies related to geographic information systems (GIS).

Similar Project Experience:

Traffic Signal System, Rancho California Road and Tee Drive, City of Temecula, CA - Project Engineer during the design and utility coordination for a new traffic signal system, including a new power source. Work includes exploration and evaluation of several blow offs, valves and manholes valves, as well as overhead electrical lines along the south side of the intersection. In addition to the utilities, the proposed design will incorporate necessary features to facilitate bicycle crossings at the intersection per the City of Temecula's Multi-use Trails and Bikeways Master Plan.

Design of Murrieta Creek Bridge, City of Temecula, CA – Assisting in the design of a bridge structure over Murrieta Creek connecting Overland Drive at the intersection of Enterprise Circle West on the east side of the Creek to Avenida Alvarado at the intersection of Diaz Road on the west side of the Creek. Ms. Hernandez also assists on the PS&E and utility research and coordination.

State Street Gap Closure Project, City of San Bernardino, CA - Project Engineer for roadway design and environmental clearance this vital transportation corridor. State Street will be a four-lane roadway with a center median and bike lanes connecting Baseline Street to State Route 210. The design includes a new roadway in the portion of the project where no transportation infrastructure exists, rehabilitating existing portions to updated standard, and ROW acquisition is also required.

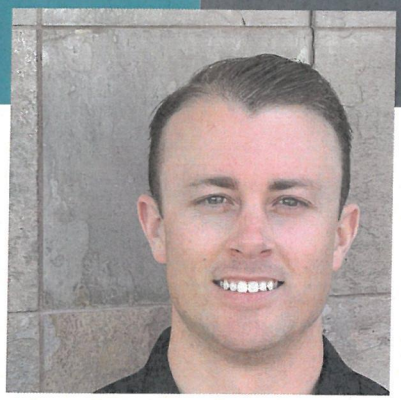
Washington Street at Fred Waring Drive Triple Left Turn Lanes, City of La Quinta, CA – Project Engineer assisting in design of improvements to this high traffic intersection by adding a third, left turn lane in each direction of the intersection in order to alleviate traffic congestion and improve traffic flow. Ms. Hernandez also assisted on the detailed project description, plans, bid schedules, bid item descriptions, payment methods, engineer's estimate, special provisions, technical specifications, and any specification detail sheets and relevant standard plans.

Aliso Creek Road Rehab from Aliso Viejo Parkway to SR-73, City of Aliso Viejo, CA – Project Engineer on the design of this rehab project, which included the grind and overlay of the roadway, localized full depth replacements, signing and striping, traffic signal loops, traffic control and Caltrans Coordination. The project involved additional detailed design of ADA ramps at the SR-73 interchange and obtaining a Caltrans Encroachment permit.

Golden Avenue Bridge Replacement Project, Biggs Cardoza Associates, Placentia, CA - Project Engineer during the development of plans for the bridge replacement project in Orange County. ERSC coordinated plans for channel modification and permitting with ACOE. ERSC also provided geometric layout including aligning with existing streets, identification of existing utilities and storm drains, proposing new storm drain locations, an adequate bridge width to accommodate future traffic, pedestrian and bike flows, and the placement of the OC Bike Loop that is planned to run within the Carbon Creek channel.

Rancho Ave. A & N Street Intersection Improvements, City of Colton, CA - Project Engineer during traffic and civil engineering services to the City of Colton to improve safety at the Rancho Avenue and N Street intersection. The new intersection will include reduced lanes from 2 to 1 approaching the intersection, signing/striping improvements, permanent delineators, and a CalTrans High Tension Barrier System. Also provided services for design survey, pavement reconstruction, raised median, ADA, and curb and gutter improvements.

Trent Brudin, PE, QSD | Engineer IV



CA, Professional Engineer No.90924
AZ, Professional Engineer No. 73812
QSD No. C90924

Education

BS, Civil Engineering, Loyola Marymount University, Los Angeles, CA

Areas of Expertise

Site Layout & Geometrics
Hydrology & Drainage
AutoCAD Civil 3D
Traffic and Transportation
Water and Wastewater
SWPPP Compliance
SWPPP Development

Mr. Brudin was introduced to the industry in 2012 as an intern at Lake Hemet Municipal Water District. Since then, he has held positions as Assistant Project Engineer and Project Engineer at C.W. Driver, a general contracting firm, until shortly after his graduation in 2015 when he took a position as Associate Civil Engineer at Parsons Corporation. Trent joined ERSC as Engineer II in early 2016.

Trent has become a highly skilled engineer assisting in the management of a wide variety of projects at ERSC. Trent regularly performs complex design level tasks on water resources, civil site design, and transportation related projects included hydrology studies, drainage design, site grading, geometric site layout, WQMP and SWPPP documentation, intersection improvements, traffic signal modifications, water and wastewater pipeline design, and water feasibility studies

Similar Project Experience:

CIP Water Pipeline Replacement Project, City of Redlands, CA - Project Engineer during the design of new water mains ranging from 8 inch to 12 inch ductile iron pipe (DIP). The purpose of the project is to eliminate undersized and aging infrastructure. The design will include the reconnection of all water service laterals to the new main. The project includes approximately 55,000 linear feet of existing pipeline that need to be replaced.

Canyon Lake S. Blackhorse Driveway Improvement Project, City of Redlands, CA - Project Engineer responsible for concept development, design recommendations, and special study drafting throughout the assignment. ERSC facilitated the design of driveway improvements necessary to allow adequate access to the Canyon Lake South 1MG Reservoir Site. The driveway serves as access for multiple different uses, and accelerated deterioration has been observed at the apron and along the alignment. ERSC assisted EVMWD in design of a new driveway section to support anticipated loads.

Pipeline Replacement, Alpine Water Users Association, Twin Peaks, CA – Project Engineer on the 1,600 linear feet pipeline replacement for Maxon Drive and Lake Forest Drive. Design pipeline replacement utilizing C900 PVC pipe, including required fittings and thrust restraint be necessary due to the significant changes in alignment of the pipeline, as well as utility research and coordination for the project.

CSA70J H2ONet Analysis, San Bernardino County Office of Special Districts – Project Engineer responsible for concept development, design recommendations, and special study drafting throughout the assignment. ERSC evaluated the H2ONet Map analysis for Zone J. Staff assisted the District with the evaluation of options including line extensions or looping the new system to meet new demands.

CSA 70J Muscatel Street and Aster Road 1,500-foot Line Extension, San Bernardino County Office of Special Districts – Project Engineer responsible for concept development, design recommendations, and special study drafting throughout the assignment. ERSC provided design services for an approximately 1,500 feet CSA 70J line extension from the intersection of Muscatel Street and Aster Road.

Soboba Band of Luiseño Indians, EDC Commercial Retail Development - Project Engineer responsible for concept development, design recommendations, and special study drafting throughout the assignment. Created a model based off of record information to confirm that the design of the proposed water system could meet fire flow requirements imposed on the project.

Water and Wastewater System Improvements, Riverside Highland Water Company - Project Engineer responsible for concept development, design recommendations, and special study drafting throughout the assignment. Performed water modeling using the H2ONET water modeling software to blend well water to get some of the contents within acceptable concentrations. Services provided include design engineering for the Company's domestic water system. Specific services have involved the preparation of construction documents for the construction of appurtenant facilities to the Company's domestic water system.

La Laguna RV Resort Wet Utilities, City of Lake Elsinore, CA – Project Engineer providing design of sewer and water systems to the roughly 230 space RV resort located on the northwestern shore of Lake Elsinore. The water and sewer system design included the layout of main distribution lines and a hookup "pedestal" to each individual RV space that provides a water, sewer and electrical connection for the RV in that space. The sewer system design included providing one lift station that was designed to replace and takeover duty for an outdated EVMWD owned lift station and the existing site lift station. EVMWD would later take over operation and maintenance of this strategically placed lift station, leaving the client, The City of Lake Elsinore, free from needing a lift station of their own. Work also included preparation of a WQMP.

Quail Valley Subarea 4 Sewerage Feasibility Study and Preliminary Design, Eastern Municipal Water District, Quail Valley, CA – Project engineer for the feasibility study and preliminary design of the area's first public sewer system. Developed lots in the Quail Valley subarea 4 project region rely on individual septic systems for wastewater disposal and presents challenges to implementing a conventional gravity sewerage solution. Upon completion, the project will recommend the most feasible alternative to provide sewer service to the area. Over 1,200 individual lots will need to be serviced by the future system which will include a combination of packaged lift stations, vacuum sewer systems, regional lift stations, and sewer conveyance gravity/force mains.

Sewer Structural Rehabilitation, City of Victorville, Victorville, CA – Project Engineer during the replacement of existing sewer main in-kind. Removal and replacement of approx. 12,000 feet of 8-12" Vitrified Clay Pipe (VCP) Sewer mainline. Sewer rehabilitation was completed in numerous locations of the City. Majority of locations were within the Public ROW, but certain reaches required close coordination with property owners including private landowners and the San Bernardino County Flood Control District were pipe was designed in Easements or within the requirements of an encroachment permit.

Sewer Capacity Improvement Project C-1, City of Victorville, Victorville, CA – Project Engineer during the upgrading of 3,022 feet to 15-inch pipe from existing 10-inch pipe. The project intends to allow additional capacity to the sewer system to allow and account for increased commercial and industrial development in this part of the City. The project is generally located in an industrial area around Hesperia Road and Nisqualli Road and generally has impacts on several distribution sites as well as some retail/gas stations.

Sewer Capacity Improvement Project C-2, City of Victorville, Victorville, CA – Project Engineer during the upgrading of 1,748 feet to 12-inch pipe from existing 8-inch pipe. The project is generally located in a residential area and crosses an existing golf course. The project is also contiguous to City sewer project C3 as well as several Structural Sewer Replacement Lines. This was important to note because turned out to be beneficial to include both items of work in the same project/contract. This work generally took place in easements, and only has impacts on a small segment of Public La Paz Drive as well as Arrowhead Drive.

Sewer Capacity Improvement Project C-3, City of Victorville, Victorville, CA – Project Engineer during the project included the upgrading of 6,550 of 18-inch pipe upgraded from 12-inch pipe. The project is generally located in residential areas and crosses a park in an easement. The City of Victorville has identified the potential to construct a new sewer main in the San Bernardino County Flood Control District's (SBFCD) access road, next to the Oro Grande Wash from Austin Road to Seneca Road. This relocation eliminates a series of existing lines that traverse several properties, which requires the abandonment of any existing easements. This requires coordination with several residences, and the new alignment will require coordination with SBFCD and their approval. It is assumed that this has been discussed with SBFCD but will require appropriate reviews and permitting.

Parking Lot at Library Street, City of Lake Elsinore, CA - Project Engineer responsible for concept development, design recommendations, and special study drafting throughout the assignment. ERSC services included design and preparation of supporting documents for the City Park parking lot. Work included preparation of construction documents, demoluition plan, erosion control plan, engineer's cost estimate, hydrology report, and a Water Quality Management Plan (WQMP per Santa Ana Regional Water Quality Control Board Order No. R8-2010-0033).

New District Parking Lot, Elsinore Valley Municipal Water District, Lake Elsinore, CA - Project Engineer responsible for concept development, design recommendations, and special study drafting throughout the assignment. ERSC provided design for a Parking Area constructed on an approximately .42 Acre parcel at the southwest corner of Trevelen Avenue and Gedge Avenue in the City of Lake Elsinore. The complete parking lot design will include landscaping improvements, a Water Quality Management Plan (WQMP), drainage improvement design, and all required permits.

B&H Gas Station and Minimart, Simmons Built, Calimesa, CA - Project Engineer responsible for concept development, design recommendations, and special study drafting throughout the assignment. ERSC provided professional engineering services required to complete contract documents for onsite and offsite improvements related to a gas station and minimart located on the southwest corner of County Line Road and California Avenue in the City of Calimesa.

4th Street Apartments, Simmons Built, Calimesa, CA - Project Engineer responsible for concept development, design recommendations, and special study drafting throughout the assignment. ERSC provided professional engineering services required to complete the entitlement process and prepare contract documents related to the development of approximately 2.5 acres east of 4th Street and north of Wildwood Canyon Road in the City of Yucaipa, California.

Waste Facility WQMP, City of Lake Elsinore, CA - Project Engineer responsible for concept development, design recommendations, and special study drafting throughout the assignment. ERSC completed a WQMP for improvements to City property. The lot was paved with concrete to improve functionality and the WQMP reflected the fully paved site.

FEE SCHEDULE

City of Highland

Professional Engineering Services for 5th Street, Greenspot Road and Orange Street Pavement Improvement Projects (ola23002) - ***Revised 10.05.2023***

TASK NO.	DESCRIPTION	Principal in Charge President Matt Brudin, PE, QSD	Project Manager - Principal Engineer Lori Askew	Project Engineer, Engineer IV Trent Brudi, PE, QSD	Project Engineer, Engineer II Katherine Hernandez	Design Engineer, Engineering Associate III Jazz Goodie	ERSC SUBTOTAL	SUBCONSULTANT SUBTOTAL	TOTAL
		$285	**$215**	**$165**	**$135**	**$125**			
Task 1	**Meetings & Coordination (12 months)**								
	5th St., Greenspot Rd., Orange St.	8.00	36.00	-	12.00		$ 11,640.00	$ -	$ 11,640.00
	SUBTOTAL	$ 2,280.00	$ 7,740.00	$ -	$ 1,620.00	$ -	**$ 11,640.00**	$ -	**$ 11,640.00**
Task 2	**Topographic Survey**								
	Not Applicable		-	-	-	-	$ -	$ -	$ -
	SUBTOTAL	$ -	$ -	$ -	$ -	$ -	**$ -**	$ -	$ -
Task 3	**Utility Research**								
	5th St., Greenspot Rd., Orange St.		$ 1.00		$ 4.00	$ 8.00	$ 1,755.00		$ 1,755.00
	SUBTOTAL	$ -	$ 215.00	$ -	$ 540.00	$ 1,000.00	**$ 1,755.00**		**$ 1,755.00**
Task 4	**Site Review @ 65% and 100%**								
	5th St., Greenspot Rd., Orange St.		8.00	0.00	12.00	12.00	$ 4,840.00	$ -	$ 4,840.00
	SUBTOTAL	$ -	$ 1,720.00	$ -	$ 1,620.00	$ 1,500.00	**$ 4,840.00**	$ -	**$ 4,840.00**
Task 5	**Geotechnical Analysis**								
	Not Applicable	0	0	0	0	0	$ -	$ -	$ -
	SUBTOTAL	$ -	$ -	$ -	$ -	$ -	**$ -**	$ -	$ -
Task 6	**Prepare Plans, Specifications & Estimates**								
	5th St., Greenspot Rd., Orange St. - Pavement Rehabilitation Plans	4.00	24.00	0.00	68.00	145.00	$ 33,605.00	$ -	$ 33,605.00
	5th St., Greenspot Rd., Orange St. - Signing and Striping Plans	4.00	12.00		40.00	64.00	$ 17,120.00		$ 17,120.00
	SUBTOTAL	$ 2,280.00	$ 7,740.00	$ -	$ 14,580.00	$ 26,125.00	**$ 50,725.00**	$ -	**$ 50,725.00**
Task 7	**Bidding Assistance**								
	5th St., Greenspot Rd., Orange St.	$ 1.00	$ 4.00	$ -	$ 8.00	$ 8.00	$ 3,225.00	$ -	$ 3,225.00
	SUBTOTAL	$ 285.00	$ 860.00	$ -	$ 1,080.00	$ 1,000.00	**$ 3,225.00**	$ -	**$ 3,225.00**
Task 8	**Construction Support Phase**								
	5th St., Greenspot Rd., Orange St.	2.00	12.00	0.00	12.00	36.00	$ 9,270.00	$ -	$ 9,270.00
	SUBTOTAL	$ 570.00	$ 2,580.00	$ -	$ 1,620.00	$ 4,500.00	**$ 9,270.00**	$ -	**$ 9,270.00**
Task 9	**SWPPP**								
	Preparation	2	4	50.00			$ 9,680.00		$ 9,680.00
	Implementation (3 months)			100.00			$ 16,500.00		$ 16,500.00
	Laboratory Testing							$ 2,500.00	$ 2,500.00
	SUBTOTAL	$ 570.00	$ 860.00	$ 24,750.00	$ -	$ -	**$ 26,180.00**	**$ 2,500.00**	**$ 28,680.00**
	Reimbursable Expenses (Repro, Plotting, Shipping, Mailing and Mileage)								
	TOTALS						**$ 200.00**		$ 200.00
PROJECT TOTAL/NOT - TO - EXCEED							**$ 107,835.00**	**$ 2,500.00**	**$ 110,335.00**
									$ 110,335.00

STAFF REPORT

TO THE CITY COUNCIL

DATE: November 14, 2023

FROM: Joseph A. Hughes, City Manager

REVIEWED BY: Lawrence A. Mainez, Community Development Director

PREPARED BY: Kim Stater, Assistant Community Development Director

SUBJECT: Proposed City of Highland Community Development Block Grant (CDBG) Applications for Fiscal Year 2024-2025.

RECOMMENDATION: Staff recommends the City Council:

1. Approve the City's Application for Enhanced Code Enforcement that supports a portion of the salary and benefits of a Code Compliance Officer, Administrative Assistant, and Community Development Director; and

2. Approve the City's Application to construct pavement rehabilitation and ancillary work on two streets located in two neighborhoods within the CDBG Low-Moderate Income eligible block area boundaries including: 1) Cunningham Street between Cypress Street and 6th Street, 2) Flemming Street between Cunningham Street and Colwyn Avenue, 3) 7th Street between Cunnigham Street and Colwyn Avenue, and 4) Colwyn Avenue between Hibiscus Street and 7th Street.

FISCAL IMPACT: The City's grant allocation in Fiscal Year 2024-2025 has not yet been determined by the US Department of Housing and Urban Development (HUD). For the purpose of applying, staff will assume that it will be similar to the 2023-2024 allocation of $413,501.

Approved _____	Motion _____	Second _____	Agenda Item No. 9
Denied _____	Ayes _____		
Continued _____	Noes _____		File No. _____
Tabled _____	Abstain _____		
	Absent _____		

B Hughes

City Clerk

City Manager

A maximum of fifteen percent (15%) of the City's allocation may be used for Public Service Projects. Examples of prior Public Service Project recipients include the Highland Branch Library, YMCA, Highland Senior Center, and Central Little League. The remainder must be used for Construction Improvement Projects. Examples of these include curb/gutter/sidewalk construction and rehabilitation projects as well as Code Enforcement.

Public Service Applications

Staff did not prepare applications on behalf of the City that would be categorized as "Public Service."

Construction Improvements Project Proposal Applications

Staff prepared two "Construction" Applications:

1. Enhanced Code Enforcement: $120,000 total request:

    a. $18,300 to fund a portion of the salary and benefits of the Community Development Director position.

    b. $57,248 to fund a portion of the salary and benefits of a full-time Code Compliance Officer position.

    c. $44,452 to fund a portion of the salary of an Administrative Assistant.

2. Pavement Improvements: $230,000 request to construct pavement improvements and ancillary work on Cunningham Street, Flemming Street, 7th Street and Colwyn Avenue.

PUBLIC NOTICE: The agenda was posted at the City's three (3) designated posting locations as required by Resolution and on the City's Website.

BACKGROUND: The San Bernardino County Department of Community Development and Housing is currently accepting CDBG applications for Fiscal Year 2024-2025. The deadline for submittal is December 11, 2023.

The County will determine project eligibility on behalf of the HUD. Eligible Applications from the City and all other Community Based Organizations will be returned to the City in January for prioritization by the City Council.

The following is a brief summary of the City's proposed Applications:

1. Enhanced Code Enforcement Funding of this program would continue the on-going revitalization effort, development, and revitalization activities in the CDBG Target Area. Code Enforcement has received CDBG funding since 1995 to fund a portion of Code Enforcement activities in the CDBG Target Area. Funding will provide for focused efforts in abating substandard housing and blight in the Target Area (see Attachment 1 – Enhanced Code Enforcement Application).

2. Pavement Improvements Construct pavement improvements and ancillary work Cunningham Street, Flemming Street, 7th Street and Colwyn Avenue. The proposed work will include design and construction of 93,589 square feet of pavement rehabilitation and extend the service life (see Attachment 2 – Pavement Improvements).

The above CDBG Applications request a total of $350,000 in Construction Improvements Project Proposals.

Attachment 1 - Enhanced Code Enforcement Application
Attachment 2 - Pavement Improvements Application

ATTACHMENT 1

Enhanced Code Enforcement Application

Log Number
(Office Use Only)

San Bernardino County
Fiscal Year 2024 - 2025
Construction Improvement Application

The following documents must be submitted in the order listed, please be sure to submit all attachments to your application.

☑	Exhibit 1: Organization Information
☑	Exhibit 2: Project Information
☑	Exhibit 3: Project Characteristics
☑	Exhibit 4: Priority Needs:
☑	Exhibit 5: Project Budget & Sources
☑	Exhibit 6: Proposed Goals and Milestones
☑	Exhibit 7: Agency Capacity Narrative
☑	Exhibit 8: Civil Rights Laws Compliance And HUD Good Standing
☑	Exhibit 9: Signatures And Assurances
☑	Maintenance And Operations Agreement
☑	Application Checklist

Exhibit 1: Organization Information

Organization Name:
City of Highland

Organization Address:
27215 Base Line

City/State/Zip: Highland / California / 92346

Phone: 9098648732

Fax: 9098623180

Email: kstater@cityofhighland.org

Applicant Type: Local Government Agency

Authorized Person Name: Lawrence A. Mainez

Authorized Person's Title: Community Development Director

Address: 27215 Base Line

City/State/Zip: Highland / CA / 92346

Phone: 9098648732 x215

Fax: 9098623180

Email: lmainez@cityofhighland.org

Application Contact Person's Name: Kim Stater

Application Contact Person's Title: Assistant Community Development Director

Explain the Agency's 1) Mission, 2) Purpose, 3) Population Served, 4) Number of years serving population, 5) Supportive Services, their Funding Sources, and Start/End Dates.

1)Highland is dedicated to the betterment of the individual, the family, the neighborhood and the community. The City Council and the staff are dedicated to providing the quality of public facilities and services that its citizens are willing to fund and will do so as efficiently as possible. The mission is established to reflect the following beliefs which represent the predominant beliefs of the community. They express what matters most in the conduct of public affairs affecting the citizenry of Highland, responsibility, services accountability, creativity, neighborhood sustainability, vision and family. 2) The City's purpose is to develop a vibrant economy for the benefit of our citizens and businesses.3) Highland has a diverse population of approximately 56,000 persons.4) The City of Highland incorporated in 1987, serving the community for 36 years.5) N/A

Exhibit 2: Project Information

Project Title:

Enhanced Code Enforcement

Address:

27215 Base Line

City /State/Zip:

Highland / California / 92346

County Supervisorial District where project will be located:

☐ 1st District ☐ 2nd District ☒ 3rd District: ☐ 4th District ☐ 5th District

Is this a new construction project, or a request for additional funding to an existing CDBG Project?

Request for additional funding to an existing CDBG project

If requesting additional funds for an existing CDBG project, provide prior CDBG project number?

HIGH-23-1-15-1355

Project Type (Description):

The project proposes to revitalize lower-income neighborhoods and improve public health and safety through the outreach and enforcement of property maintenance standards. The program would partially fund three City staff. Staff would inspect and identify residential and commercial property deficiencies, contact the responsible party, provide resources for abatement, and conduct outreach in response to homelessness.

Eligible Block Group

Indicate eligible Block Group to be benefited by CDBG Funds requested.
Provide a map identifying the eligible census block as indicated in the Eligible Census Blocks.

090710063022, 06710064021, 06710064022, 060910065, 00106091, 007408206, 0710074072, 060710074101, 060710076011, 060710076012, 060710076013, 060710076014, 060710076031, 060710076032, 060710076033, 060710076042

EXHIBIT 2A: Countywide Vision

Indicate Yes/No in the table below which countywide vision goals are pertinent to the proposed project.

Countywide Vision

Countywide Vision	Yes/ No
Implement the Countywide Vision.	Yes
Create, Maintain and Grow Jobs and Economic Value in the County.	No
Improve County Government Operations.	No
Operate in a Fiscally-Responsible and Business-Like Manner.	Yes
Ensure Development of a Well-Planned, Balanced, and Sustainable County.	Yes
Maintain Public Safety.	Yes
Provide for the Health and Social Services Needs of County Residents.	Yes
Pursue County Goals and Objectives by Working with Other Governmental Agencies.	Yes

Provide a brief narrative of how your project meets the Countywide Vision:

Highland shares the County's vision for a vibrant economy, quality community health, public safety and housing. Providing quality housing to all economic segments of the community and ensuring all residents have a neighborhood in which individuals and families can thrive and be proud of is a key component to the community's success. To achieve these goals, the City must stop neighborhood decline through the enhancement of Code Enforcement efforts and outreach. Staff will seek to eliminate the accumulation of trash and debris, substandard housing, abandoned vehicles, overgrown vegetation and zoning violations that negatively affect the quality of life for individuals, families and neighborhoods. The project would partially fund a Code Compliance Officer who would conduct inspections and abate violations, a portion of an Administrative Assistant to assist with admin duties, and a portion of the Community Development Director who will provide direction on an as-needed basis. City staff will provide information and services to residents with violations.

Exhibit 3: Project Characteristics

Street address and nearest cross streets of the site where the program will be carried out:

Legal property owner:

N/A

What is the current zoning?

N/A

Is this use permitted in this zoning?

N/A

Is a conditional use permit required? Yes/No

No

Complete applicable items for all construction projects:

- Assessor's parcel number:
  N/A
- Square footage of proposed building or building addition:
  N/A
- Square footage of construction site parcel:
  N/A
- Length of improvements if street, water or sewer project:
  N/A
- Service capacity of existing facility:
  N/A
- Improved service capacity of the facility:
  N/A
- Age of structure:
  N/A
- Is the structure registered as a historic landmark under state, federal or local Law?
  N/A

Describe the geographic boundaries of the neighborhood, community, or region to be served by this project. This description must include service area boundaries if land acquisition or structural improvements are proposed (attach a map):

The boundaries can be described as the City's CDBG Target Area generally located south of Highland Avenue and west of State Route 210.

Exhibit 4: Priority Needs:

Complete the table below by answering "Yes" or "NO".

Public Facility's Needs:	Yes/ No:
Senior Center Improvements	No
Community Center Improvements	No
Child Care Center Improvements	No
Youth Center Improvements	No
Park & Recreation Improvements	No
Social Care Facility Improvements	No
Code Enforcement Needs	Yes
Code Enforcement	Yes
Demolition and Clearance	Yes
Blight Abatement	Yes
Infrastructure Needs	No
Water and Sewer Improvements	No
Drainage Improvements	No
Street Improvements	No
Sidewalk Improvements	No
Commercial/ Industrial Infrastructure Development	No
Accessibility Needs	No
Removal of Architectural Barriers	No
Historic Preservation Needs:	Yes
Historic Preservation Improvements	Yes
Other:	

Exhibit 4: Priority Needs (continued)

HUD Demographics: (Please indicate Yes/No)

- Does this project help prevent homelessness?
  No
- Does this project help the homeless?
  Yes
- Does this project help those with HIV or AIDS?
  No
- Does this project primarily help persons with disabilities?
  No

Why this project is considered a priority?

The project protects and improves the physical health and economic vitality of its residents and businesses by ensuring health & safety and property maintenance Code violations are corrected. The City halts the deterioration of housing stock in lower income neighborhoods.

Why this project is needed, Site the evidence to substantiate the need?

The project is needed to improve property conditions in the City, encourage affordable housing and improve living conditions. The Target Area suffers from blighted conditions such as a lack of property maintenance, substandard living conditions, illegal and unsafe structures.

Why must this proposed project be funded now versus receiving funding in future years?

The decline of residential and non-residential infrastructure is incremental. The longer the City waits to address issues, the more numerous and compounded they become.

What are the ramifications if this project is not recommended for funding in this fiscal year?

The City's Code Enforcement efforts would be reduced. Violations may go unanswered and further the decline of properties in the CDBG Target Area. Housing neighborhood stabilization efforts would suffer and recover in the City's economically disadvantaged neighborhoods would be impaired.

What is the project's population to be served?

The project will be conducted within the City's CDBG Target Area and will assist the economically disadvantaged. It will serve families of low, very-low and extremely-low income. It will serve areas that contain the oldest housing stock in the City with the least amount of infrastructure and opportunities.

What is the projects accomplishment level?

The project will reduce the number of substandard property violations including the accumulation of trash and debris, overgrown vegetation, illegal construction, inoperative vehicles, etc. Efforts will make a visible and quantifiable improvement. While addressing violations, staff will direct resources related to housing and economic development programs that assist disadvantaged families.

Summarize the Scope of Work; include in your summary the number of units or activities the project will complete with CDBG funds.

The Officer will conduct daily inspections and issue warnings and violations as necessary. They will provide residents with referrals to housing advocates, legal aide and other social services. The Officer will coordinate with San Bernardino County Animal Control, Weed Abatement, Vector Control and Sheriff's Office. Approximately 100 inspections can be expected each month at 70 properties resulting in 20 violations. The Administrative Assistant will manage the related document filing to maximize the Officer's time in the field.

Describe how the project preserves a low and moderate-income neighborhood, or provides other community benefits.

The project will halt and improve property conditions. Considerable decline is visible in the lack of maintenance, illegal additions, abandoned vehicles, overgrown vegetation, etc. The identification and rectification of these items will improve individual properties, their surrounding neighborhood, and City as a whole. Business attraction and retention within the Target Area is key to revitalization of vacant and substandard commercial and industrial properties.

Exhibit 5: Project Budget & Sources

Provide the estimated financial data for the project as requested below for the appropriate project group. Costs should be based on the best information available. When preparing this data, consider the following factors: (a) project should be completed in one phase if possible, or if phased, operational capability of the phases should be independent of each other: (b) a phased project should be prioritized and broken into distinct parts, with estimated cost and priority for each part; (c) apply federal prevailing wage rates to construction projects over $2,000.

Project Budget		
	SB County Share ($):	**Other Source ($):**
Architectural and engineering services		
Site acquisition		
Local Review application		
Construction		
Other:	$120,000.00	$251,750.00
Total	$120,000.00	$251,750.00
Overall Total Project Cost: *(CDBG Share + Other Source)*		$371,750.00

Exhibit 5A: CDBG Funds Requested and Leveraging Information

Indicate the amount being requested by the city.

City	Amount Requested ($) (This amount should match the grand total requested from CDBG Share)
Highland	$120,000.00

Leveraging items may include any written commitments that will be used towards your cash match requirements in the project, as well as any written commitments for building, equipment, materials, services and volunteer time.

Source of Funding:	Type of Funding: (Grant Name, EFSP Money)	Amount ($):	Date Available: *(11/22/2016)*
Federal Funding			
State Funding			
County Funding			
Private Funding			
Other:	City General Fund	$251,750.00	07/01/2024
	Total Leveraging Funds	$251,750.00	

Exhibit 6: Proposed Goals and Milestones

Explain how the project will meet contract goals and milestones. *For example, project expenditures and performance/accomplishment goals of 40% by September 30th, 50% by December 31st, 80% by March 31st, and 100% by June 30th.*

Staff will notate time spent on the project by location and number of minutes. These will be tabulated each month and processed by the City's Finance Division. The City expects to invoice for approximately 1/12th of the project funding each month.

Fill-in the table below with dates for submission of reimbursement claims and the estimated amount of each.

Date of Reimbursement:	Amount ($):
07/01/2024	$10,000.00
08/01/2024	$10,000.00
09/01/2024	$10,000.00
10/01/2024	$10,000.00
11/01/2024	$10,000.00
12/01/2024	$10,000.00
01/01/2025	$10,000.00
02/01/2025	$10,000.00
03/01/2025	$10,000.00
04/01/2025	$10,000.00
05/01/2025	$10,000.00
06/01/2025	$10,000.00
Total Reimbursement:	$120,000.00

EXHIBIT 7: Agency Capacity Narrative (Non-Profit Organizations Only)

- Describe the roles of key administrators, staff members, and volunteers within your agency that will implement the proposed project. In your description include experience, education, and licensing qualifications.

N/A

- Describe your agency's experience in administering government and/or public funds.

N/A

- Describe your method to sustain project viability over the multi-year process if funding decreases.

N/A

INSTRUCTIONS: Complete the table below by marking "YES" or "NO to the questions listed below.

Question:	Yes/ No
Example: Have you received federal funds in the past five years?	***Yes***
In the past ten years, has your organization ever had its nonprofit status revoked or withheld by the IRS, the Secretary of State, the State Attorney General, or the Franchise Tax Board?	No
Has your organization been sued in the last five years?	
Are any of your managers or staff with fiscal responsibilities involved in litigation presently that has any bearing on fiduciary trust or employee relations?	
Have any unfavorable rulings been handed down by any court against your organization or Executive Director the last five years?	
Does your organization currently have any unresolved fiscal, reporting, or program issues with any of its funding sources?	

Exhibit 8: Civil Rights Laws Compliance And HUD Good Standing

Answer the following questions:

Has your organization been a past recipient of assistance under a HUD McKinney Act program or the HUD Single Family Property Disposition Homeless Program?

No

If you have been a recipient under either of these programs, has your agency experienced any project or construction delay, HUD finding or outstanding audit that HUD deems serious regarding the administration of HUD McKinney Act programs or the HUD Single Family Property Disposition Homeless Program?

No

If you answered "Yes", please explain the circumstances and outcome below.

Applicants must be in compliance with applicable civil rights laws and Executive Orders. Applications will be rejected if your agency has any of the following: (1) Any pending civil rights lawsuit instituted by the U.S. Department of Justice; (2) Any noncompliance with civil rights statutes, Executive Orders or regulations as a result of formal administrative proceedings, unless the applicant is operating under a HUD-approved compliance agreement designed to correct the area of noncompliance or is currently negotiating such an agreement; (3) Any unresolved Secretarial charge of discrimination issues under Section 810(g) of the Fair Housing Act, as implemented by 24 CFR 103:400; (4) Any adjudication of a civil rights violation in a civil action brought against the Organization by a private individual, unless the applicant is operating in compliance with a court order designed to correct the area of noncompliance or the applicant has discharged any responsibility arising from such litigation; (5) Any deferral of the processing of applications from the sponsor imposed by HUD under Title VI of the Civil Rights Act of 1964, the Attorney General's Guidelines (28 CFR 50.3) or the HUD Title VI regulations (24 CFR 1.8) and procedures, or under Section 504 of the Rehabilitation Act of 1973 and HUD Section 504 regulations (24 CFR 8.57). If one or more of these situations exists with your Organization, please attach a brief description.

E-Signature Authorization
San Bernardino County
Community Development and Housing Departmemt
Community Development Block Grant
2024 - 2025 Application

In order to comply with all applicable federal grant regulations, a hard-copy of this E-Signature Authorization containing an original wet signature must be filed with the San Bernardino County Community Development and Housing (CDH) in order for the applicant to electronically sign the Community Development Block Grant (CDBG) application documents online. This authorization may only be completed by a registered owner, partner, executive officer, or authorized employee **(with proof of authorization)** of the applicant submitting this form and must contain an original signature to be submitted to the CDH.

Authorization Agreement

I am an owner, partner, executive officer, or duly authorized employee of the below-listed applicant and have authority to enter into agreements on behalf of the below-listed applicant. CDH may rely on the receipt of such agreements executed and delivered by facsimile or other electronic means as if the original had been received. The undersigned agrees that the electronic signatures appearing on documents submitted from the below-listed applicant are the same as handwritten signatures for the purposes of validity, enforceability and admissibility. By signing this Electronic Signature Authorization Agreement, I authorize the CDH to accept, via electronic submission, documents submitted from the below-listed applicant as required by the CDH's CDBG 2024 - 2025 Funding Application.

I understand that CDH may change the CDBG application system from time to time. I agree that the below-listed applicant will electronically sign all documents requiring a signature related to the CDBG funding application.

My signature on this form certifies that:

I agree that entering my name in the CDBG funding application system constitutes my electronic signature. I understand that any information and documents submitted using my name is electronically certifying my signature. I understand that I am legally bound, obligated, and responsible by use of my electronic signature as much as I would be by my handwritten signature. I agree that I will protect my signature from unauthorized use, and that I will contact CDH immediately, upon discovery that my electronic signature has been compromised. I certify that my electronic signature is for my own use, and that I will not delegate it or share it with any individual.

This request is effective immediately upon receipt by the CDH and will remain in effect until the end of the 2024 - 2025 CDBG funding cycle or I choose to cancel this request via written notification to the CDH. I understand that it is my responsibility to update and/or cancel this request under all circumstances, including my departure or terminated association with the below-listed applicant.

By signing the E- Signature Authorization Form we certify that this agency will also comply with the following:

Non-discrimination

This organization will, through all possible means, ensure equal opportunity for all persons to receive services, to participate in the volunteer structure, and to be employed regardless of age, handicap, national background, race, religion, or sex. An existing sectarian nature of the agency shall not suffer impairment under this agreement, but participation in religious observances, rituals or services will not be required as a condition of receiving food, services, or shelter paid for by this grant.

Accountability

We commit this organization, if a grant is received, to provide all reports to the County as required; to expend monies only on eligible costs; to keep complete documentation (copies of all canceled checks, invoices, receipts, etc.) on all expenditures for a minimum of three years; to spend all funds and close out the program on the required date; to return any unused funds to the County to cooperate with monitoring or site visits, and; to provide complete documentation of expenses to the County, if requested, by the required date.

We affirm that all information in this application is true and correct to the best of our knowledge and that the applicant under our authority will execute its responsibility under the proposed contract and adhere to all other applicable rules and regulations to the fullest extent possible.

Non-collusion

This proposal is genuine, and not sham or collusive, nor made in the interest or in behalf of any person not herein named; the proposer has not directly induced or solicited any other proposer to put in a sham proposal, or any other person, firm or corporation to refrain from submitting a proposal; the proposer has not in any manner sought by collusion to secure for him/herself an advantage over any other proposer.

Applicant Information	
Agency Name: City of Highland	Federal Tax ID No.: 33-0270638
Mailing Address: 27215 Base Line	Phone No.: (909) 864-8732
Email Address: kstater@cityofhighland.org	Fax No: (909) 862-3180
Authorized Signature	
Print Name: Lawrence A. Mainez	Print Title: Community Development Director
Signature:	Date: 11/15/2023

Please send the signed copy of this one page agreement to:
San Bernardino County Community Development and Housing Department
215 North D Street, Suite 302, San Bernardino, CA 94215-0043
Attn: CDBG Application

Maintenance and Operations Agreement

Please keep in mind the Maintenance and Operations cost is ineligible for CDBG funds.

All capital improvements or facilities will require a Maintenance and Operation (M & O) contract. The MAINTENANCE AND OPERATION COMMITMENT must be signed by a representative of the M & O entity with authority to obligate the organization.

1) MAINTENANCE AND OPERATION COMMITMENT: The governing body of the below named public, quasi-public, or non-profit entity has the financial capacity and is willing to assume the Maintenance and Operation (M & O) responsibility and costs associated with the indicated community development project. This body has reviewed the "Estimated Annual Maintenance and Operation Budget" part of this section. To the best of this body's ability, it has determined this budget to be a true and accurate estimate of the annual M & O costs for the proposed project.

It is understood that without a commitment for maintenance and operation, the indicated project may not be considered for funding under the Community Development Block Grant program. Should this project be funded, a formal M & O contract shall be written and signed before any funds can be released. NOTE: The Maintenance and Operation cost for capital improvements and facilities are not eligible for CDBG funding.

Proposed Project:
Enhanced Code Enforcement

Legal/ Incorporated Name of Prospective M&O Entity:
City of Highland

Address:
27215 Base Line

Federal I.D. Number of M&O Entity:
33-2027

Signature: Lawrence A. Mainez Title: Community Development Direc

Print Name: Lawrence A. Mainez Date: 11/15/2023

Maintenance and Operations Expenses

Utilities	Amount ($):
Electric	
Water	
Gas	
Telephone	
Disposal Service	
Other:	
Sub-Total	$0.00
Materials	
Janitorial Supplies	
Office Supplies	
Recreational Supplies	
Ground Supplies	
Other:	
Sub-Total	$0.00
Maintenance – Capital Improvements	
Building Repair	
Maintenance of Equipment	
Improvements to Property	
Other:	
Sub-Total	$0.00
Insurance	
Liability	
Fire	
Other:	
Sub-Total	$0.00

Personnel	
Maintenance	
Secretary	
Administrator	
Program Staff	
Other:	
Sub-Total	$0.00
M& O Annual Expense Total	$0.00

List out all sources and liabilities such as budget sources, membership, user fees, etc.

Revenue Sources:	Amount ($):
Budgeted Revenue Total	$0.00
Assets/ Liabilities	**Amount ($):**
Budgeted Revenue minus M&O Expense	$0.00

CDBG Application Checklist
(Non-Profit Agency Only)

Community-based organizations are required to include one copy of the items listed below. If you are not submitting these items at this time, please notify Community Development and Housing at (909) 501-0600 to make other arrangements. The following information is required before any contract or reimbursement can be completed.

- Summary of agency's current year General Operating Budget
- List of agency's Board of Directors, including names and addresses
- Proof of existing non-profit/tax-exempt status (Letters from the Federal Internal Revenue Service and State Franchise Tax Board)
- Current certificate of insurance and amounts covered
- Organizational chart
- Minutes of last Board meeting
- Non- Profit agency's must be Registered in the System of Award Management (SAM) website. Agency cannot be funded if they have been debarred in the past.
- Provide board minutes/letter that authorizes the executive director or program manager to run the project.

If your application is funded you will be required to provide a copy of your last audit and your Articles of Incorporation and Bylaws must be on file.

ATTACHMENT 2

Pavement Improvements Application

Log Number
(Office Use Only)

San Bernardino County
Fiscal Year 2024 - 2025
Construction Improvement Application

The following documents must be submitted in the order listed, please be sure to submit all attachments to your application.

☑	Exhibit 1: Organization Information
☑	Exhibit 2: Project Information
☑	Exhibit 3: Project Characteristics
☑	Exhibit 4: Priority Needs:
☑	Exhibit 5: Project Budget & Sources
☑	Exhibit 6: Proposed Goals and Milestones
☑	Exhibit 7: Agency Capacity Narrative
☑	Exhibit 8: Civil Rights Laws Compliance And HUD Good Standing
☑	Exhibit 9: Signatures And Assurances
☑	Maintenance And Operations Agreement
☑	Application Checklist

Exhibit 1: Organization Information

Organization Name:
City of Highland

Organization Address:
27215 Base Line

City/State/Zip: Highland / CA / 92346

Phone: 9098646861

Fax: 9098643180

Email: czamano@cityofhighland.org

Applicant Type: City

Authorized Person Name: Carlos Zamano

Authorized Person's Title: Public Works Director/City Engineer

Address: 27215 Base Line

City/State/Zip: Highland / CA / 92346

Phone: (909) 864-6861

Fax: 9098643180

Email: czamano@cityofhighland.org

Application Contact Person's Name: Carlos Zamano

Application Contact Person's Title: Public Works Director/City Engineer

Explain the Agency's 1) Mission, 2) Purpose, 3) Population Served, 4) Number of years serving population, 5) Supportive Services, their Funding Sources, and Start/End Dates.

1) Mission: Highland is dedicated to the betterment of the individual, the family, the neighborhood and the community. The City Council and staff of the City of Highland are dedicated to providing the quality of public facilities and services that its citizens are willing to fund and will do so as efficiently as possible. 2) Purpose: To develop a vibrant economy for the benefit of our citizens and businesses; 3) Population served: 56,705; 4) Number of years serving population: 33; 5) Supporting Services: Transportation, Funding Sources: Local and State funds, Start Date: 7/1/24, End Date: 6/28/25.

Exhibit 2: Project Information

Project Title:

2024/2025 Cunningham St, Flemming St, 7th St and Colwyn Ave

Address:

27215 Base Line

City /State/Zip:

Highland / CA / 92346

County Supervisorial District where project will be located:

☐ 1st District ☐ 2nd District ☒ 3rd District: ☐ 4th District ☐ 5th District

Is this a new construction project, or a request for additional funding to an existing CDBG Project?

New Construction Project

If requesting additional funds for an existing CDBG project, provide prior CDBG project number?

Project Type (Description):

Construct pavement rehabilitation and ancillary work on two streets located in two neighborhoods within the CDBG Low-Mod Income eligible block area boundaries within the City of Highland including: 1) Cunningham Street between Cypress Street & 6th Street, 2) Flemming Street between Cunningham Street and Colwyn Avenue, 3) 7th Street between Cunningham Street and Colwyn Avenue, and 4) Colwyn Avenue between Hibiscus Street and 7th Street

Eligible Block Group

Indicate eligible Block Group to be benefited by CDBG Funds requested.
Provide a map identifying the eligible census block as indicated in the Eligible Census Blocks.

Block groups to be benefited are Block Group 007603 which includes; Cunningham Street between Cypress Street & 6th Street, Flemming Street between Cunningham Street and Colwyn Avenue, 7th Street between Cunningham Street and Colwyn Avenue, and Colwyn Avenue between Hibiscus Street and 7th Street

EXHIBIT 2A: Countywide Vision

Indicate Yes/No in the table below which countywide vision goals are pertinent to the proposed project.

Countywide Vision

Countywide Vision	Yes/ No
Implement the Countywide Vision.	Yes
Create, Maintain and Grow Jobs and Economic Value in the County.	No
Improve County Government Operations.	No
Operate in a Fiscally-Responsible and Business-Like Manner.	No
Ensure Development of a Well-Planned, Balanced, and Sustainable County.	Yes
Maintain Public Safety.	Yes
Provide for the Health and Social Services Needs of County Residents.	No
Pursue County Goals and Objectives by Working with Other Governmental Agencies.	No

Provide a brief narrative of how your project meets the Countywide Vision:

The project includes improvements in six residential neighborhoods that are near and have convenient access to commercial and planned development areas. The project will improve public infrastructure from a deteriorated state to new condition, provide a safer and more convenient and attractive transportation environment, and will provide low-income residents with better access to job opportunities in the local area.

Exhibit 3: Project Characteristics

Street address and nearest cross streets of the site where the program will be carried out:

Legal property owner:

City of Highland

What is the current zoning?

Public Right-of-Way

Is this use permitted in this zoning?

Yes

Is a conditional use permit required? Yes/No

No

Complete applicable items for all construction projects:

- Assessor's parcel number:
  N/A
- Square footage of proposed building or building addition:
  N/A
- Square footage of construction site parcel:
  93589
- Length of improvements if street, water or sewer project:
  2533
- Service capacity of existing facility:
  N/A
- Improved service capacity of the facility:
  N/A
- Age of structure:
  N/A
- Is the structure registered as a historic landmark under state, federal or local Law?
  N/A

Describe the geographic boundaries of the neighborhood, community, or region to be served by this project. This description must include service area boundaries if land acquisition or structural improvements are proposed (attach a map):

Cunningham St between Cypress St and 6th St, located within existing CDBG area boundaries in some of the City's lowest socioeconomic areas. See attached Project Location Map.

Exhibit 4: Priority Needs:

Complete the table below by answering "Yes" or "NO".

Public Facility's Needs:	Yes/ No:
Senior Center Improvements	No
Community Center Improvements	No
Child Care Center Improvements	No
Youth Center Improvements	No
Park & Recreation Improvements	No
Social Care Facility Improvements	No
Code Enforcement Needs	No
Code Enforcement	No
Demolition and Clearance	No
Blight Abatement	No
Infrastructure Needs	Yes
Water and Sewer Improvements	No
Drainage Improvements	No
Street Improvements	Yes
Sidewalk Improvements	No
Commercial/ Industrial Infrastructure Development	No
Accessibility Needs	Yes
Removal of Architectural Barriers	No
Historic Preservation Needs:	No
Historic Preservation Improvements	No
Other:	No

Exhibit 4: Priority Needs (continued)

HUD Demographics: (Please indicate Yes/No)

- Does this project help prevent homelessness?
  No
- Does this project help the homeless?
  No
- Does this project help those with HIV or AIDS?
  No
- Does this project primarily help persons with disabilities?
  No

Why this project is considered a priority?

The project is priority for the City because it will rehabilitate public streets that are in poor and fair pavement condition to new conditions extending their service life for another 20 years.

Why this project is needed, Site the evidence to substantiate the need?

Current street conditions are poor and fair and, without the rehabilitation proposed herein, would continue to deteriorate and would present hazards for the motoring public.

Why must this proposed project be funded now versus receiving funding in future years?

If not repaired now, these streets will deteriorate to the point that they become hazardous to the motoring public, and that these streets would need to be completely removed and replaced in the future at a much higher cost.

What are the ramifications if this project is not recommended for funding in this fiscal year?

Street hazards and much higher repair cost in the future, as the streets continue deteriorating.

What is the project's population to be served?

56705

What is the projects accomplishment level?

This project will rehabilitate neighborhood streets that have deteriorated to new conditions and will help to improve quality of life and property values in six of the City's lowest socioeconomic neighborhoods.

Summarize the Scope of Work; include in your summary the number of units or activities the project will complete with CDBG funds.

The project will include design and construction of 93,589 SF of pavement rehabilitation in six low-income neighborhoods in the City of Highland.

Describe how the project preserves a low and moderate-income neighborhood, or provides other community benefits.

The proposed street pavement rehabilitation will extend the service life of four streets in one of the City's lowest socio-economic neighborhoods for another 20 years.

Exhibit 5: Project Budget & Sources

Provide the estimated financial data for the project as requested below for the appropriate project group. Costs should be based on the best information available. When preparing this data, consider the following factors: (a) project should be completed in one phase if possible, or if phased, operational capability of the phases should be independent of each other: (b) a phased project should be prioritized and broken into distinct parts, with estimated cost and priority for each part; (c) apply federal prevailing wage rates to construction projects over $2,000.

Project Budget		
	SB County Share ($):	**Other Source ($):**
Architectural and engineering services		$25,000.00
Site acquisition		
Local Review application		
Construction	$230,000.00	$30,000.00
Other:		
Total	$230,000.00	$55,000.00
Overall Total Project Cost: *(CDBG Share + Other Source)*		$285,000.00

Exhibit 5A: CDBG Funds Requested and Leveraging Information

Indicate the amount being requested by the city.

City	Amount Requested ($) (This amount should match the grand total requested from CDBG Share)
Highland	$230,000.00

Leveraging items may include any written commitments that will be used towards your cash match requirements in the project, as well as any written commitments for building, equipment, materials, services and volunteer time.

Source of Funding:	Type of Funding: (Grant Name, EFSP Money)	Amount ($):	Date Available: *(11/22/2016)*
Federal Funding			
State Funding			
County Funding			
Private Funding			
Other:	Local Funds	$55,000.00	07/01/2024
	Total Leveraging Funds	$55,000.00	

Exhibit 6: Proposed Goals and Milestones

Explain how the project will meet contract goals and milestones. *For example, project expenditures and performance/accomplishment goals of 40% by September 30th, 50% by December 31st, 80% by March 31st, and 100% by June 30th.*

Design: 7/1/24 through 11/30/24 Bid Package Approval by CHD: 12/31/24 Contractor Selection: 3/11/25 Construction: 4/7/25 through 6/27/25

Fill-in the table below with dates for submission of reimbursement claims and the estimated amount of each.

Date of Reimbursement:	Amount ($):
05/04/2025	$70,000.00
06/01/2025	$80,000.00
07/01/2025	$80,000.00
Total Reimbursement:	$230,000.00

EXHIBIT 7: Agency Capacity Narrative (Non-Profit Organizations Only)

- Describe the roles of key administrators, staff members, and volunteers within your agency that will implement the proposed project. In your description include experience, education, and licensing qualifications.

N/A

- Describe your agency's experience in administering government and/or public funds.

N/A

- Describe your method to sustain project viability over the multi-year process if funding decreases.

N/A

INSTRUCTIONS: Complete the table below by marking "YES" or "NO to the questions listed below.

Question:	Yes/ No
Example: Have you received federal funds in the past five years?	***Yes***
In the past ten years, has your organization ever had its nonprofit status revoked or withheld by the IRS, the Secretary of State, the State Attorney General, or the Franchise Tax Board?	Yes
Has your organization been sued in the last five years?	Yes
Are any of your managers or staff with fiscal responsibilities involved in litigation presently that has any bearing on fiduciary trust or employee relations?	No
Have any unfavorable rulings been handed down by any court against your organization or Executive Director the last five years?	No
Does your organization currently have any unresolved fiscal, reporting, or program issues with any of its funding sources?	No

Exhibit 8: Civil Rights Laws Compliance And HUD Good Standing

Answer the following questions:

Has your organization been a past recipient of assistance under a HUD McKinney Act program or the HUD Single Family Property Disposition Homeless Program?

No

If you have been a recipient under either of these programs, has your agency experienced any project or construction delay, HUD finding or outstanding audit that HUD deems serious regarding the administration of HUD McKinney Act programs or the HUD Single Family Property Disposition Homeless Program?

No

If you answered "Yes", please explain the circumstances and outcome below.

Applicants must be in compliance with applicable civil rights laws and Executive Orders. Applications will be rejected if your agency has any of the following: (1) Any pending civil rights lawsuit instituted by the U.S. Department of Justice; (2) Any noncompliance with civil rights statutes, Executive Orders or regulations as a result of formal administrative proceedings, unless the applicant is operating under a HUD-approved compliance agreement designed to correct the area of noncompliance or is currently negotiating such an agreement; (3) Any unresolved Secretarial charge of discrimination issues under Section 810(g) of the Fair Housing Act, as implemented by 24 CFR 103:400; (4) Any adjudication of a civil rights violation in a civil action brought against the Organization by a private individual, unless the applicant is operating in compliance with a court order designed to correct the area of noncompliance or the applicant has discharged any responsibility arising from such litigation; (5) Any deferral of the processing of applications from the sponsor imposed by HUD under Title VI of the Civil Rights Act of 1964, the Attorney General's Guidelines (28 CFR 50.3) or the HUD Title VI regulations (24 CFR 1.8) and procedures, or under Section 504 of the Rehabilitation Act of 1973 and HUD Section 504 regulations (24 CFR 8.57). If one or more of these situations exists with your Organization, please attach a brief description.

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San Bernardino County
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Community Development Block Grant
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Authorization Agreement

I am an owner, partner, executive officer, or duly authorized employee of the below-listed applicant and have authority to enter into agreements on behalf of the below-listed applicant. CDH may rely on the receipt of such agreements executed and delivered by facsimile or other electronic means as if the original had been received. The undersigned agrees that the electronic signatures appearing on documents submitted from the below-listed applicant are the same as handwritten signatures for the purposes of validity, enforceability and admissibility. By signing this Electronic Signature Authorization Agreement, I authorize the CDH to accept, via electronic submission, documents submitted from the below-listed applicant as required by the CDH's CDBG 2024 - 2025 Funding Application.

I understand that CDH may change the CDBG application system from time to time. I agree that the below-listed applicant will electronically sign all documents requiring a signature related to the CDBG funding application.

My signature on this form certifies that:

I agree that entering my name in the CDBG funding application system constitutes my electronic signature. I understand that any information and documents submitted using my name is electronically certifying my signature. I understand that I am legally bound, obligated, and responsible by use of my electronic signature as much as I would be by my handwritten signature. I agree that I will protect my signature from unauthorized use, and that I will contact CDH immediately, upon discovery that my electronic signature has been compromised. I certify that my electronic signature is for my own use, and that I will not delegate it or share it with any individual.

This request is effective immediately upon receipt by the CDH and will remain in effect until the end of the 2024 - 2025 CDBG funding cycle or I choose to cancel this request via written notification to the CDH. I understand that it is my responsibility to update and/or cancel this request under all circumstances, including my departure or terminated association with the below-listed applicant.

By signing the E- Signature Authorization Form we certify that this agency will also comply with the following:

Non-discrimination

This organization will, through all possible means, ensure equal opportunity for all persons to receive services, to participate in the volunteer structure, and to be employed regardless of age, handicap, national background, race, religion, or sex. An existing sectarian nature of the agency shall not suffer impairment under this agreement, but participation in religious observances, rituals or services will not be required as a condition of receiving food, services, or shelter paid for by this grant.

Accountability

We commit this organization, if a grant is received, to provide all reports to the County as required; to expend monies only on eligible costs; to keep complete documentation (copies of all canceled checks, invoices, receipts, etc.) on all expenditures for a minimum of three years; to spend all funds and close out the program on the required date; to return any unused funds to the County to cooperate with monitoring or site visits, and; to provide complete documentation of expenses to the County, if requested, by the required date.

We affirm that all information in this application is true and correct to the best of our knowledge and that the applicant under our authority will execute its responsibility under the proposed contract and adhere to all other applicable rules and regulations to the fullest extent possible.

Non-collusion

This proposal is genuine, and not sham or collusive, nor made in the interest or in behalf of any person not herein named; the proposer has not directly induced or solicited any other proposer to put in a sham proposal, or any other person, firm or corporation to refrain from submitting a proposal; the proposer has not in any manner sought by collusion to secure for him/herself an advantage over any other proposer.

Applicant Information	
Agency Name: City of Highland	Federal Tax ID No.: 33-0270638
Mailing Address: 27215 Base Line	Phone No.: (909) 864-6861
Email Address: czamano@cityofhighland.org	Fax No: (909) 864-3180
Authorized Signature	
Print Name: Carlos Zamano	Print Title: Public Works/City Engineer
Signature:	Date:

Please send the signed copy of this one page agreement to:
San Bernardino County Community Development and Housing Department
215 North D Street, Suite 302, San Bernardino, CA 94215-0043
Attn: CDBG Application

Maintenance and Operations Agreement

Please keep in mind the Maintenance and Operations cost is ineligible for CDBG funds.

All capital improvements or facilities will require a Maintenance and Operation (M & O) contract. The MAINTENANCE AND OPERATION COMMITMENT must be signed by a representative of the M & O entity with authority to obligate the organization.

1) MAINTENANCE AND OPERATION COMMITMENT: The governing body of the below named public, quasi-public, or non-profit entity has the financial capacity and is willing to assume the Maintenance and Operation (M & O) responsibility and costs associated with the indicated community development project. This body has reviewed the "Estimated Annual Maintenance and Operation Budget" part of this section. To the best of this body's ability, it has determined this budget to be a true and accurate estimate of the annual M & O costs for the proposed project.

It is understood that without a commitment for maintenance and operation, the indicated project may not be considered for funding under the Community Development Block Grant program. Should this project be funded, a formal M & O contract shall be written and signed before any funds can be released. NOTE: The Maintenance and Operation cost for capital improvements and facilities are not eligible for CDBG funding.

Proposed Project:
2024/2025

Legal/ Incorporated Name of Prospective M&O Entity:
City of Highland

Address:
27215 Base Line

Federal I.D. Number of M&O Entity:
33-0270638

Signature: _____ Title: Public Works Director/City Eng

Print Name: Carlos Zamano Date: _____

Maintenance and Operations Expenses

Utilities	Amount ($):
Electric	
Water	
Gas	
Telephone	
Disposal Service	
Other: Street pavement maintenance over 20-year service life	$210,000.00
Sub-Total	$210,000.00
Materials	
Janitorial Supplies	
Office Supplies	
Recreational Supplies	
Ground Supplies	
Other:	
Sub-Total	$0.00
Maintenance – Capital Improvements	
Building Repair	
Maintenance of Equipment	
Improvements to Property	
Other:	
Sub-Total	$0.00
Insurance	
Liability	
Fire	
Other:	
Sub-Total	$0.00

Personnel	
Maintenance	
Secretary	
Administrator	
Program Staff	
Other:	
Sub-Total	$0.00
M& O Annual Expense Total	$210,000.00

List out all sources and liabilities such as budget sources, membership, user fees, etc.

Revenue Sources:	Amount ($):
Local Funds	$210,000
Budgeted Revenue Total	$210,000
Assets/ Liabilities	**Amount ($):**
Budgeted Revenue minus M&O Expense	$0.00

CDBG Application Checklist
(Non-Profit Agency Only)

Community-based organizations are required to include one copy of the items listed below. If you are not submitting these items at this time, please notify Community Development and Housing at (909) 501-0600 to make other arrangements. The following information is required before any contract or reimbursement can be completed.

- Summary of agency's current year General Operating Budget
- List of agency's Board of Directors, including names and addresses
- Proof of existing non-profit/tax-exempt status (Letters from the Federal Internal Revenue Service and State Franchise Tax Board)
- Current certificate of insurance and amounts covered
- Organizational chart
- Minutes of last Board meeting
- Non- Profit agency's must be Registered in the System of Award Management (SAM) website. Agency cannot be funded if they have been debarred in the past.
- Provide board minutes/letter that authorizes the executive director or program manager to run the project.

If your application is funded you will be required to provide a copy of your last audit and your Articles of Incorporation and Bylaws must be on file.



BLOCK GROUP

FY2024/2025 Cunningham St, Flemming St, 7th St and Colwyn Ave Pavement Rehabilitation

STAFF REPORT

TO THE CITY COUNCIL

DATE: November 14, 2023

FROM: Joseph Hughes, City Manager

REVIEWED BY: Lawrence A. Mainez, Community Development Director
Betty Hughes, MMC, City Clerk

PREPARED BY: Camille Goritz, Administrative Assistant III CG

SUBJECT: Declare One (1) Seat Vacant on the Planning Commission

RECOMMENDATION: Staff recommends the City Council:

1. Declare one (1) seat vacant on the Planning Commission; and
2. Direct the City Clerk to advertise the vacancy on the Planning Commission.

PUBLIC NOTICE: The agenda for this item was posted at the three locations per Resolution No. 2011-047 and on the City's website.

BACKGROUND: Pursuant to Chapter 2.16.020 of the Highland Municipal Code, the Planning Commission shall consist of five members who shall be appointed by the City Council. Each member of the Planning Commission shall serve a four-year term of office.

Commissioner Sutorus resigned, therefore it would be appropriate for the City Council to declare one (1) seat vacant on the Planning Commission and direct the City Clerk to advertise and post those vacancies, as required by the Maddy Act.

Attachment: 1. Chapter 2.16.020 of Title 2 of the Highland Municipal Code

Approved _____	Motion _____	Second _____	Agenda Item No. 10
Denied _____	Ayes _____		
Continued _____	Noes _____		File No. _____
Tabled _____	Abstain _____		
	Absent _____		

B Hughes
City Clerk

City Manager

ATTACHMENT 1

Chapter 2.16.020 of Title 2 of the Highland Municipal Code

2.16.020 Membership and term of office.

A. The planning commission shall consist of five members who shall be appointed by the city council. Each member of the planning commission shall serve a four-year term of office, except for the initial appointment in which two members shall hold a term of office expiring on May 1, 2017 (a two-year term), and three members shall hold a term of office expiring on May 1, 2019 (a four-year term). Initial terms of office shall be determined by lot by the city council upon determination of the planning commission appointment.

B. Except as otherwise set forth herein, the terms and conditions of membership, appointment and removal from the planning commission are set forth in Chapter 2.15 HMC. (Ord. 400 § 2, 2015; Ord. 341 § 2, 2009; Ord. 290 § 2, 2004; Ord. 63 § 2, 1989)

STAFF REPORT

TO THE CITY COUNCIL

DATE: November 14, 2023

FROM: Joseph A. Hughes, City Manager

REVIEWED BY: Lawrence A. Mainez, Community Development Director
Kim Stater, Assistant Community Development Director

PREPARED BY: Angela Tafolla, Associate Planner

SUBJECT: An Application by Sean and Alicia Cobb for the Mills Act Tax Adjustment Program

LOCATION: Highland Historical District
27225 Nona Ave. Highland CA 92346
Assessor's Parcel Number: 1191-341-51-0000

RECOMMENDATION: The Historic and Cultural Preservation Board recommends the City Council approve the Mills Act Agreement between the City of Highland and Sean and Alicia Cobb for the property located at 27225 Nona Ave. Highland CA 92346 for a term of ten (10) years.

FISCAL IMPACT: The Mills Act Program is a tax-based incentive program offered to qualified owners of historic properties. The Program reduces annual property taxes and allows the savings to be used for maintenance, preservation and restoration of the property. The reduction in taxes is calculated by the San Bernardino County Assessor's Office (Attachment 1 – Sample Mills Act calculation).

The City Treasurer has conducted an analysis to estimate the potential impact on City property tax revenue should this Mills Act Agreement be approved. According to the calculation, the City stands to experience a reduction in property tax revenue amounting to $542 per year.

$221,988 x 1% = $2,220.
Highland's portion of the 1% levy above is 24.4%.
$2,220 x 24.4% = $542.

Approved _____	Motion _____	Second _____	Agenda Item No. 11
Denied _____	Ayes _____		
	Noes _____		File No. _____
Continue _____	Abstain _____		
	Absent _____		

City Clerk

City Manager

FISCAL IMPACT: Staff time spent working on the Mills Act historic properties undergo a year-long, three-step appraisal process to determine tax savings for the fiscal year. On July 1st of each year, the Assessor's Office begins its assessment. Since Sean and Alicia Cobb Mills Act application will be approved on November 14, 2023, the three-step appraisal process for his property will be complete on June 30, 2024, the end of the current fiscal year. Only then can the County Assessor provide an estimate for the tax savings Sean and Alicia Cobb would receive.

Thus, only then will the exact tax reduction and its effect on Highland be known. The city currently has five (5) active Mills Act contracts. The reduction in annual property tax received by the city is between $500 and $1,000 per property.

PREVIOUS ACTION: On October 19, 2023, the Historic and Cultural Preservation Board held a public meeting to review the Mills Act Application and following discussion, the Historic and Cultural Preservation Board recommended the City Council approve the agreement (Attachment 2 – Draft HCPB Minutes).

DESCRIPTION OF THE SITE: The Site is a contributing property within the Highland Historic District. It is located on the south side of Nona Avenue, 140 feet east of Cole Avenue (Attachment 3 – Area Map). Located on a 6,480 square foot lot, the single-story home offers 996 square feet of living space in addition to a detached garage/storage facility in the rear of the property. Constructed in 1925, the house features wood shingle siding, asphalt shingle roofing, and a sizable porch with overhanging eaves supported by diagonal braces (Attachment 4 – Photos).

PROJECT REVIEW: The Mills Act Program, under State law, enables the City Council to enter into an Agreement with the owner of an historical property to reduce their annual property taxes and use the savings to preserve and rehabilitate their home. Maintenance can include, but is not limited to, exterior renovation, interior renovation, reconditioning of architectural features, painting, re-roofing, restoration of accessory structures, walls and fencing. Improvements must be made in compliance with the Secretary of the Interior's Standards.

The Agreement runs for a length of ten (10) years and is automatically renewed annually unless canceled. When the owner requests an Agreement, the terms of the renovation must be approved by the Historic and Cultural Preservation Board and City Council. Once approved, the San Bernardino County Assessor will enact the property tax relief.

A Mills Act Agreement – Historic Property Preservation Agreement must be approved by the City Council and recorded to formalize the process. Based on their projected savings, the Applicant has provided a list of improvements to be made over the next ten (10) years. Proposed improvements are exterior, interior, landscape and hardscape. The cost of improvements exceeds the tax savings. The Historic and Cultural

Preservation Board recommends approval of the Agreement with the attached list of improvements (Attachment 5 – Mills Act Agreement).

Attachments:

1. Sample Mills Act Calculation
2. Draft HCPB Minutes
3. Area Map
4. Photos
5. Mills Act Agreement

Attachment 1

Sample Mills Act Calculation

Current assessed valuation = $ 250,000

Current taxes = $ 3,125
($ 250,000 x 0.0125)

Recalculation Using Mills Act Assessment Method:

Gross income = $ 14,400
($ 1,200 X 12 mo.)

Less expenses = $ 2,000
(insurance, repairs, utilities)

Net income = $ 12,400

Capitalization rate = 13.66%
Interest component at 6.75%
Historic property risk component at 4%
Amortization component at 1.67%
Property tax component at 1.24%
Total 13.66%

New valuation = $90,776
($12,400)
(0.1366)

New taxes = $ 1,135
($ 90,776 x 0.0125)

TOTAL SAVINGS OF $ 1,990 IN ANNUAL PROPERTY TAXES

SAMPLE

Attachment 2

Draft HCPB Minutes

MINUTES
HISTORIC AND CULTURAL PRESERVATION BOARD SPECIAL MEETING
November 2, 2023

CALL TO ORDER

The regular meeting of the Historic and Cultural Preservation Board of the City of Highland was called to order at 5:00 p.m. by Chair Sandford at the Donahue Council Chambers, 27215 Base Line, Highland, California.

Present:	Vice Chair	Patrick Sandford
	Member	Tony Mauricio
	Member	Gail Shelton
Absent:	Chair	Pamela Bible

Staff Present: Kim Stater, Assistant Community Development Director
Angela Tafolla, Associate Planner
Camille Goritz, Administrative Assistant III

Member Shelton led the Pledge of Allegiance.

COMMUNITY INPUT

None

CONSENT CALENDAR

1. Minutes from August 3, 2023 Special Meeting.

A MOTION was made by Member Shelton, seconded by Member Mauricio, to approve as submitted. Motion carried, 3-0, with Chair Bible being absent.

BUSINESS ITEM

2. An application by Sean and Alicia Cobb for the Mills Act Tax Adjustment Program.

Associate Planner Tafolla presented the staff report.

Member Shelton asked are the homeowners restoring their property?

Associate Planner Tafolla stated they are proposing to restore the restroom.

Assistant Community Development Director Stater stated for many years we have advertised the Mills Act to residents in the Historic District. The purpose is to give the homeowners partial relief on their property taxes and to use those funds to restore and maintain the property. These current homeowners have not lived there for an extended period of time, so all of these renovations are before they bought the property. The list of renovations that the owner is asking for are appropriate for use under the Mills Act.

DRAFT

Member Maurico stated I am glad to hear that the homeowners are taking the proper steps to complete the Mills Act. I think it is a great property.

A MOTION was made by Member Shelton, seconded by Member Mauricio to recommend the City Council approve the Mills Act Agreement. Motion carried, 3-0, with Chair Bible being absent.

ANNOUNCEMENTS

None.

ADJOURN

There being no further business, Vice Chair Sandford declared the meeting adjourned at 5:08 p.m.

Submitted by:

Camille Goritz, Administrative Assistant III

Approved by:

Patrick Sandford, Vice Chair

DRAFT

Attachment 3

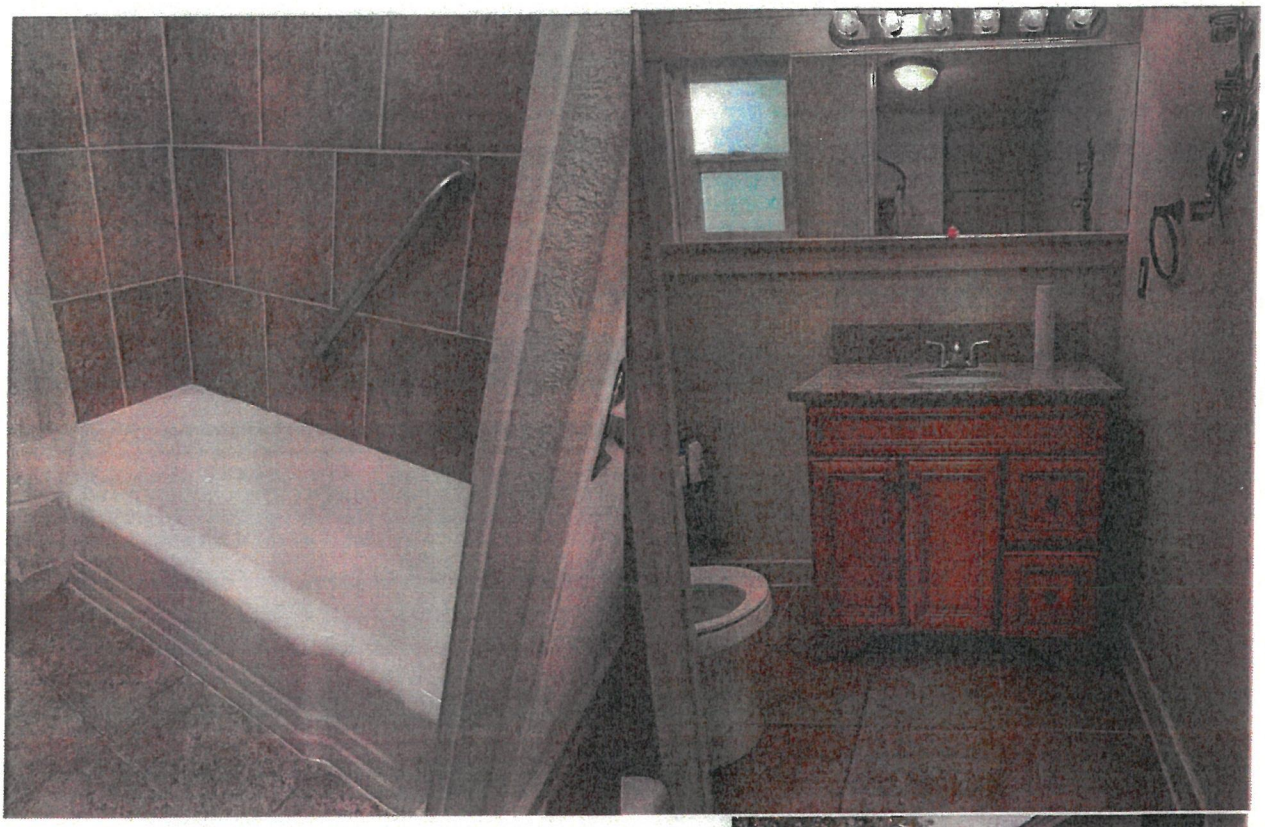
Area Map


Cole Ave
Nona Ave
Nona Ave
Cole Ave
Pacific St

Attachment 4

Photos


27225







Attachment 5

Mills Act Agreement

RECORDING REQUESTED BY:

City of Highland

WHEN RECORDED, RETURN TO:

City Clerk
City of Highland
27215 Base Line
Highland, CA 92346

Space Above This Line for Recorder's Use

MILLS ACT AGREEMENT

HISTORIC PROPERTY PRESERVATION AGREEMENT

This Agreement, is made and entered into this **14th** day of **November, 2023**, by and between the City of Highland, a municipal corporation (hereinafter referred to as the "City") and **Sean Cobb and Alicia Cobb** hereinafter referred to as the "owner").

W I T N E S S E T H:

A. Recitals

(i) California Government Code Section 50280, *et. seq*. authorizes cities to enter into contracts with the owners of qualified historical property to provide for the use, maintenance and restoration of such historical property so as to retain its characteristics as property of historical significance;

(ii) Owner possesses fee title in and to that certain real property, together with associated structures and improvements thereon, common known as and generally located at the street address **27225 Nona Avenue, Highland, CA 92346**, Highland, California, (hereinafter such property shall be referred to as the "Historic Property"). A legal description of the Historic Property is attached hereto, marked as Exhibit "A" and is incorporated herein by this reference;

(iii) The subject property is a contributing property of the Highland Historic District as defined by the City's General Plan and City of Highland Historic District;

(iv) City and Owner, for their mutual benefit, now desire to enter into this Agreement both to protect and preserve the characteristics of historical significance of the Historic Property and to qualify the Historic Property for an assessment of valuation

pursuant to the Provisions of Chapter 3, of Part 2, of Division 1 of the California Revenue and Taxation Code.

B. Agreement

NOW, THEREFORE, City and Owner, in consideration of the mutual covenants and conditions set forth herein, do hereby agree as follows:

1. Effective Date and Term of Agreement. This Agreement shall be effective and commence on _____ __, ____ and shall remain in effect for a term of ten (10) years thereafter. Each year upon the anniversary of the effective date, such initial term will automatically be extended as provided in Paragraph 2, below.

2. Renewal. Each year on the anniversary of the effective date of this Agreement (hereinafter referred to as the "Renewal Date") a year shall automatically be added to the initial term of this Agreement unless notice of non-renewal is mailed as provided herein. If either Owner or City desires in any year not to renew the Agreement, Owner or City shall serve written notice of non-renewal of the Agreement on the other party in advance of the annual Renewal Date of the Agreement. Unless such notice is served by Owner to City at least ninety (90) days prior to the annual Renewal Date, or served by City to Owner at least sixty (60) days prior to the annual Renewal Date, one (1) year shall automatically be added to the term of the Agreement. If either City or Owner serves notice to the other of non-renewal in any year, the Agreement shall remain in effect for the balance of the term then remaining, either from its original execution or from the last renewal of the Agreement, whichever may apply.

3. Assessment of Valuation. As stated in Subsection (iv) of Section A (Recitals) the benefit to the Owner entails the provision of property tax relief according to the "capitalization of income" method set out in Revenue and Tax Code Section 439.2.

4. Standards for Historical Property. During the term of this Agreement, the Historic Property shall be subject to the following conditions, requirements and restrictions:

   a. Owner shall preserve and maintain the characteristics of historical significance of the Historic Property. Attached hereto, marked as Exhibit "B", and incorporated herein by this reference, is a list of those minimum standards and conditions for maintenance, use and preservation of the Historic Property, which shall apply to such property throughout the term of this Agreement.

   b. Owner shall, where necessary, restore and rehabilitate the Property according to the rules and regulations of the Secretary of the Interior's Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings, and in

accordance with the attached schedule of home improvements, drafted by the applicant and approved by the City Council, attached hereto as Exhibit "C".

5. Provision of Information of Compliance. Owner hereby agrees to furnish City with any and all information requested by the City which may be necessary or advisable to determine compliance with the terms and provisions of this Agreement.

6. Cancellation. If the City determines that a property owner has breached any of the conditions of the contract or the property no longer meets the standards for a qualified historical property, the City may (1) bring an action in court to enforce the contract by specific performance or injunction or, (2) cancel the contract after providing notice and a public hearing in accordance with California Government Code Sections 50285 and 50286, as the same may be amended from time to time. In the event of cancellation, the property owner is subject to a fee equal to 12.5% of the fair market value of the property at the time of cancellation.

7. Enforcement of Agreement. In lieu of and/or addition to any provisions to cancel the Agreement as referenced herein, City may specifically enforce, or enjoin the breach of, the terms of this Agreement by Owner by giving written notice to Owner by registered or certified mail addressed to the address stated in this Agreement. If the violation is not corrected to the reasonable satisfaction of the City within thirty (30) days thereafter, or if it is not corrected within such a reasonable time as may be required to cure the breach or default if said breach or default cannot be cured within thirty (30) days provided that acts to cure the breach or default may be commenced within thirty (30) days and must thereafter be diligently pursued to completion by Owner, then City may, without further notice, declare a default under the terms of this Agreement and may bring any action necessary to specifically enforce the obligations of Owner growing out of the terms of this Agreement, apply to any court, State or Federal for injunctive relief against any violation by Owner or apply for such other relief as may be appropriate.

City does not waive any claim of default by Owner if City does not enforce or cancel this Agreement. All other remedies at law or in equity which are not otherwise provided for in this Agreement or in City's regulations governing historic properties are available to the City to pursue in the event that there is a breach of this Agreement. No waiver by City of any breach or default under this Agreement shall be deemed to be a waiver of any other subsequent breach thereof or default herein under.

8. Binding Effect of Agreement. The Owner hereby subjects the Historic Property described in Exhibit "A" hereto the covenants, reservations and restrictions as set forth in this Agreement. City and Owner hereby declare their specific intent that the covenants, reservations and restrictions as set forth herein shall be deemed covenants running with the land and shall pass to and be binding upon the Owner's successors

and assigns in title or interest to the Historic Property. Each and every contract, deed or other instrument hereinafter executed, covering or conveying the Historic Property, or any portion thereof, shall conclusively be held to have been executed, delivered and accepted subject to the covenants, reservations and restrictions expressed in this Agreement regardless of whether such covenants, reservations and restrictions are set forth in such contract, deed or other instrument.

City and Owner hereby declare their understanding and intent that the burden of the covenants, reservations and restrictions set forth herein touch and concern the land in that Owner's legal interest in the Historic Property is rendered less valuable thereby. City and Owner hereby further declare their understanding and intent that the benefit of such covenants, reservations and restrictions touch and concern the land by enhancing and maintaining the historic characteristics and significance of the Historic Property for the benefit of the public and Owner.

9. Notice. Any notice required to be given by the terms of this Agreement shall be provided at the address of the respective parties as specified below or at any other address as may be later specified by the parties hereto.

To City: City of Highland
Community Development Department
27215 Base Line
Highland, CA 92346

To Owner: **Sean Cobb and Alicia Cobb**
27225 Nona Avenue
Highland, CA 92346

10. General Provisions.

a. None of the terms, provisions or conditions of this Agreement shall be deemed to create a partnership between the parties hereto and any of the heirs, successors or assigns, nor shall such terms, provisions or conditions cause them to be considered joint ventures or members of any joint enterprise.

b. Owner agrees to and shall hold City and its elected officials, officers, agents and employees harmless from liability for damage or claims for damage for personal injuries, including death, and claims for property damage which may arise from the direct or indirect use or operations of Owner or those of his contractor, subcontractor, agent, employee or other person acting on his behalf which relate to the use, operation and maintenance of the Historic Property. Owner hereby agrees to and shall defend the City and its elected officials, offers, agents and employees with respect to any and all actions for

damages cause by, or alleged to have been caused by, reason of Owner's activities in connections with the Historic Property. This hold harmless provision applies to all damages and claims for damages suffered, or alleged to have been suffered, by reason of the operations referred to in this Agreement regardless of whether or not the City prepared, supplied or approved the plans, specifications of other documents for the Historic Property.

c. All of the agreements, rights, covenants, reservations and restrictions contained in this Agreement shall be binding upon and shall inure to the benefit of the parties herein, their heirs, successors, legal representatives, assigns and all persons acquiring any part or portion of the Historic Property, whether by operation of law or in any manner whatsoever.

d. In the event legal proceedings are brought by any party or parties to enforce or restrain a violation of any of the covenants, reservations or restrictions contained herein, or to determine the rights and duties of any party hereunder, the prevailing party in such proceeding may recover all reasonable attorney's fees to be fixed by the court, in addition to court costs and other relief ordered by the court.

e. In the event that any of the provisions of this Agreement are held to be unenforceable or invalid by any court of competent jurisdiction, or by subsequent preemptive legislation, the validity and enforceability of the remaining provisions, or portions thereof, shall not be effected thereby.

f. This Agreement shall be construed and governed in accordance with the laws of the State of California.

g. The property must undergo a full interior and exterior inspection prior to a new agreement going into effect, and every five years thereafter.

h. The effective agreement shall be made binding upon and inure to the benefit of the property owner's successors-in-interest.

11. Recordation. No later than twenty (20) days after parties execute and enter into this Agreement, City shall cause this Agreement to be recorded in the Office of the County Recorder of the County of San Bernardino.

12. Amendments. This Agreement may be amended, in whole or in part, only be a written recorded instrument executed by the parties hereto.

IN WITNESS WHEREOF, City and Owner have executed this Agreement on the day and year written above.

CITY OF HIGHLAND

_____

Larry McCallon, Mayor

ATTEST:

_____

Betty Hughes, MMC
City Clerk

OWNER(S)

_____

Sean Cobb

_____

Alicia Cobb

ACKNOWLEDGMENT

A notary public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

State of California)
County of San Bernardino)

On _____, before me, _____,
Notary Public, personally appeared _____
_____,
who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.

Signature _____ (Seal)

Exhibit "A"

Legal Description

Legal Description

27225 NONA AVENUE, HIGHLAND, CA 92346

ASSESSOR'S PARCEL NUMBER: 1191-341-51

LEGAL DESCRIPTION OF HISTORIC PROPERTY

TRACT 2006 LOT 20

EXHIBIT "B"

THE SECRETARY OF THE INTERIOR'S STANDARDS FOR REHABILITATION

THE SECRETARY OF THE INTERIOR'S STANDARDS FOR REHABILITATION

1. A property shall be used for its historic purpose or be placed in a new use that requires minimal change to the defining characteristics of the building and its site and environment.

2. The historic character of a property shall be retained and preserved. The removal of historic materials or alteration of features and spaces that characterize a property shall be avoided.

3. Each property shall be recognized as a physical record of its time, place and use. Changes that create a false sense of historical development such as adding conjectural features or architectural elements from other buildings shall not be undertaken.

4. Most properties change over time; those changes that have acquired historic significance in their own right shall be retained and preserved.

5. Distinctive features, finishes and construction techniques or examples of craftsmanship that characterize a historic property shall be preserved.

6. Deteriorated historic features shall be repaired rather than replaced. Where the severity of deterioration requires replacement of a distinctive feature, the new feature shall match the old in design, color, texture and other visual qualities and, where possible, materials. Replacement of missing features shall be substantiated by documentary, physical or pictorial evidence.

7. Chemical or physical treatments, such as sandblasting, that cause damage to historic materials shall not be used. The surface cleaning of structures, if appropriate, shall be undertaken using the gentlest means possible.

8. Significant archeological resources affected by a project shall be protected and preserved. If such resources must be disturbed, mitigation measures shall be undertaken.

9. New additions, exterior alterations, or related new construction shall not destroy historic materials that characterize the property. The new work shall be differentiated from the old and shall be compatible with the massing, size, scale, and architectural features to protect the historic integrity of the property and its environment.

10. New additions and adjacent or related new construction shall be undertaken in such a manner that if removed in the future, the essential form and integrity of the historic property and its environment would be impaired.

EXHIBIT "C"

POTENTIAL HOME IMPROVEMENTS

POTENTIAL HOME IMPROVEMENTS

MILLS ACT AGREEMENT

The following is a list of improvement projects planned to be completed over the ten (10) year term of the contract. These will prevent deterioration of the house, make it more comfortable to use, while, maintaining its historical appearance and character.

1. Year 1 - 3:
   a. Upgrade electrical
   b. Update landscaping
   c. Plant fruit trees in backyard
   d. Repair and replace roof shingles

2. Year 4-6:
   a. Replace beams and bolts of foundation
   b. Refinish and improve deck
   c. Main restroom restoration (i.e. claw foot tub, tiled walls, replacing existing tile flooring, sink and existing fixtures with time period appropriate)

3. Year 7 - 10:
   a. Restore front yard driveway and walking path
   b. Kitchen restoration
   c. Repaint the exterior of the hous

STAFF REPORT

TO THE CITY COUNCIL

DATE: November 14, 2023

FROM: Joseph A. Hughes, City Manager

REVIEWED BY: Lawrence A. Mainez, Community Development Director
Kim Stater, Assistant Community Development Director

PREPARED BY: Angela Tafolla, Associate Planner

SUBJECT: An appeal (APP 23-001) of the Planning Commission's approval of a Conditional Use Permit (CUP-23-003); Variance (VAR-23-001); and, Design Review (DRA-23-004) application to allow the construction of a 53,665 square foot warehouse and associated improvements (Patriot 5th & Central, LLC).

LOCATION: A 2.86 acre site on the south side of 5th Street, approximately 250 feet west of Central Avenue; Assessor's Parcel Number 1192-561-04, -05, -06 and -07.

APPELLANT: Anshu Pathak

RECOMMENDATION: Staff recommends the City Council uphold the Planning Commissions approval by taking the following action:

1. Adopt Resolution No. 2023 - ___, denying Appeal (APP 23-001) and upholding the Planning Commission's approval of Conditional Use Permit (CUP-23-003) for the development of a 53,665 square foot speculative industrial warehouse building; Variance (VAR-23-001) to allow the building to exceed the maximum building height permitted in the Business Park Zone by 14'; Design Review (DRA-23-004) for the project's Site Plan, Building Elevations, Conceptual Grading Plan, Public Art Piece,

Approved _____	Motion _____	Second _____	Agenda Item No. 12
Denied _____	Ayes _____		
	Noes _____		File No. _____
Continue _____	Abstain _____		
	Absent _____		

City Clerk

City Manager

Conceptual Landscape Plan, and Adoption of a Mitigated Negative Declaration.

FISCAL IMPACT: The Appellant provided the applicable filing fee in the amount of $248 for an Appeal as established by City Council Resolution.

ENVIRONMENTAL REVIEW: On September 19, 2023 the Planning Commission adopted Resolution No. 2023-039, Approving a Mitigated Negative Declaration and Mitigation Monitoring and Reporting Program for the project. The Applicant filed a Notice of Determination with the San Bernardino County Clerk of the Board on September 25, 2023.

PUBLIC NOTICE: As required by City Council Resolution, notice of the public meeting was posted at the City's three designated posting locations within the City. A legal notice was posted on the City's website and mailed to property owners within 300 feet of the project site and published with the San Bernardino County Sun Newspaper on November 3, 2023. No further notice is required.

PUBLIC COMMENT: At the time of preparing this Staff Report, no comments were received by the Planning Division in response to the Project Notice for the Appeal.

DESCRIPTION OF SITE: A detailed description of the Site is included in the attached September 19, 2023, Planning Commission Staff Report. (Attachment 1 - Staff Report from the September 19, 2023 Planning Commission Meeting)

PREVIOUS ACTION: On September 19, 2023, the Planning Commission adopted Resolution No. 2023-036, approving Conditional Use Permit (CUP-23-003) for the development of a 53,665 square foot speculative industrial warehouse building; Resolution No. 2023-037, approving Variance (VAR-23-001) to allow the building to exceed the maximum building height permitted in the Business Park Zone by 14'; Resolution No. 2023-038, approving Design Review (DRA-23-004) for the project's Site Plan, Building Elevations, Conceptual Grading Plan, Public Art Piece, Conceptual Landscape Plan, and Resolution No. 2023-039 approving Mitigated Negative Declaration. A copy of the Staff Report from the September 19, 2023, Planning Commission Meeting is attached. (Attachments 1 – Staff Report from the September 19, 2023 Planning Commission Meeting)

BACKGROUND: In accordance with City's Land Use and Development Code, Title 16, Section 16.08.210.B, Appeals shall be addressed to the appellate body in a letter submitted to the Community Development Director. The Appellant shall state the specific reasons for the basis of the appeal. The Appellant, Anshu Pathak filed an Appeal Application on October 2, 2032. The Appeal Application and supporting letter is attached. (Attachment 5 – Appeal Application and Supporting Letter)

APPEAL: The Appellant is requesting that the City Council rescind the Planning Commission's determination to approve Conditional Use Permit (CUP-23-003); Variance (VAR-23-001); and Design Review (DRA-23-004) to allow the construction of a 53,665 square foot warehouse and associated improvements, due to various environmental assessment challenges and proposed building height as outlined in the Analysis section below.

ANALYSIS: The Appellant, Anshu Pathak, notes in his letter of justification two (2) main points as the basis of his appeal which he labeled "*Fraud 1* and *Fraud 2*" (Attachment 5 – Appeal Application and Supporting Letter).

1. *Notice of Public Hearing – "Fraud 1"*

   The Appellant points out that the Notice of Public Hearing, sent to properties within a 300-foot radius of the project site, indicated a proposed variance height of 42.5 feet. However, the final approved height was 49' feet. The Appellant disputes that this change in height from the advertised 42.5' to the approved 49' feet constitute a denial.

   The objective of a public hearing is to engage in a comprehensive discussion concerning the specifics of a proposed project, ensuring its consistency with the City's General Plan and compliance with the Municipal Code development standards and provisions. Project details are subject to modification during the hearing but attain finality subsequent to the adjudicative actions of the reviewing board. It is a recognized occurrence for projects to be initially advertised in a specific manner and subsequently receive approval with minor variations inclusive of site design and modification of the conditions of approval.

   The initial height of 42.5' was based on preliminary data. However, the project underwent a rigorous review process, during which it was determined that the building required additional height to accommodate essential internal warehousing elements such as racking heights, joists, lights, and fire sprinkler systems. Also, an extra 4'-5' was needed above the roofline to screen roof-mounted equipment effectively. Within the past two years, the Planning Commission has granted similar variances to allow warehousing buildings additional height in the Business Park Zone for the same reasons. Industrial Zoned property in the City permits warehousing, at a maximum building height of 50'.

   While the Appellant's concern about the difference in the advertised building height in the Notice of Public Hearing is noted, the Planning Commission's approval of the 49-foot height was within the authority of the Highland Municipal Code related to a Variance (Attachment 4 – HMC Section 16.08.070 Variances). It's important to note that the change from 42.5' to 49' was not arbitrary, but was

necessitated by a more accurate measurement taken from the lowest grade rather than the buildings finished floor.

The change in height was openly discussed and brought to the attention of the Planning Commission during staff's presentation. The Appellant, who was present at the meeting, had the opportunity to voice his objections related to the height, which were considered prior to the Planning Commission making their final decision (Attachment 2 - Minutes from the September 19, 2023 Planning Commission Meeting).

2. *California Environmental Quality Act (CEQA) Challenges – "Fraud 2"*

The project's environmental consultant provided an analysis in response to the points raised in the Appeal (Attachment 3 – Letter dated November 1, 2023, from Dudek).

The main topics covered in the report are:

Building Height Variance:

- **Issue**: The advertised building height was 42.5 feet, but the Planning Commission approved 49 feet.
- **Mitigation/Compliance**: The variance is analyzed in the IS/MND, requesting a 10-foot increase to accommodate modern warehouse needs and equipment screening. The approved height is consistent with the city's industrial zone standards, which allow up to 50 feet.

Proximity to Sensitive Receptors:

- **Issue**: CARB guidelines recommend siting warehouses at least 1,000 feet from sensitive receptors.
- **Mitigation/Compliance**: The City's General Plan includes policies to protect health by improving air quality and establishing buffer standards for new warehouses. The project area is zoned for industrial use, aligning with the General Plan's designation for the 5th Street Corridor as a business and industrial hub.

Environmental Impact Assessments:

- **Issue**: Potential impacts on air quality, greenhouse gas emissions, energy, and health risks.
- **Mitigation/Compliance**: The IS/MND includes comprehensive studies with mitigation measures like using Tier 4 Interim Engines during construction and electric or natural gas-powered forklifts during operation, ensuring health impacts remain below significant levels.

Traffic and Transportation:

- **Issue**: Concerns about the number of diesel truck trips and the operation of TRUs.
- **Mitigation/Compliance**: Trip generation estimates were conducted, and since the warehouse does not include cold storage, TRUs are not applicable. The project adheres to designated truck routes, minimizing impact on residential areas.

Noise Impact:

- **Issue**: Concerns about noise levels exceeding residential area standards.
- **Mitigation/Compliance**: Noise analysis ensures operational activities do not exceed City noise standards. Construction activities are restricted to daylight hours, and operational noise sources like HVAC and loading docks are evaluated to ensure compliance with the City's Municipal Code.

General Plan and Zoning Compliance:

- **Issue**: Ensuring the project aligns with the City's land use regulations and policies.
- **Mitigation/Compliance**: The project is consistent with the General Plan's goals and policies, promoting industrial growth in the 5th Street Corridor and including measures to protect residential areas from industrial impacts through careful site planning and design standards.

Based on the responses noted above and Dudek's analysis letter, it is Staff's recommendation that the City Council uphold the Planning Commission's Approval of Conditional Use Permit (CUP-23-003); Variance (VAR-23-001); and Design Review (DRA-23-004) to allow the construction of a 53,665 square foot warehouse and associated improvements.

Exhibits:
A. Project Location Aerial Map
B. PC Approved Project Plans

Attachments:

1. PC Staff Report from September 19, 2023
2. PC Minutes from September 19, 2023
3. Dudek response letter dated November 1, 2023
4. HMC Section 16.08.070 - Variances
5. Appeal Application and Support Letter
6. City Council Resolution No. 2023 – ___ to uphold PC's Approval

Exhibit A

Project Location Aerial Map



10

Exhibit B

PC Approved Project Plans

PATRIOT PARTNERS
5TH AND CENTRAL

HIGHLAND, CA



PROJECT
PATRIOT PARTNERS 5TH AND CENTRAL
HIGHLAND, CA
2ND PLANNING SUBMITTAL

HERDMAN
ARCHITECTURE + DESIGN
A22-2227
06.10.2023

TITLE SHEET

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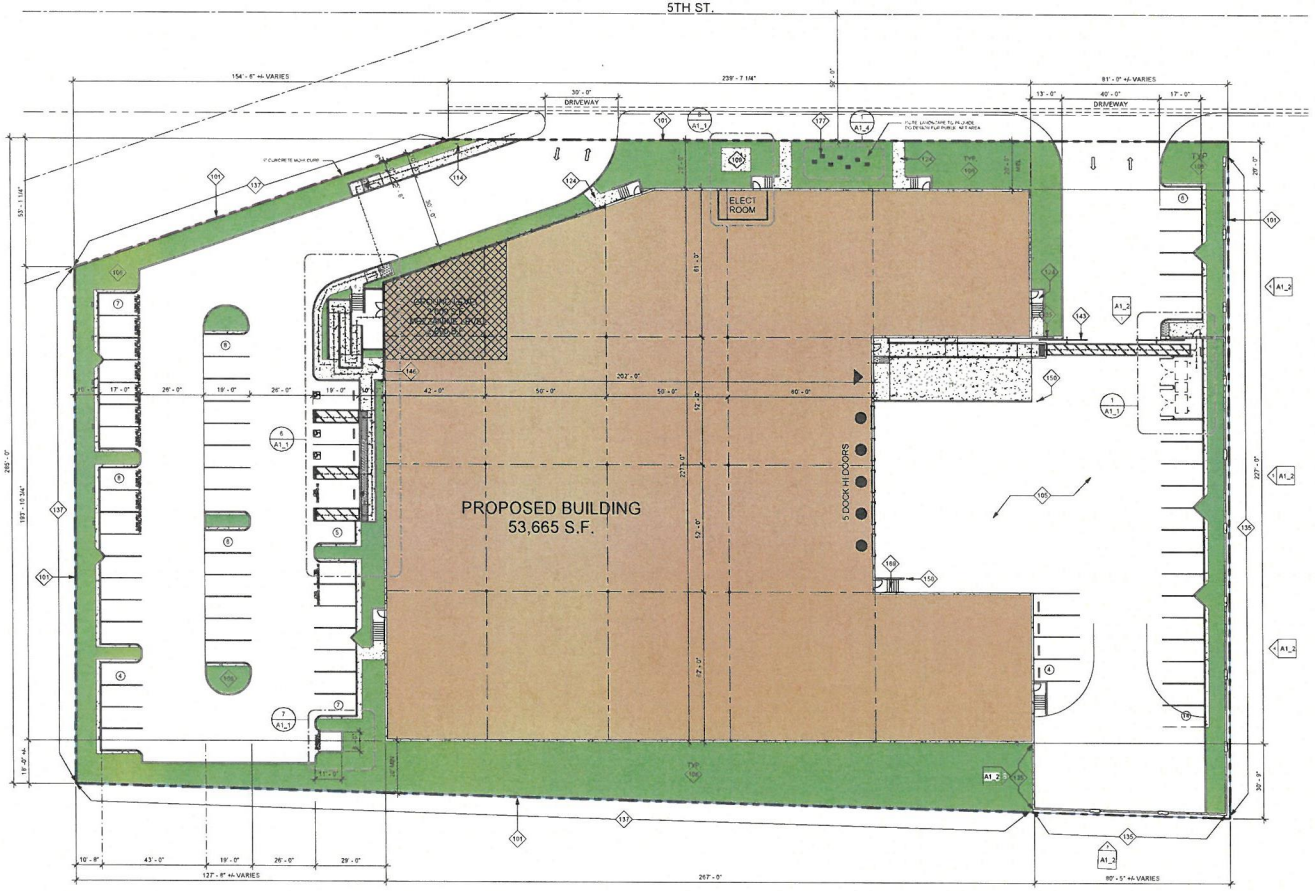


1 PROPOSED SITE PLAN
1" = 20'-0"

DEVELOPER/OWNER
PATRIOT PARTNERS 12126 W. SUNSET BLVD. LOS ANGELES, CA 90049 CONTACT: 858.952.4134 EMAIL: KEVIN@PATRIOTDEVELOPMENTPARTNERS.COM

APPLICANT'S REPRESENTATIVE/ARCHITECT
HERDMAN ARCHITECTURE & DESIGN, INC. 100 BAYVIEW CIRCLE SUITE 100 NEWPORT BEACH, CA 92660 CONTACT: BRIDGET HERDMAN PHONE: 714.389.2800 EMAIL: PROJECTADMIN@HERDMAN-AD.COM

SCOPE OF WORK

CONSTRUCT NEW ONE STORY + MEZZANINE CONCRETE TILT-UP WAREHOUSE/DISTRIBUTION FACILITY WITH ELECTRICAL AND PLUMBING SERVICES, EXTERIOR LIGHTING, LANDSCAPING & IRRIGATION, TRASH ENCLOSURES, CONCRETE SCREEN WALLS, AND SLIDING/SWINGING METAL GATES. FIRE SPRINKLER AND GRADING PLANS TO BE A SEPARATE SUBMITTAL AND PERMIT

LEGAL DESCRIPTION & ZONING

LEGAL DESCRIPTION: SEE CIVIL DRAWING

ASSESSOR'S PARCEL NO: SEE CIVIL DRAWING

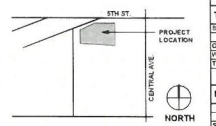
PROJECT INFORMATION & AREA ANALYSIS

BUILDING ADDRESS:	XXXX
CONSTRUCTION TYPE:	IIB
OCCUPANCY:	B / S-1
FIRE SPRINKLER:	YES (ESFR NFPA 72, NFPA 13 & NFPA 24)
CLEAR HEIGHT:	32'
ZONING:	
GENERAL PLAN:	(BP) BUSINESS PART
SPECIFIC PLAN:	NSL
FEMA FLOOD ZONE:	NO FLOOD ZONE
BUILDING SETBACKS:	
FRONT SETBACK:	20'
SIDE SETBACK:	20'
REAR SETBACK:	20'
ALLOWABLE AREA:	UNLIMITED AREA PER CBC 507 OR X SF PER TABLE 506.2

SHEET INDEX

A1	SITE PLAN
A1_1	ENLARGED SITE PLANS
A1_2	GATE & FENCE ELEVATIONS
A1_3	SITE WALL PLAN
A1_4	PUBLIC ART
A2	GROUND LEVEL FLOOR PLANS
A4	EXTERIOR ELEVATIONS WITH TREES
A4_1	EXTERIOR ELEVATIONS
A5	COLOR BOARD
C1	CONCEPTUAL GRADING PLAN
L1	CONCEPTUAL LANDSCAPE PLAN
L2	PLANT IMAGERY
FC-1.0	SITE PHOTOMETRIC PLAN

VICINITY MAP



SITE PLAN GENERAL NOTES

1. THE SITE PLAN SHALL MEET ALL ENGINEERING & NPDES REQUIREMENTS.
2. GENERAL CONTRACTOR TO REVIEW THE SOILS REPORT AND ALL AMENDMENTS LISTED ON THE TITLE SHEET AND FOLLOW ALL RECOMMENDATIONS.
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4. REFER TO CIVIL AND MEP PLANS TO CONFIRM UTILITY INFORMATION SHOWN ON THE ARCHITECT'S SITE PLAN AND FOR ADDITIONAL UTILITY INFORMATION. GENERAL CONTRACTOR TO COORDINATE ALL POINTS OF CONNECTION.
5. REFER TO CIVIL DRAWINGS FOR ALL FINISHED GRADES AND SLOPES. ALL FINISHED GRADES TO PROVIDE POSITIVE DRAINAGE AWAY FROM THE BUILDING. GENERAL CONTRACTOR TO FIELD VERIFY.
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   a) SLOPES IN THE DIRECTION OF TRAVEL DO NOT EXCEED 5%. CROSS SLOPES DO NOT EXCEED 2%.
   b) THE CLEAR WIDTH OF ALL WALKWAYS IS 4'-0" MIN.
   c) CHANGES IN LEVEL UP TO 1/2" COMPLY w/ 11A/D.2.1. CHANGES IN LEVEL GREATER THAN 1/2" IF THEY OCCUR ARE RAMPED. SEE PLANS.
   d) THE VERTICAL CLEARANCE ALONG THE ACCESSIBLE ROUTE IS 80" MIN.
7. ALL PAVED AND LANDSCAPED AREAS TO BE BOUND BY A MIN. 6" HIGH, 6" WIDE CONCRETE CURB U.O.N.
8. A CONCRETE MOW STRIP EXTENDING 12" BEYOND EA END OF THE OPENING SHALL BE PROVIDED @ ALL EXTERIOR GLAZING WHERE THE SILL IS WITHIN 3' VERTICAL OF THE FINISHED GRADE. SEE 2/AD1.1
9. PROVIDE PIPE BOLLARD PROTECTION POSTS AS REQUIRED BY UTILITY COMPANIES AND OR FIRE AUTHORITIES AT ALL EXTERIOR ELECTRICAL EQUIPMENT AND FIRE PREVENTION DEVICES. IF PIPE BOLLARD PROTECTION POST DETAILS ARE NOT PROVIDED BY UTILITY COMPANIES AND OR FIRE AUTHORITY SEE DETAIL 5/AD1.1
10. ALL EXPOSED BIORETENSION DEVICE COVERINGS SHALL BE PAINTED FOREST GREEN.
11. WHERE OCCURS, GENERAL CONTRACTOR TO PROVIDE FLUID APPLIED DAMP PROOFING AT ALL RETAINING AND PLANTER WALLS. WHERE THE SIDE OF THE WALL OPPOSITE THE SOIL SIDE IS EXPOSED TO VIEW AND ALL EXTERIOR WALLS WHERE THE ADJACENT FLOOR SLAB IS BELOW GRADE. SEE 6/AD1.2
12. PROVIDE A HOSE BIB NEAR THE MAIN ENTRANCE AND IN THE TRASH ENCLOSURE. SEE PLAN FOR LOCATION.

KEYNOTES

101	PROPERTY LINE.
105	CONCRETE PAVING.
106	@ SHADING. PROPOSED LANDSCAPING. SEE LANDSCAPE PLANS.
109	(N) TRANSFORMER LOCATION.
114	ACCESSIBLE SITE ENTRANCE SIGN.
124	EXERIOR CONCRETE LANDING.
135	CONCRETE TILT-UP SCREEN WALL. MIN HEIGHT 8' ABOVE HIGHEST ADJACENT FINISHED GRADE. PAINT BOTH SIDES AND TOP OF WALL. SEE PLANS FOR COLOR SCHEDULE.
137	TUBE STEEL FENCE. MIN HEIGHT 8' ABOVE HIGHEST ADJACENT FINISHED GRADE.
143	PAINTED STEEL ROLLING GATE(S). MIN HEIGHT 8' ABOVE HIGHEST ADJACENT FINISHED GRADE OR AS SHOWN ON EXTERIOR ELEVATIONS. PROVIDE KNOX BOX AS REQUIRED BY FIRE AUTHORITY.
145	2 POSITION BIKE RACK.
150	STEEL PIPE BOLLARD PROTECTION POST.
169	CONCRETE STAIRS ON GRADE.
177	PUBLIC ART

LOT AREA

	SQUARE FOOTAGE	ACRES
NET	124788 SF	2.86

FLOOR AREA RATIO

BUILDING AREA	SITE AREA	FAR ALLOWABLE	FAR PROVIDED
53665 SF	124788 SF	60%	43%

BUILDING AREA SUMMARY

NAME	AREA
GROUND FLOOR	
WAREHOUSE	49665 SF
OFFICE	2000 SF
	51665 SF
MEZZANINE	
OFFICE	2000 SF
	2000 SF
GROUND LEVEL + MEZZANINE	
WAREHOUSE	49665 SF
OFFICE	4000 SF
TOTAL BUILDING AREA	53665 SF

LANDSCAPE AREA SUMMARY

LOT AREA	% LANDSCAPING REQUIRED	AREA LANDSCAPING PROVIDED	% LANDSCAPING PROVIDED
124788 SF	9%	25031 SF	20.1%

TOTAL PARKING REQUIRED

BUILDING USE	BUILDING AREA	PARKING RATIO 1/X	REQ. PARKING
OFFICE	4000 SF	250	16
WAREHOUSE	49665 SF	1000	49.7
TOTAL	53665 SF		65.7

REQUIRED PARKING BREAKDOWN

SPACE TYPE	SPACES REQUIRED
STANDARD STALLS	50
STANDARD ACCESSIBLE STALLS	2
VAN ACCESSIBLE STALLS	1
FUTURE EV CHARGING ONLY STALLS	2
FUTURE EV CHARGING ONLY STANDARD ACCESSIBLE STALLS	10
FUTURE EV CHARGING ONLY VAN ACCESSIBLE STALLS	1
TOTAL	66

PARKING PROVIDED

SPACE TYPE	SPACES PROVIDED
STANDARD STALLS	50
STANDARD ACCESSIBLE STALLS	2
VAN ACCESSIBLE STALLS	1
EV CHARGING ONLY STALLS	2
FUTURE EV CHARGING ONLY STALLS	10
EV CHARGING ONLY VAN ACCESSIBLE STALLS	1
TOTAL	66

SITE LEGEND

- LANDSCAPE AREA
- CONCRETE PAVING WHEN OCCURS @ PARKING AREAS, DRIVE AISLES & OR TRUCK COURT. SEE CIVIL DRAWINGS FOR PAVING SECTIONS
- FIRE HYDRANT. PROVIDE PIPE BOLLARD PROTECTION POSTS AS REQUIRED BY THE FIRE AUTHORITY. SEE 5/AD1.1
- STREET LIGHT
- INDICATES AN ACCESSIBLE ROUTE. MUST COMPLY w/ SITE PLAN GENERAL NOTE #6.
- PROPERTY LINE
- DOCK HIGH DOOR
- DRIVE THRU. DOOR

PROJECT
PATRIOT PARTNERS 5TH AND CENTRAL
HIGHLAND, CA
2ND PLANNING SUBMITTAL

HERDMAN
ARCHITECTURE + DESIGN

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SITE PLAN

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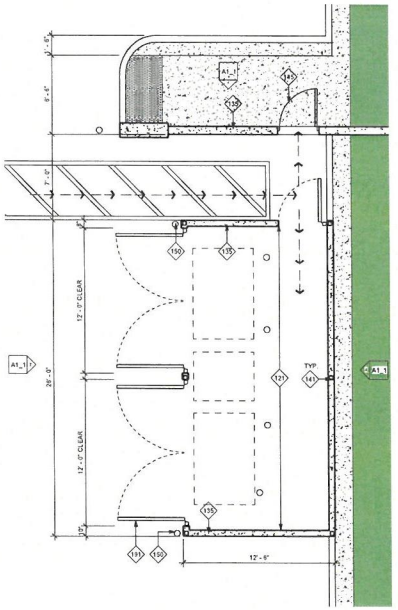
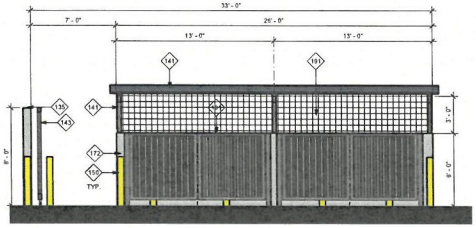
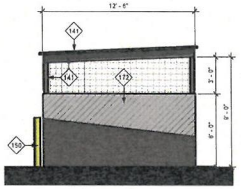


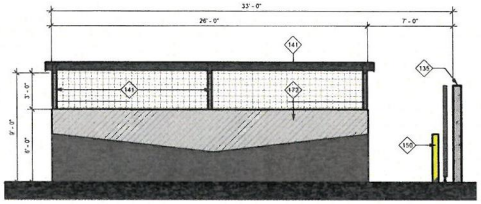
1 ENLARGED TRASH ENCLOSURE PLAN
1/4" = 1'-0"



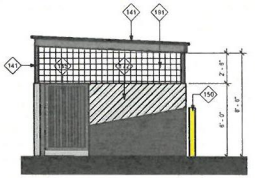
2 TRASH ENCLOSURE WEST ELEVATION
1/4" = 1'-0"



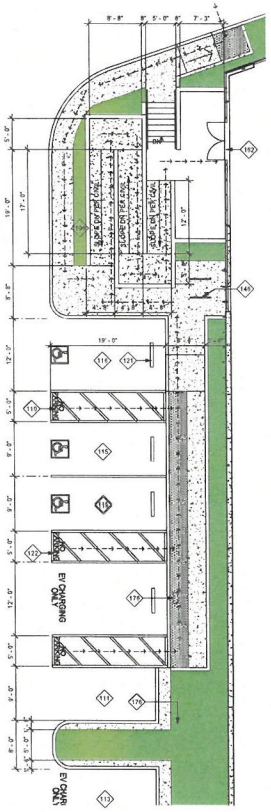
3 TRASH ENCLOSURE NORTH ELEVATION
1/4" = 1'-0"



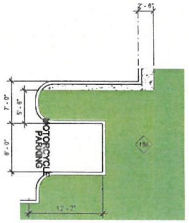
4 TRASH ENCLOSURE EAST ELEVATION
1/4" = 1'-0"



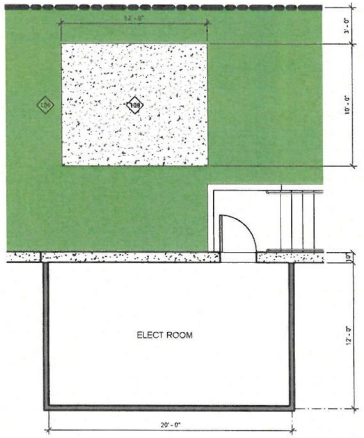
5 TRASH ENCLOSURE SOUTH ELEVATION
1/4" = 1'-0"



6 ENLARGED SITE PLAN WEST SIDE
1/8" = 1'-0"



7 ENLARGED SITE PLAN SOUTHWEST SIDE
1/8" = 1'-0"



8 ENLARGED TRANSFORMER PAD
1/4" = 1'-0"

KEYNOTES

106	SHADING, PROPOSED LANDSCAPING. SEE LANDSCAPE PLANS
109	(N) TRANSFORMER LOCATION.
110	ACCESS AISLE FOR ACCESSIBLE PARKING STALL. 5'-0" WIDE
111	TYP U.O.N., STANDARD PARKING STALL. X'-X" WIDE x X'-X" DEEP
113	FUTURE EV CHARGING ONLY PARKING STALL. MATCH STANDARD STALL DEPTH. PROVIDE FOR FUTURE INSTALLATION OF CHARGING EQUIPMENT.
115	STANDARD ACCESSIBLE PARKING STALL. 9'-0" WIDE x DEPTH OF STANDARD STALL
116	VAN ACCESSIBLE PARKING STALL. 12'-0" WIDE x DEPTH OF STANDARD STALL
118	FUTURE VAN ACCESSIBLE EV CHARGING ONLY PARKING STALL. 12'-0" WIDE x DEPTH OF STANDARD STALL. PROVIDE FOR FUTURE INSTALLATION OF CHARGING EQUIPMENT.
121	PRECAST CONCRETE WHEEL STOP.
122	ZERO CURB FACE.
135	CONCRETE TILT-UP SCREEN WALL. MIN HEIGHT 8' ABOVE HIGHEST ADJACENT FINISHED GRADE. PAINT BOTH SIDES AND TOP OF WALL. SEE PLANS FOR COLOR SCHEDULE.
141	PAINTED STEEL ROOF COVERING. HSS COLUMNS, HSS BEAMS, AND METAL DECK ROOFING.
143	PAINTED STEEL ROLLING GATE(s). MIN HEIGHT 8' ABOVE HIGHEST ADJACENT FINISHED GRADE OR AS SHOWN ON EXTERIOR ELEVATIONS. PROVIDE KNOX BOX AS REQUIRED BY FIRE AUTHORITY.
145	PAINTED STEEL SWINGING PEDESTRIAN GATE. WHEN OCCURS IN TUBE STEEL FENCE, ALIGN TOP of FENCE HEIGHT. WHEN OCCURS IN CONCRETE SCREEN WALL U.O.N., ALIGN TOP of SCREEN WALL. PROVIDE KNOX BOX AS REQUIRED BY FIRE AUTHORITY.
146	2 POSITION BIKE RACK.
150	STEEL PIPE BOLLARD PROTECTION POST.
162	ACCESSIBLE BUILDING ENTRANCE.
172	CONCRETE TILT-UP TRASH ENCLOSURE WALL. MIN HEIGHT 6'-0" ABOVE HIGHEST ADJACENT FINISHED GRADE. PAINT BOTH SIDES AND TOP OF WALL. SEE PLANS FOR COLOR SCHEDULE
176	AMBULATORY ACCESSIBLE EVCS (ELECTRICAL VEHICLE CHARGING STATION). 9'-0" WIDE x DEPTH OF STANDARD STALL. PROVIDE ELECTRIC VEHICLE SUPPLY EQUIPMENT.
191	WIRE MESH BETWEEN TRASH ENCLOSURE PANELS AND ROOF. TYPICAL ON 4 SIDES OF ENCLOSURE.

SITE LEGEND

- LANDSCAPE AREA
- CONCRETE PAVING WHEN OCCURS @ PARKING AREAS, DRIVE AISLES & FOR TRUCK COURT. SEE CIVIL DRAWINGS FOR PAVING SECTIONS.
- FIRE HYDRANT. PROVIDE PIPE BOLLARD PROTECTION POSTS AS REQUIRED BY THE FIRE AUTHORITY. SEE 3/AD1.1
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- INDICATES AN ACCESSIBLE ROUTE MUST COMPLY w/ SITE PLAN GENERAL NOTE #6
- PROPERTY LINE
- DOCK HIGH DOOR
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12. PROVIDE A HOSE BIB NEAR THE MAIN ENTRANCE AND IN THE TRASH ENCLOSURE. SEE PLAN FOR LOCATION.

EXTERIOR COLOR SCHEDULE

A	EXTERIOR PAINT COLOR: SW 6995 SUPERWHITE
B	EXTERIOR PAINT COLOR: SW 7674 PEPPERCORN
C	EXTERIOR PAINT COLOR: SW 7069 IRON ORE
D	FORMLINER COLOR: SW 6995 SUPERWHITE
E	ACM PANEL COLOR: MATCH STOREFRONT FRAMING.
F	EXPOSED STEEL BROW & CANOPY FRAMING. WALL BEHIND OPEN TRELLIS (KEY NOTE 429, OR 429) WHEN OCCURS & TRASH ENCLOSURE ROOF PAINT COLOR: MATCH STOREFRONT FRAMING.
G	EXTERIOR STOREFRONT FRAMING COLOR: X
H	EXTERIOR GLASS COLOR FOR SINGLE GLAZING & EXTERIOR LAYER OF INSULATED GLASS: X
I	EXTERIOR GLASS COLOR FOR THE INNER LAYER OF INSULATED GLASS: CLEAR GLASS

NOTES:

1. PAINT MAN DOORS, STAIR & RAMP GUARD WALLS, GUARD RAILS, DOWN SPOUTS, LOUVERS, & ROOF LEVEL WALL PANEL RETURNS TO MATCH ADJACENT BUILDING WALL COLOR, U.O.N.
2. U.O.N., EXTERIOR SIDE OF TRUCK DOORS TO BE X INTERIOR SIDE TO BE PRE-FINISHED WITH MANUFACTURER'S LIGHT GRAY.
3. POWER WASH EXTERIOR CONCRETE WALLS PRIOR TO PAINTING TO REMOVE ALL CHEMICALS AND DIRT THAT WILL IMPEDE THE PRIMER COAT FROM ADHERING TO THE WALLS.
4. PAINT EXTERIOR WALLS w/ 1- COAT SPRAYED AND BACK ROLLED ACRYLIC FLAT PRIMER AND 2-COATS SPRAYED-ON FLAT FINISH IN THE FINAL WALL COLOR. ALL PAINTS TO BE AS SPECIFIED BY THE MANUFACTURER FOR CONCRETE TILT UP WALL PANELS. FINISHED JOB SHALL BE SMOOTH AND FREE OF LAPPING AND OR STREAKING. REGARDLESS OF THE COLOR.
5. EXCEPT WHERE NOTED OTHERWISE ON THE PLANS ALL PANEL JOINTS SHALL BE CAULKED PER DETAIL 1/AD4.1
6. PAINT CONCRETE BEHIND ANY OPEN TRELLIS WORK THE COLOR OF THE TRELLIS.
7. SOLID BROWS WITH GLAZING DIRECTLY ABOVE OR BELOW. PAINT THE EXPOSED WALL CHAMFER JUST ABOVE OR BELOW THE BROW TO MATCH THE BROW COLOR.

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ENLARGED SITE PLANS

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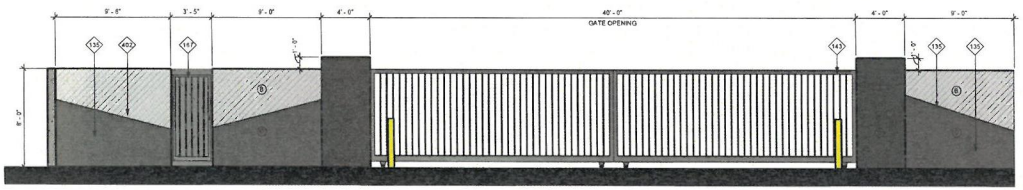
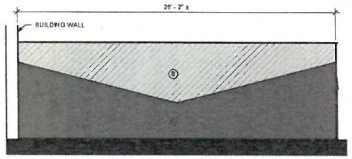
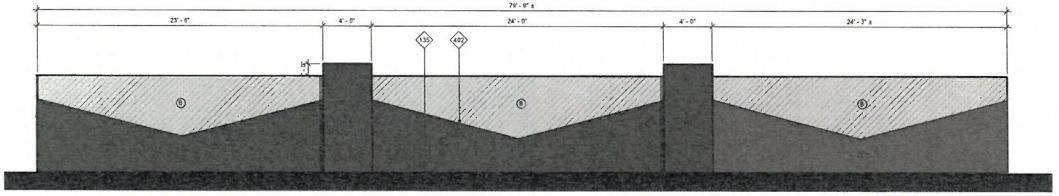


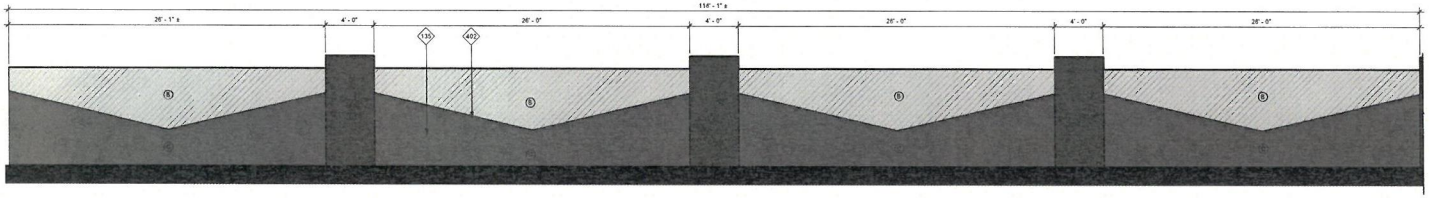
1 NORTH TRUCK YARD - GATE ELEVATION
1/4" = 1'-0"



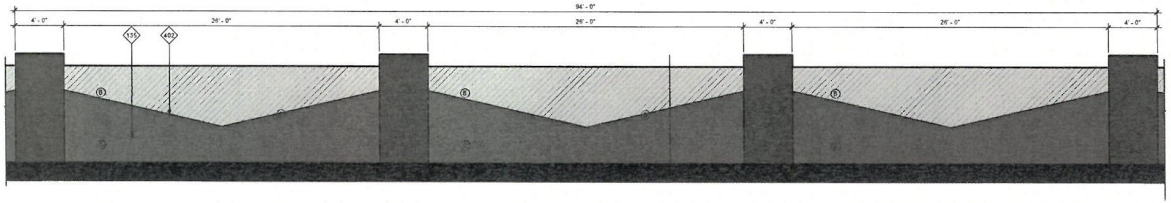
2 SOUTH EAST CORNER ELEVATION
1/4" = 1'-0"



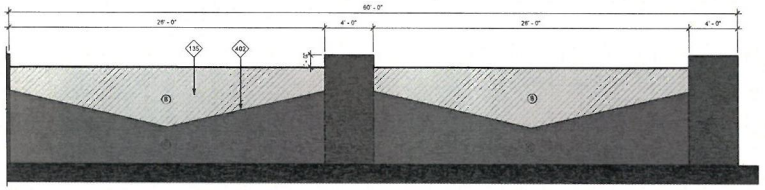
3 SOUTH TRUCK YARD - GATE ELEVATION
1/4" = 1'-0"



4 SCREEN WALL ELEVATION
1/4" = 1'-0"



5 SCREEN WALL ELEVATION
1/4" = 1'-0"



6 SCREEN WALL ELEVATION
1/4" = 1'-0"

KEYNOTES

135 CONCRETE TILT-UP SCREEN WALL. MIN HEIGHT 8' ABOVE HIGHEST ADJACENT FINISHED GRADE. PAINT BOTH SIDES AND TOP OF WALL. SEE PLANS FOR COLOR SCHEDULE.
143 PAINTED STEEL ROLLING GATE(S). MIN HEIGHT 8' ABOVE HIGHEST ADJACENT FINISHED GRADE OR AS SHOWN ON EXTERIOR ELEVATIONS. PROVIDE KNOX BOX AS REQUIRED BY FIRE AUTHORITY.
167 PAINTED STEEL SWINGING PEDESTRIAN TRASH ENCLOSURE GATE. SEE TRASH ENCLOSURE PLANS FOR HEIGHT
402 WALL REVEAL.

EXTERIOR COLOR SCHEDULE

- (A) EXTERIOR PAINT COLOR: SW 6995 SUPERWHITE
- (B) EXTERIOR PAINT COLOR: SW 7674 PEPPERCORN
- (C) EXTERIOR PAINT COLOR: SW 7069 IRON ORE
- (D) FORMLINER COLOR: SW 6995 SUPERWHITE
- (E) ACM PANEL COLOR: MATCH STOREFRONT FRAMING
- (F) EXPOSED STEEL BROW & CANOPY FRAMING, WALL BEHIND OPEN TRELLIS (KEYNOTE #28, OR 426) WHEN OCCURS & TRASH ENCLOSURE ROOF PAINT COLOR: MATCH STOREFRONT FRAMING.
- (G) EXTERIOR STOREFRONT FRAMING COLOR: X
- (H) EXTERIOR GLASS COLOR FOR SINGLE GLAZING & EXTERIOR LAYER OF INSULATED GLASS: X
- (I) EXTERIOR GLASS COLOR FOR THE INNER LAYER OF INSULATED GLASS: CLEAR GLASS

NOTES:

1. PAINT MAN DOORS, STAIR & RAMP GUARD WALLS, GUARD RAILS, DOWN SPOUTS, LOUVERS, & ROOF LEVEL WALL PANEL RETURNS TO MATCH ADJACENT BUILDING WALL COLOR, U.O.N.
2. U.O.N., EXTERIOR SIDE OF TRUCK DOORS TO BE X INTERIOR SIDE TO BE PRE-FINISHED WITH MANUFACTURER'S LIGHT GRAY.
3. POWER WASH EXTERIOR CONCRETE WALLS PRIOR TO PAINTING TO REMOVE ALL CHEMICALS AND DIRT THAT WILL IMPEDE THE PRIMER COAT FROM ADHERING TO THE WALLS.
4. PAINT EXTERIOR WALLS w/ 1- COAT SPRAYED AND BACK ROLLED ACRYLIC FLAT PRIMER AND 2-COATS SPRAYED/ON FLAT FINISH IN THE FINAL WALL COLOR. ALL PAINTS TO BE AS SPECIFIED BY THE MANUFACTURES FOR CONCRETE TILT UP WALL PANELS. FINISHED JOB SHALL BE SMOOTH AND FREE OF LAPPING AND OR STREAKING, REGARDLESS OF THE COLOR.
5. EXCEPT WHERE NOTED OTHERWISE ON THE PLANS ALL PANEL JOINTS SHALL BE CAULKED PER DETAIL 1/AD4.1
6. PAINT CONCRETE BEHIND ANY OPEN TRELLIS WORK THE COLOR OF THE TRELLIS.
7. @ SOLID BROWS WITH GLAZING DIRECTLY ABOVE OR BELOW, PAINT THE EXPOSED WALL CHAMFER JUST ABOVE OR BELOW THE BROW TO MATCH THE BROW COLOR.

SITE PLAN GENERAL NOTES

1. THE SITE PLAN SHALL MEET ALL ENGINEERING & NPDES REQUIREMENTS.
2. GENERAL CONTRACTOR TO REVIEW THE SOILS REPORT AND ALL AMENDMENTS LISTED ON THE TITLE SHEET AND FOLLOW ALL RECOMMENDATIONS.
3. U.O.N., ALL DIMENSIONS TO CONCRETE WALLS AND CURBS ARE EITHER TO THE CENTER (SHOWN WITH A CENTERLINE) OR FACE OF THE WALL OR CURB. ALL DIMENSIONS TO FRAMED WALLS ARE EITHER TO THE CENTER LINE OF THE WALL FRAMING (SHOWN WITH A CENTERLINE) OR THE FACE OF THE WALL FINISH.
4. REFER TO CIVIL AND MEP PLANS TO CONFIRM UTILITY INFORMATION SHOWN ON THE ARCHITECT'S SITE PLAN AND FOR ADDITIONAL UTILITY INFORMATION. GENERAL CONTRACTOR TO COORDINATE ALL POINTS OF CONNECTION.
5. REFER TO CIVIL DRAWINGS FOR ALL FINISHED GRADES AND SLOPES. ALL FINISHED GRADES TO PROVIDE POSITIVE DRAINAGE AWAY FROM THE BUILDING. GENERAL CONTRACTOR TO FIELD VERIFY.
6. ALL ACCESSIBLE ROUTES IDENTIFIED ON THE SITE PLAN DRAWINGS SHALL CONFORM TO THE FOLLOWING:
   a) SLOPES IN THE DIRECTION OF TRAVEL DO NOT EXCEED 5%. CROSS SLOPES DO NOT EXCEED 2%.
   b) THE CLEAR WIDTH OF ALL WALKWAYS IS 4'-0" MIN.
   c) CHANGES IN LEVEL UP TO 1/2" COMPLY w/ 11B/0.2.1. CHANGES IN LEVEL GREATER THAN 1/2" IF THEY OCCUR ARE RAMPED. SEE PLANS.
   d) THE VERTICAL CLEARANCE ALONG THE ACCESSIBLE ROUTE IS 80" MIN.
7. ALL PAVED AND LANDSCAPED AREAS TO BE BOUND BY A MIN. 6" HIGH, 6" WIDE CONCRETE CURB U.O.N.
8. A CONCRETE MOW STRIP EXTENDING 12" BEYOND EA END OF THE OPENING SHALL BE PROVIDED @ ALL EXTERIOR GLAZING WHERE THE SILL IS WITHIN 3' VERTICAL OF THE FINISHED GRADE. SEE 3/AD1.1
9. PROVIDE PIPE BOLLARD PROTECTION POSTS AS REQUIRED BY UTILITY COMPANIES AND OR FIRE AUTHORITIES AT ALL EXTERIOR ELECTRICAL EQUIPMENT AND FIRE PREVENTION DEVICES. IF PIPE BOLLARD PROTECTION POST DETAILS ARE NOT PROVIDED BY UTILITY COMPANIES AND OR FIRE AUTHORITY SEE DETAIL 3/AD1.1
10. ALL EXPOSED BIORETENSION DEVICE COVERINGS SHALL BE PAINTED FOREST GREEN.
11. WHERE OCCURS, GENERAL CONTRACTOR TO PROVIDE FLUID APPLIED DAMP PROOFING AT ALL RETAINING AND PLANTER WALLS WHERE THE SIDE OF THE WALL OPPOSITE THE SOIL SIDE IS EXPOSED TO VIEW AND ALL EXTERIOR WALLS WHERE THE ADJACENT FLOOR SLAB IS BELOW GRADE. SEE 6/AD1.2
12. PROVIDE A HOSE BIB NEAR THE MAIN ENTRANCE AND IN THE TRASH ENCLOSURE. SEE PLAN FOR LOCATION.

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GATE & FENCE ELEVATIONS

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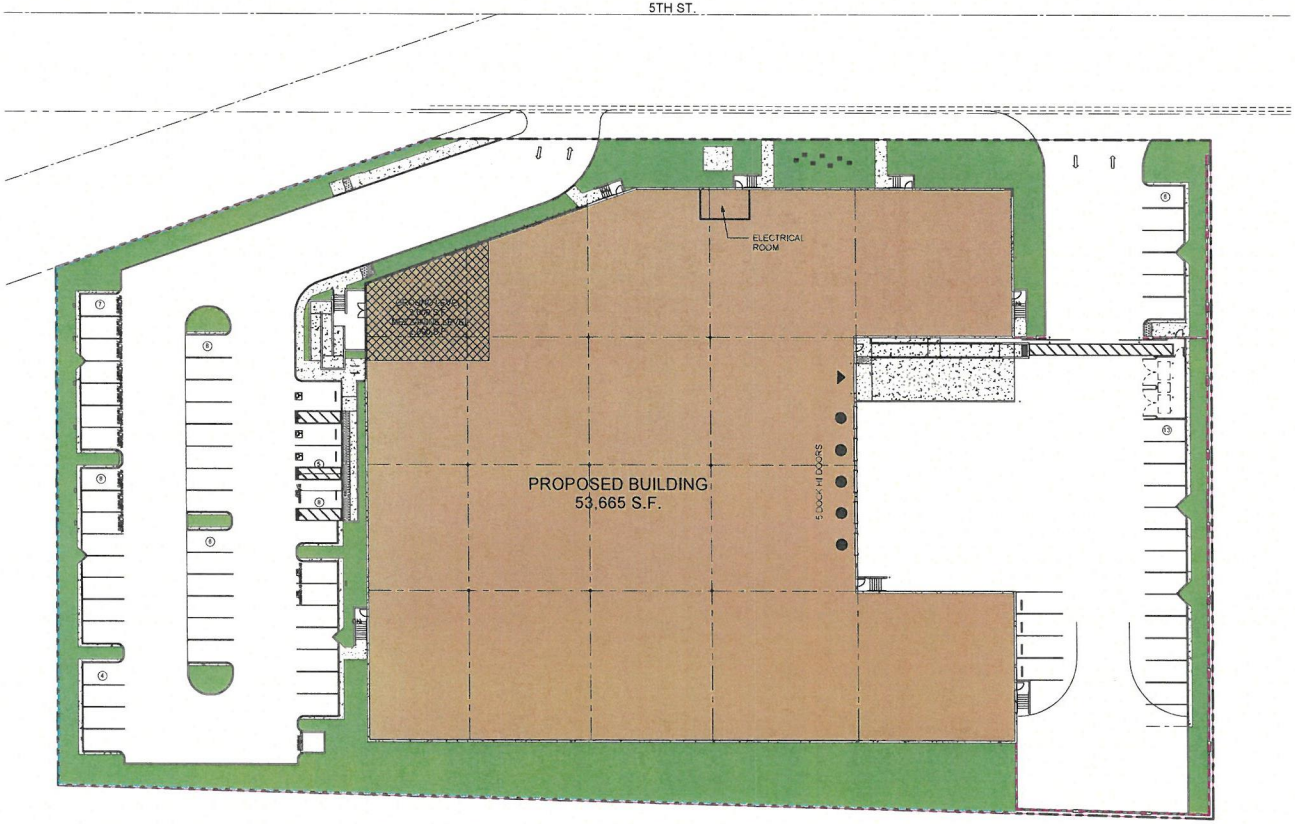

1 SITE WALL PLAN
1" = 20'-0"

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SITE WALL PLAN

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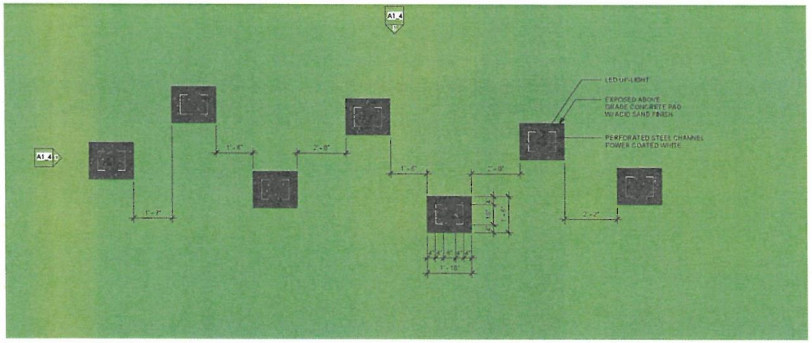
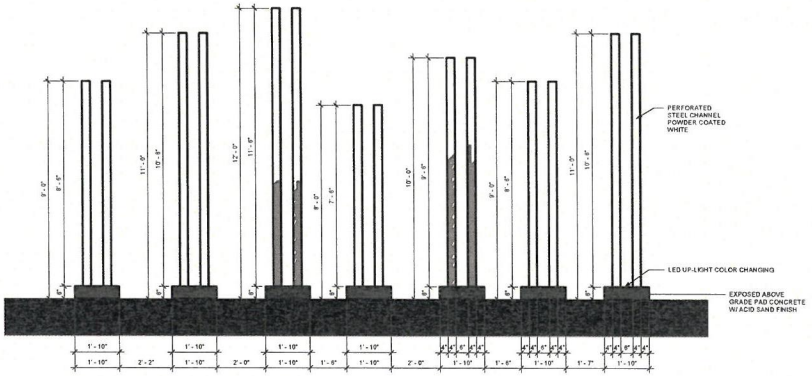
SITE LEGEND

- PROPERTY LINE
- PROPOSED NEW 8' CONCRETE SCREEN WALL
- PROPOSED NEW 8' TUBE STEEL FENCE

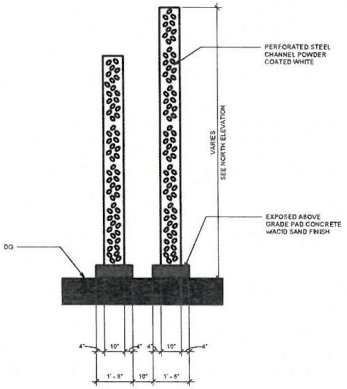
NOTE: PROVIDE ANTI-GRAFFITI COATING ON ALL EXTERIOR WALLS UP TO 12' HEIGHT



1 ENLARGED PUBLIC ART PLAN
1/2" = 1'-0"



2 PUBLIC ART - NORTH ELEVATION
1/2" = 1'-0"



3 PUBLIC ART - WEST ELEVATION
1/2" = 1'-0"



PATRIOT PARTNERS 5TH AND CENTRAL
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PUBLIC ART

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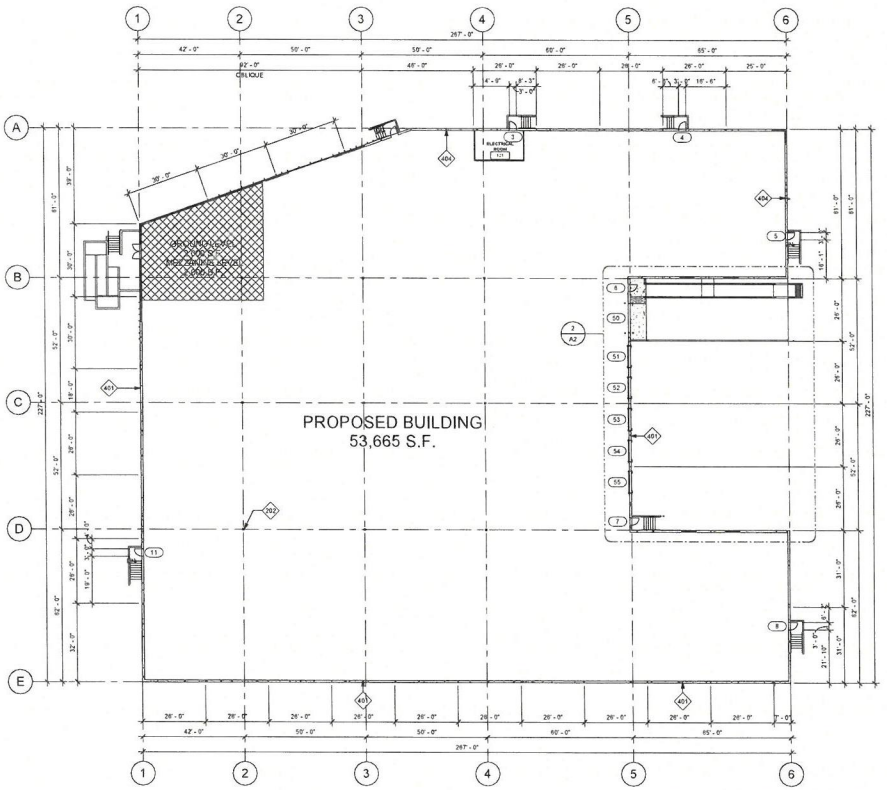
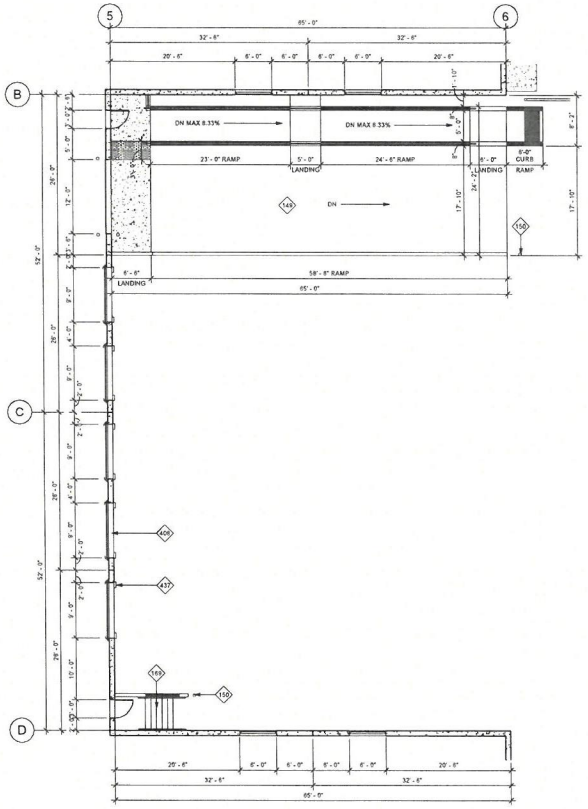


1 OVERALL GROUND LEVEL FLOOR PLAN
1" = 20'-0"



2 EAST FLOOR PLAN, EAST TRUCK YARD
1/8" = 1'-0"

KEYNOTES

149	CONCRETE TRUCK RAMP w/ 42" HIGH CONCRETE TILT-UP GUARD ON OPEN SIDE(S). PAINT ALL SIDES OF GUARD WALLS AND HANDRAILS. SEE ARCHITECTURAL DRAWINGS FOR COLOR SCHEDULE.
150	STEEL PIPE BOLLARD PROTECTION POST.
166	CONCRETE STAIRS ON GRADE.
202	LINE OF FLOOR ABOVE.
401	PAINTED CONCRETE TILT-UP WALL PANEL.
404	PANEL JOINT.
408	STEEL SECTIONAL OVERHEAD DOOR.
437	DOCK BUMPER.

FLOOR PLAN LEGEND

- EXTERIOR CONCRETE TILT-UP WALL PANEL OR INTERIOR CONCRETE TILT-UP MEZZANINE SHEAR WALL PANEL. SEE STRUCTURAL DRAWINGS FOR ADDITIONAL INFORMATION
- STOREFRONT GLAZING SYSTEM. SEE ENLARGED FLOOR PLANS AND EXTERIOR ELEVATIONS FOR ADDITIONAL INFORMATION
- METAL STUD NON BEARING PARTITION WALL SEE ENLARGED FLOOR PLANS & WALL TYPE SCHEDULE FOR ADDITIONAL INFORMATION
- WOOD STUD BEARING WALL. SEE ENLARGED FLOOR PLANS & WALL TYPE SCHEDULE FOR ADDITIONAL INFORMATION.
- STRUCTURAL BUILDING COLUMNS
- PROVIDE VAPOR BARRIER UNDER PROPOSED AND OR FUTURE OFFICE AREA FLOOR SLAB. EXTEND MIN 48'-0" BEYOND T.I. AREA OR AS DIMENSIONED ON THE FLOOR PLAN. SEE 4/AD1.0
- FIRE SPRINKLER RISER. SEE FIRE PROTECTION PLANS AND 7/AD5.0.
- (0000) DOOR TAG. SEE SHEET A8.0 FOR DOOR SCHEDULE
- (A) WINDOW TAG. SEE SHEET A9.0 FOR WINDOW SCHEDULE
- (000) STOREFRONT TAG. SEE SHEETS A8.0.1 & A8.0.2 FOR STOREFRONT SCHEDULE
- (00) WALL TAG

FLOOR SLAB GENERAL NOTES

1. THE FLOOR SLAB THICKNESS TO BE X". SEE STRUCTURAL DRAWINGS FOR ADDITIONAL REQUIREMENTS.
2. THE FLOOR SLAB TO BE CLASS V PER ACI 302.1R-04 TABLE 21
3. THE GENERAL CONTRACTOR SHALL COORDINATE WITH THE OWNER WHETHER OR NOT TO PROVIDE JOINT FILLER AT FLOOR SLAB CONTROL AND CONSTRUCTION JOINTS.
4. SLOPE POUR STRIPS @ EXTERIOR PEDESTRIAN AND OVERHEAD DOORS. SEE 5, 7, 8 10/AD4.1.
5. CRANES, CONCRETE TRUCKS, AND SIMILAR HEAVY EQUIPMENT ARE PROHIBITED ON THE FLOOR SLAB DURING CONSTRUCTION.
6. BELOW FLOOR SLAB SOIL COMPACTION TO BE 95% MIN.
7. TRENCH SOIL COMPACTION TO BE 90% MIN.
8. SLAB FINISH TO BE STEEL FLOAT HARD TROWEL BURNISHED FINISH.
9. THE GENERAL CONTRACTOR TO MAINTAIN A CLEAN FLOOR SLAB. ALL TRUCKS AND EQUIPMENT TO BE DIAPERED.
10. ALL CONSTRUCTION MARKINGS SHALL BE REMOVED FROM THE FLOOR SLAB PRIOR TO SEALING.
11. SEE 6/AD2.1 FOR SLAB PATCHING DETAIL.
12. PROVIDE 15'-0" WIDE PERIMETER FLOOR POUR-STRIPS AT ALL TRUCK DOCK WALLS AND 3'-0" WIDE AT ALL OTHER WALLS UNLESS NOTED OTHERWISE ON STRUCTURAL DRAWINGS. NO UNDERGROUND PIPING, CONDUITS, ETC. ALLOWED IN POUR-STRIPS AT DOCK DOORS TO ALLOW FOR CURRENT OR FUTURE RECESSED DOCK LEVELERS.
13. ALL FLOOR SLAB NAIL OR BRACE FRAME HOLES TO BE FILLED WITH APPROVED 2-PART EPOXY COMPOUND TO MATCH CONCRETE COLOR. PEDA BOND LV 2000, BURKE EPOXY INJECTION RESIN OR =
14. ALL FLOOR SLAB PANEL FORM NAIL HOLES TO BE PREDRILLED AND WOOD DOWELED PRIOR TO NAILING. BRACE HOLES TO BE PREDRILLED.
15. CHAMFER AND REVEAL STRIPS ATTACHED TO THE FLOOR SLAB MUST BE PROPERLY PATCHED PRIOR TO SEALING THE FLOOR SLAB.

FLOOR PLAN GENERAL NOTES

1. WHERE A MEZZANINE OCCURS AND A 1" TOPPING IS CALLED OUT FOR IN THE STRUCTURAL DRAWINGS: PROVIDE A 1" THICK TOPPING OF GYP-CRETE 2000 WITH A MINIMUM STRENGTH OF 2,500 PSI.
2. PROVIDE FIRE EXTINGUISHERS AS REQUIRED BY THE FIRE DEPARTMENT AND THE CBC/CFC. REQUIREMENTS AND LOCATIONS TO BE DETERMINED IN THE FIELD BY THE FIRE DEPARTMENT INSPECTOR.
3. ALL PENETRATIONS THROUGH FIRE RATED PARTITIONS SHALL BE SEALED WITH APPROVED FIRE CAULKING. SEE 5/AD3.1, 5, AD2.4.
4. U.O.N., ALL DIMENSIONS TO CONCRETE WALLS ARE EITHER TO THE CENTER (SHOWN WITH A CENTERLINE) OR FACE OF THE WALL. ALL DIMENSIONS TO FRAMED WALLS ARE EITHER TO THE CENTER OF THE WALL FRAMING (SHOWN WITH A CENTERLINE) OR FACE OF THE WALL FINISH.
5. PROVIDE ILLUMINATED AND TACTILE EXIT SIGNAGE. SEE EXITING & SIGNAGE PLANS.
6. SEE CIVIL DRAWINGS FOR ALL UTILITY POINTS OF CONNECTION. GENERAL CONTRACTOR TO VERIFY LOCATIONS.
7. PROVIDE PIPE BOLLARD PROTECTION POSTS @ FIRE RISERS & ELECTRICAL GEAR AS REQUIRED BY THE ELECTRICAL AND FIRE PROTECTION PLANS. SEE 7/AD5.0 FOR ADDITIONAL INFORMATION.
8. FOR REQUIRED LANDINGS @ ACCESSIBLE DOORS, SEE 11/AD2.1.
9. NO SMOKING IS ALLOWED WITHIN 25' OF ALL BUILDING ENTRANCES, PER GREEN BUILDING STANDARD CODE DIVISION 5.504.7. POST REQUIRED SIGNAGE.
10. U.O.N. @ INTERIOR PARTITIONS, FINISHED HINGE SIDE OF JAMB TO BE 1" FROM FINISHED SURFACE OF INTERSECTING WALL.

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GROUND LEVEL FLOOR PLANS

A2

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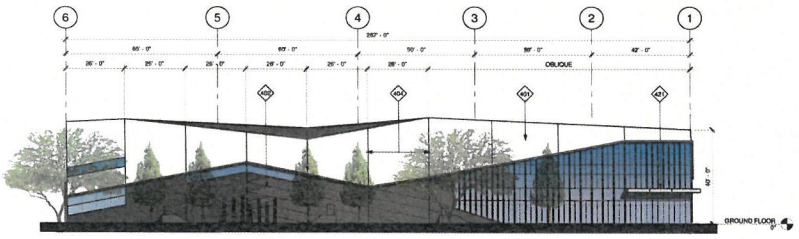
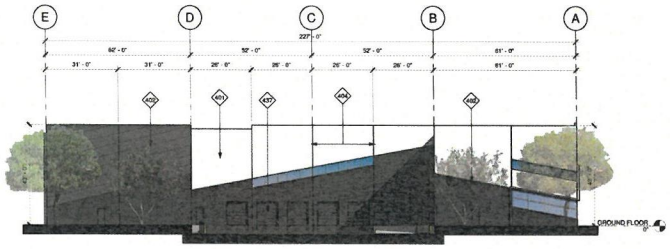
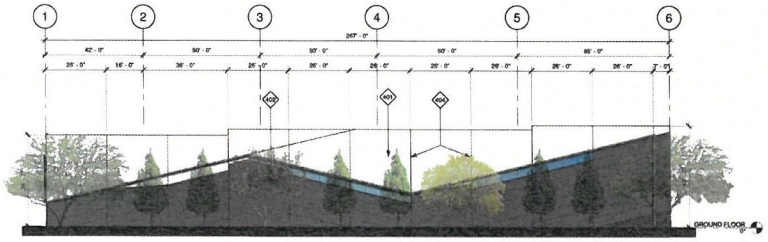


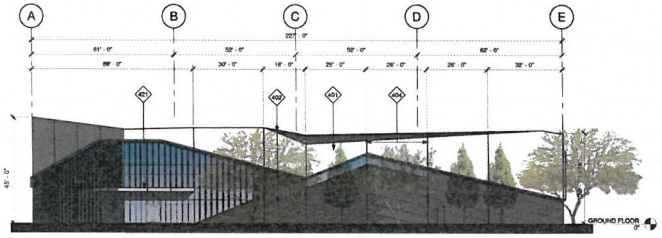
1 PROPOSED NORTH ELEVATION
1" = 20'-0"



2 PROPOSED EAST ELEVATION
1" = 20'-0"



3 PROPOSED SOUTH ELEVATION
1" = 20'-0"



4 PROPOSED WEST ELEVATION
1" = 20'-0"

KEYNOTES

401 PAINTED CONCRETE TILT-UP WALL PANEL
402 WALL REVEAL
404 PANEL JOINT
421 DECORATIVE SOLID BROW WRAPPED IN ALUMINUM PANELS, NOMINAL 18" THKNS, MAX 24" PROJECTION FROM BUILDING
437 DOCK BUMPER

GLAZING LEGEND & NOTES

STOREFRONT FRAMING:
U.O.N @ VISION SYSTEM: MIN 2"x4 1/2" OFFSET SYSTEM. U.O.N. @ SPANDREL SYSTEM, 2"x1 3/4" OFFSET SYSTEM. STOREFRONT SYSTEM TO BE DESIGN BUILD BY THE GENERAL CONTRACTOR. DESIGN SHALL COMPLY WITH ALL RELEVANT CODE & WIND LOADING REQUIREMENTS.

VISION SYSTEM GLAZING:
FOR EXTERIOR VISION GLAZING USE 1" INSULATED GLASS CONSISTING OF AN OUTER LAYER OF 1/4" VISTACOOL AND AN INNER LAYER OF 1/4" SOLARBAN 60. FOR INTERIOR GLAZING USE 1/2" CLEAR GLASS

SPANDREL SYSTEM GLAZING:
FOR EXTERIOR SPANDREL GLAZING USE 1/4" VISTACOOL. BACK PAINTING OF GLASS NOT REQUIRED.

NOTES:
1. FOR GLASS AND MULLION COLORS, SEE EXTERIOR COLORS, LEGEND & NOTES, THIS SHEET.
2. PROVIDE TEMPERED GLASS @ THE FOLLOWING:
   A. ALL SPANDREL SYSTEM GLAZING IN FRONT OF CONCRETE WALL PANELS
   B. ALL GLAZING WITHIN 18" OF AN ADJACENT WALKING SURFACE.
   C. ALL GLAZING WITH 24" OF ANY PORTION OF A DOOR.
3. @ SPANDREL SYSTEM GLAZING IN FRONT OF CONCRETE WALL PANELS, PROVIDE 1" DIA. VENTILATION HOLES IN THE CONCRETE A MAX OF 5'-0" O.C. CONTRACTOR TO PROVIDE A SMOOTH FINISH ON THE GLASS FACING CONCRETE SURFACES AND TO PAINT THEM IN A COLOR SELECTED BY THE ARCHITECT.
4. @ SPANDREL SYSTEM GLAZING NOT IN FRONT OF A CONCRETE WALL PANEL, PROVIDE TENCATE MIRAFI 140N FILTER FABRIC SHADE CLOTH.

EXTERIOR WALL COLOR LEGEND & NOTES

- (A) EXTERIOR PAINT COLOR: SW 6995 SUPERWHITE
- (B) EXTERIOR PAINT COLOR: SW 7674 PEPPERCORN
- (C) EXTERIOR PAINT COLOR: SW 7069 IRON ORE
- (D) FORMLINER COLOR: SW 6995 SUPERWHITE
- (E) ACM PANEL COLOR MATCH STOREFRONT FRAMING.
- (7) EXPOSED STEEL BROW & CANOPY FRAMING. WALL BEHIND OPEN TRELLIS (KEY NOTE 428, OR 429) WHEN OCCURS & TRASH ENCLOSURE ROOF PAINT COLOR. MATCH STOREFRONT FRAMING.
- (X) EXTERIOR STOREFRONT FRAMING COLOR: X
- (H) EXTERIOR GLASS COLOR FOR SINGLE GLAZING & EXTERIOR LAYER OF INSULATED GLASS: X
- (I) EXTERIOR GLASS COLOR FOR THE INNER LAYER OF INSULATED GLASS: CLEAR GLASS

NOTES:
1. PAINT MAN DOORS, STAIR & RAMP GUARD WALLS, GUARD RAILS, DOWN SPOUTS, LOUVERS, & ROOF LEVEL WALL PANEL RETURNS TO MATCH ADJACENT BUILDING WALL COLOR, U.O.N.
2. U.O.N., EXTERIOR SIDE OF TRUCK DOORS TO BE X. INTERIOR SIDE TO BE PRE-FINISHED WITH MANUFACTURER'S LIGHT GRAY.
3. POWER WASH EXTERIOR CONCRETE WALLS PRIOR TO PAINTING TO REMOVE ALL CHEMICALS AND DIRT THAT WILL IMPEDE THE PRIMER COAT FROM ADHERING TO THE WALLS.
4. PAINT EXTERIOR WALLS w/ 1- COAT SPRAYED AND BACK ROLLED ACRYLIC FLAT PRIMER AND 2-COATS SPRAYED-ON FLAT FINISH IN THE FINAL WALL COLOR. ALL PAINTS TO BE AS SPECIFIED BY THE MANUFACTURER FOR CONCRETE TILT-UP WALL PANELS. FINISHED JOB SHALL BE SMOOTH AND FREE OF LAPPING AND OR STREAKING, REGARDLESS OF THE COLOR.
5. EXCEPT WHERE NOTED OTHERWISE ON THE PLANS ALL PANEL JOINTS SHALL BE CAULKED PER DETAIL 13/A6.1.
6. PAINT CONCRETE BEHIND ANY OPEN TRELLIS WORK THE COLOR OF THE TRELLIS.
7. @ SOLID BROWS WITH GLAZING DIRECTLY ABOVE OR BELOW, PAINT THE EXPOSED WALL CHAMFER JUST ABOVE OR BELOW THE BROW TO MATCH THE BROW COLOR.

PROJECT
PATRIOT PARTNERS 5TH AND CENTRAL
HIGHLAND, CA
2ND PLANNING SUBMITTAL

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ARCHITECTURE + DESIGN
A22-2227
08.10.2023

EXTERIOR ELEVATIONS

A4

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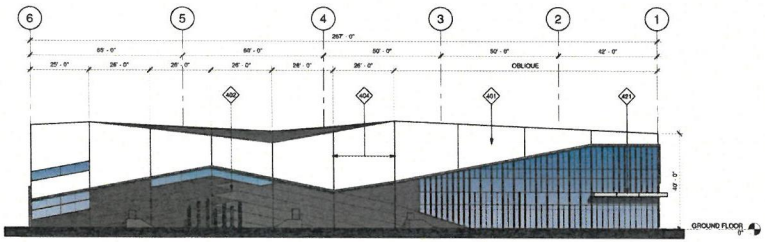
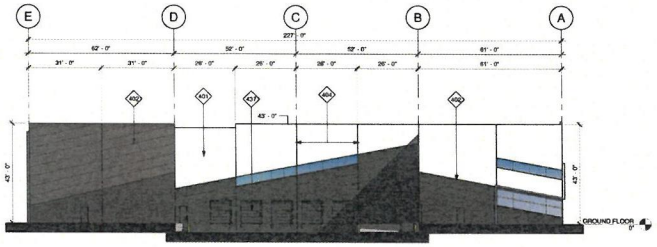
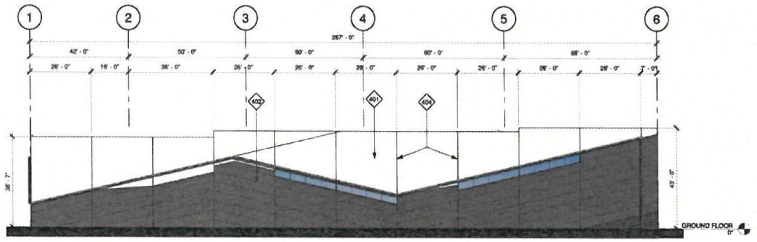


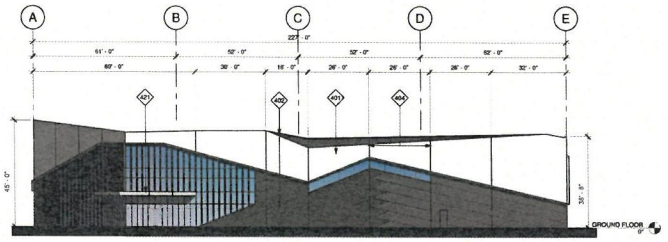
1 PROPOSED NORTH ELEVATION
1" = 20'-0"



2 PROPOSED EAST ELEVATION
1" = 20'-0"



3 PROPOSED SOUTH ELEVATION
1" = 20'-0"



4 PROPOSED WEST ELEVATION
1" = 20'-0"

KEYNOTES

401 PAINTED CONCRETE TILT-UP WALL PANEL
402 WALL REVEAL
404 PANEL JOINT
421 DECORATIVE SOLID BROW WRAPPED IN ALUMINUM PANELS. NOMINAL 18" THKNS. MAX 24" PROJECTION FROM BUILDING.
437 DOCK BUMPER

GLAZING LEGEND & NOTES

STOREFRONT FRAMING:
U.O.N @ VISION SYSTEM: MIN 2"x4 1/2" OFFSET SYSTEM. U.O.N. @ SPANDREL SYSTEM, 2"x1 3/4" OFFSET SYSTEM. STOREFRONT SYSTEM TO BE DESIGN BUILD BY THE GENERAL CONTRACTOR. DESIGN SHALL COMPLY WITH ALL RELEVANT CODE & WIND LOADING REQUIREMENTS.

VISION SYSTEM GLAZING:
FOR EXTERIOR VISION GLAZING USE 1" INSULATED GLASS CONSISTING OF AN OUTER LAYER OF 1/4" VISTACOOL AND AN INNER LAYER OF 1/4" SOLARBAN 60. FOR INTERIOR GLAZING USE 1/2" CLEAR GLASS

SPANDREL SYSTEM GLAZING:
FOR EXTERIOR SPANDREL GLAZING USE 1/4" VISTACOOL. BACK PAINTING OF GLASS NOT REQUIRED.

NOTES:
1. FOR GLASS AND MULLION COLORS, SEE EXTERIOR COLORS, LEGEND & NOTES, THIS SHEET.
2. PROVIDE TEMPERED GLASS @ THE FOLLOWING:
   A. ALL SPANDREL SYSTEM GLAZING IN FRONT OF CONCRETE WALL PANELS
   B. ALL GLAZING WITHIN 18" OF AN ADJACENT WALKING SURFACE
   C. ALL GLAZING WITH 24" OF ANY PORTION OF A DOOR.
3. @ SPANDREL SYSTEM GLAZING IN FRONT OF CONCRETE WALL PANELS, PROVIDE 1" DIA. VENTILATION HOLES IN THE CONCRETE A MAX OF 6'-0" O.C. CONTRACTOR TO PROVIDE A SMOOTH FINISH ON THE GLASS FACING CONCRETE SURFACES AND TO PAINT THEM IN A COLOR SELECTED BY THE ARCHITECT.
4. @ SPANDREL SYSTEM GLAZING NOT IN FRONT OF A CONCRETE WALL PANEL, PROVIDE TENCATE MIRAFI 140N FILTER FABRIC SHADE CLOTH.

EXTERIOR WALL COLOR LEGEND & NOTES

(A) EXTERIOR PAINT COLOR: SW 6995 SUPERWHITE
(B) EXTERIOR PAINT COLOR: SW 7674 PEPPERCORN
(C) EXTERIOR PAINT COLOR: SW 7069 IRON ORE
(D) FORMLINER COLOR: SW 6995 SUPERWHITE
(E) ACM PANEL COLOR MATCH STOREFRONT FRAMING.
(F) EXPOSED STEEL BROW & CANOPY FRAMING. WALL BEHIND OPEN TRELLIS (KEY NOTE 428, OR 429) WHEN OCCURS & TRASH ENCLOSURE ROOF PAINT COLOR MATCH STOREFRONT FRAMING.
(G) EXTERIOR STOREFRONT FRAMING COLOR: X
(H) EXTERIOR GLASS COLOR FOR SINGLE GLAZING & EXTERIOR LAYER OF INSULATED GLASS: X
(I) EXTERIOR GLASS COLOR FOR THE INNER LAYER OF INSULATED GLASS: CLEAR GLASS

NOTES:
1. PAINT MAN DOORS, STAIR & RAMP GUARD WALLS, GUARD RAILS, DOWN SPOUTS, LOUVERS, & ROOF LEVEL WALL PANEL RETURNS TO MATCH ADJACENT BUILDING WALL COLOR, U.O.N.
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5. EXCEPT WHERE NOTED OTHERWISE ON THE PLANS ALL PANEL JOINTS SHALL BE CAULKED PER DETAIL 1/A24.1.
6. PAINT CONCRETE BEHIND ANY OPEN TRELLIS WORK THE COLOR OF ONE TRELLIS.
7. @ SOLID BROWS WITH GLAZING DIRECTLY ABOVE OR BELOW, PAINT THE EXPOSED WALL CHAMFER JUST ABOVE OR BELOW THE BROW TO MATCH THE BROW COLOR.

PROJECT
PATRIOT PARTNERS 5TH AND CENTRAL
2ND PLANNING SUBMITTAL
HIGHLAND, CA

HERDMAN
ARCHITECTURE + DESIGN
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08.10.2023

EXTERIOR ELEVATION

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EXTERIOR PAINT

A. SW 6995
SUPERWHITE

EXTERIOR PAINT

B. SW 7674
PEPPERCORN

EXTERIOR PAINT

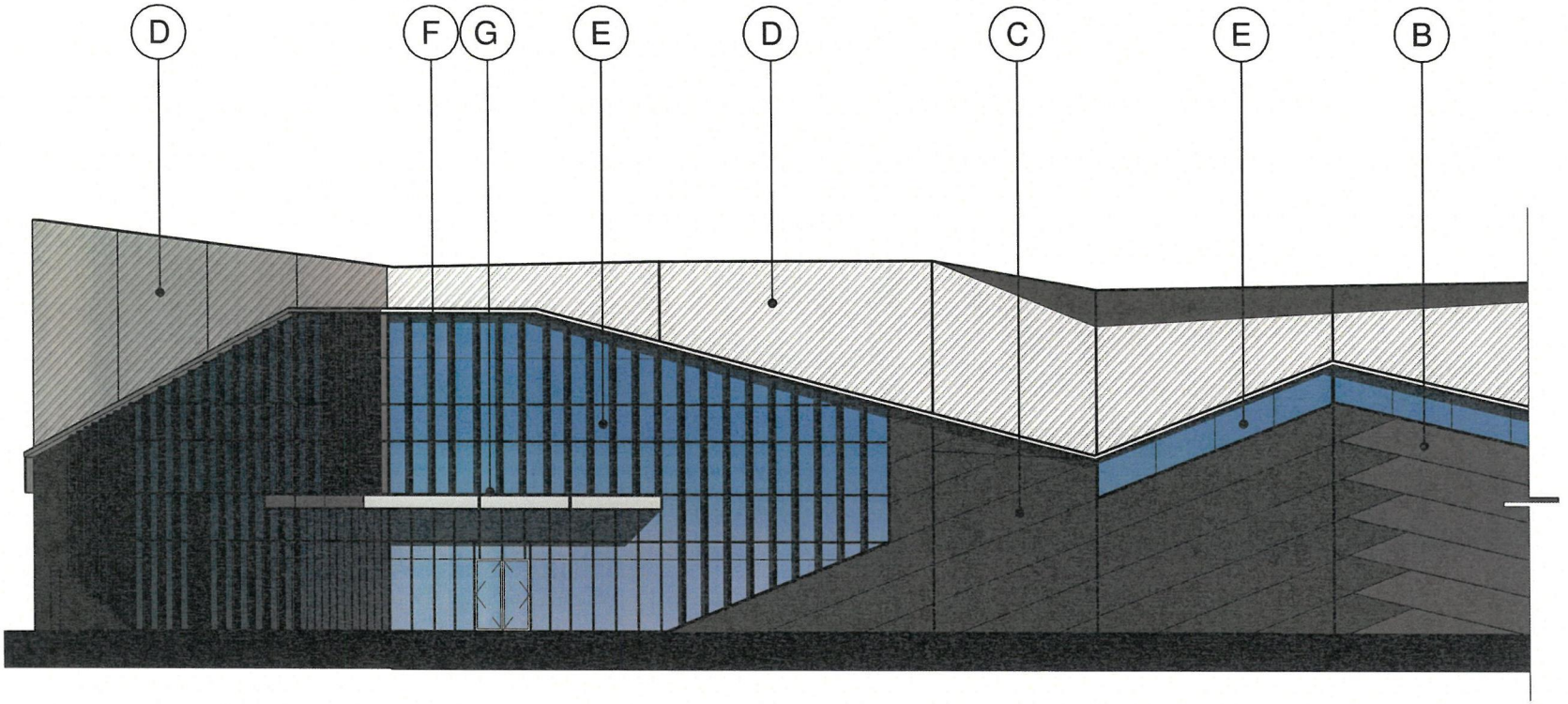
C. SW 7069
IRON ORE

D. FORMLINER

E. STOREFRONT
MEDIUM PERFORMANCE
BLUE REFLECTED GLAZING
BLACK ANODIZED MULLION

F. BLACK ANODIZED
STOREFRONT CAP EXTENSION

G. CLEAR ANODIZED
METAL EYE BROW



ENLARGED VIEW @ OFFICE CORNER

PROJECT
PATRIOT PARTNERS 5TH AND CENTRAL
HIGHLAND, CA
2ND PLANNING SUBMITTAL

HERDMAN
ARCHITECTURE + DESIGN
A22-2227
08.10.2023

COLOR BOARD

A5
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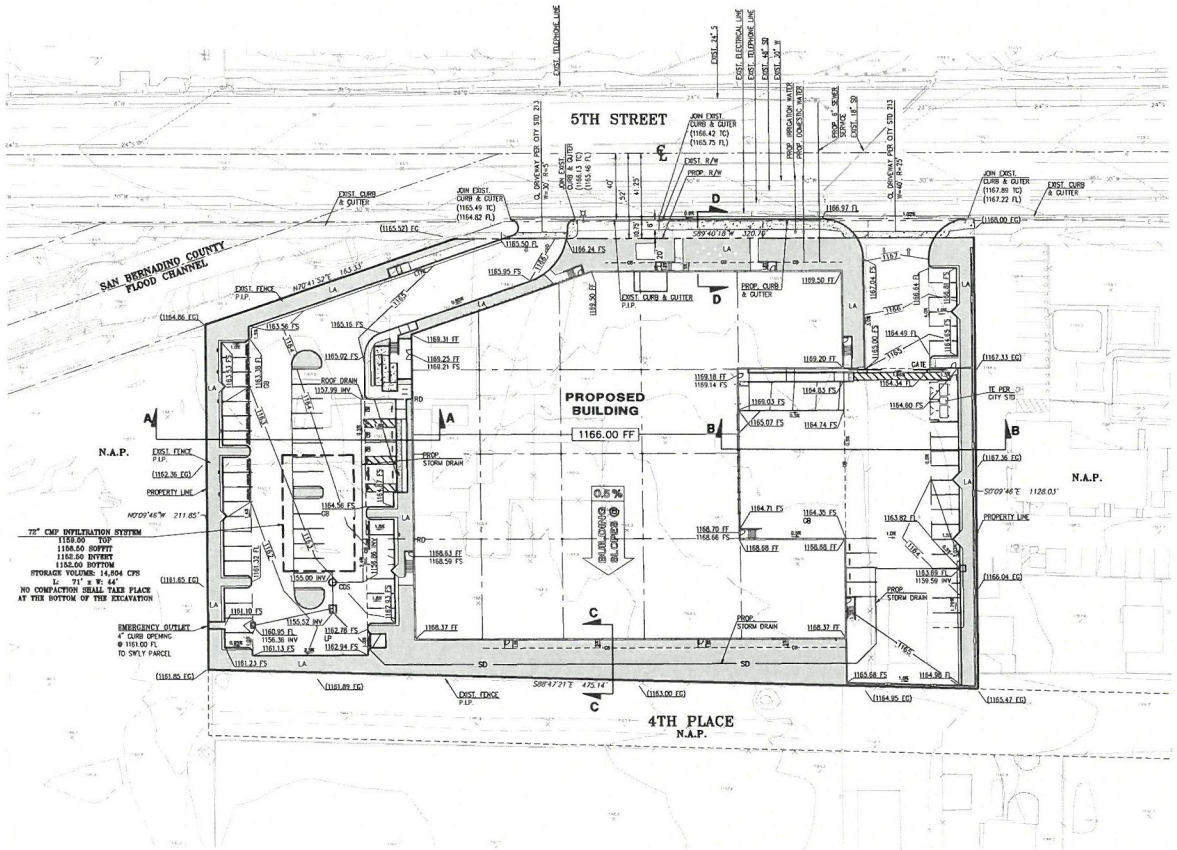
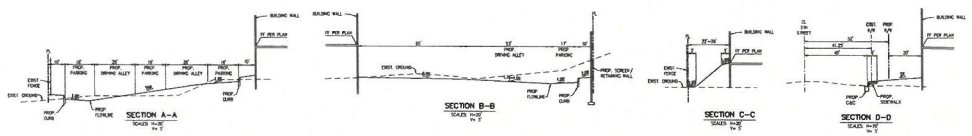




LEGEND

SD	PROPOSED STORM DRAIN
S	PROPOSED SEWER
W	PROPOSED WATER
CB	GRADE BREAK
R	RIDGE LINE
	PROPERTY LINE
	CL
	EXISTING R/W
	PROPOSED R/W
	LINE OF SIGHT
	LANDSCAPE EASEMENT
	PROPOSED CURB OPENING INLET
	PROPOSED STREET LIGHT
CF	CURB FACE
CB	CATCH BASIN
C&G	CURB & GUTTER
CDS	CONTECH CDS UNIT
CL	CENTERLINE
DWY	DRIVEWAY
EXIST.	EXISTING
EP	EDGE OF PAVEMENT
EG	EXISTING GROUND
FF	FINISHED FLOOR
FS	FINISHED SURFACE
FL	FLOWLINE
GB	GRADE BREAK
INV	INVERT
LA	LANDSCAPE AREA
LP	LOW POINT
LT	LEFT
N.A.P.	NOT A PART
P.I.P.	PROTECT IN PLACE
PP	POWER POLE
PL	PROPERTY LINE
PROP.	PROPOSED
RD	ROOF DRAIN
RT.	RIGHT
R/W	RIGHT-OF-WAY
STD	STANDARD
STL	STREET LIGHT
TE	TRASH ENCLOSURE
TP	TOP OF PAVEMENT
TC	TOP OF CURB
TG	TOP OF GRATE
EP	EDGE OF PAVEMENT
WSE	WATER SURFACE ELEVATION

EARTHWORK VOLUMES

	CUT (CY)	FILL (CY)
RAW	2,661	6,125
OVEREXCAVATION	8,418	7,074
SUBTOTAL	2,395	8,418
SHRINKAGE 10%	842	–
SUBSIDENCE 0.2'	–	949
SPOILS	470	–
TOTAL	10,441	15,491

5,051 CY IMPORT

NOTE:
EARTHWORK ESTIMATE IS PRELIMINARY AND BASED ON CONCEPTUAL DESIGN ONLY AND TAKES INTO ACCOUNT PRELIMINARY SOILS PARAMETERS PROVIDED BY THE SOILS ENGINEER. ADJUSTMENTS MAY BE REQUIRED BASED ON FINAL DESIGN OF SITE PAVING THICKNESS. ADDITIONAL ADJUSTMENTS MAY BE REQUIRED BASED ON SITE SOIL CHARACTERISTICS EXPERIENCED DURING CONSTRUCTION.

LEGAL DESCRIPTION

ALL THAT CERTAIN REAL PROPERTY SITUATED IN THE COUNTY OF SAN BERNARDINO, STATE OF CALIFORNIA, DESCRIBED AS FOLLOWS:

PARCEL NO. 1:

THE WEST 475 FEET OF LOT 27, CUNNINGHAM SUBDIVISION, IN THE CITY OF HIGHLAND, COUNTY OF SAN BERNARDINO, STATE OF CALIFORNIA, AS PER PLAT RECORDED IN BOOK 2, PAGE 22 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

EXCEPT THEREFROM THE EAST 65 FEET THEREOF.

ALSO EXCEPTING THEREFROM THE NORTH 82.5 FEET AND EXCEPTING THEREFROM THE SOUTH 310 FEET.

ALSO EXCEPTING THEREFROM THAT PORTION OR PROPERTY HEREIN CONVEYED TO SAN BERNARDINO CO. FLOOD CONTROL DISTRICT, RECORDED JUNE 11, 1953 IN BOOK 5026, PAGE 948 OF OFFICIAL RECORDS.

PARCEL NO. 2:

A RIGHT OF WAY OVER AND ACROSS THE NORTH 40 FEET OF THE SOUTH 310 FEET OF LOT 27, CUNNINGHAM SUBDIVISION, IN THE CITY OF HIGHLAND, COUNTY OF SAN BERNARDINO, STATE OF CALIFORNIA, AS PER PLAT RECORDED IN BOOK 2, PAGE 22 OF MAPS, RECORDS OF SAID COUNTY, FOR ROAD PURPOSES AND FOR CONNECTING WATER LINES FROM THE WATER MAIN RUNNING ALONG THE NORTH LINE OF THE SOUTH 270 FEET OF SAID LOT.

APN: 1192-561-04-0-000, APN: 1192-561-05-0-000, APN: 1192-561-06-0-000

PARCEL NO. 3:

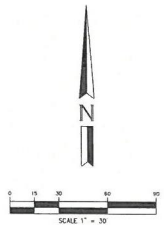
THE EAST 65 FEET OF THE WEST 475 FEET OF LOT 27, CUNNINGHAM SUBDIVISION, IN THE CITY OF HIGHLAND, COUNTY OF SAN BERNARDINO, STATE OF CALIFORNIA, AS PER PLAT RECORDED IN BOOK 2, PAGE 22 OF MAPS, RECORDS OF SAID COUNTY.

EXCEPTING THEREFROM THE NORTH 82.5 FEET AND EXCEPTING THEREFROM THE SOUTH 310 FEET.

PARCEL NO. 4:

A RIGHT OF WAY OVER AND ACROSS THE NORTH 40 FEET OF THE SOUTH 310 FEET OF LOT 27, CUNNINGHAM SUBDIVISION, IN THE CITY OF HIGHLAND, COUNTY OF SAN BERNARDINO, STATE OF CALIFORNIA, AS PER PLAT RECORDED IN BOOK 2, PAGE 22 OF MAPS, RECORDS OF SAID COUNTY, FOR ROAD PURPOSES AND FOR CONNECTING WATER LINES FROM THE WATER MAIN RUNNING ALONG THE NORTH LINE OF THE SOUTH 270 FEET OF SAID LOT.

APN: 1192-561-07-0-000



ARCHITECTURE
HERDMAN ARCHITECTURE
100 BAYVIEW CIRCLE SUITE 100
NEWPORT BEACH, CALIFORNIA 92660
PHONE: (949) 430-6065
CONTACT: CAROL CHEN

ENGINEER
HUITT-ZOLLARS
3990 CONCOURS, SUITE 330
ONTARIO, CALIFORNIA 91764
PHONE: (909) 941-7799
CONTACT: RYAN PENC

OWNER
PATRIOT DEVELOPMENT PARTNERS
116 NOB AVENUE
DEL MAR, CA 92014
PHONE: 858-952-4134
CONTACT: KEVIN RICE

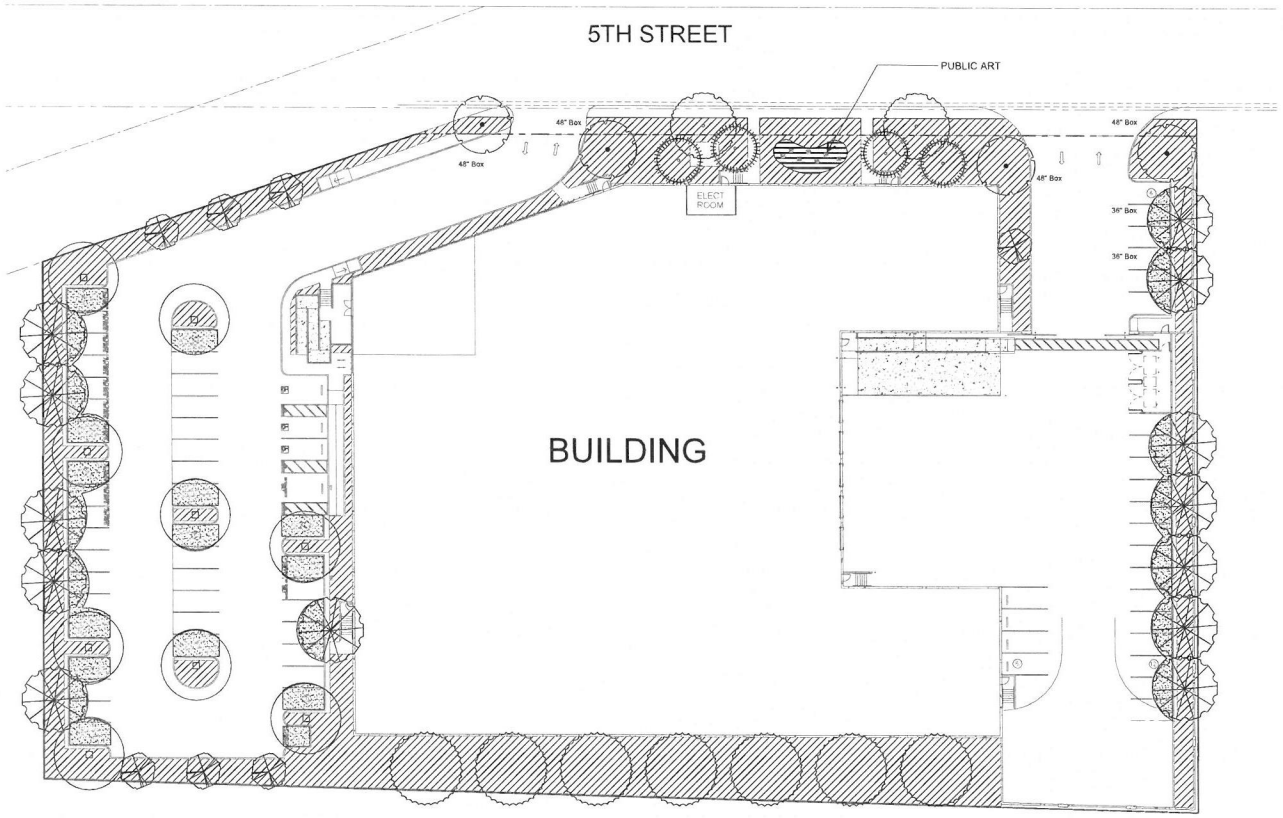
BENCH MARK	BASIS OF BEARING
BENCHMARK: S 1418 ELEVATION = 1101.18' 2.65 M EAST ALONG 3RD STREET FROM THE SAN BERNARDINO COUNTY COURTHOUSE IN SAN BERNARDINO, 0.10 M WEST OF STERLING AVENUE, IN TOP AND 1.0 FT WEST OF THE EAST END OF THE NORTH HEADWALL OF A DOUBLE-BOX CULVERT UNDER THE STREET, 32.0 FT NORTH OF THE WESTBOUND LANES CENTERLINE	BASIS OF BEARINGS: BEARINGS SHOWN HEREON ARE BASED ON THE CENTERLINE OF EAST 3RD STREET BEING NORTH 89°47'21" WEST ON RECORD OF SURVEY 97-0077, R.S.B. 113/15-22

CONCEPTUAL GRADING PLAN
FOR
5TH AT CENTRAL INDUSTRIAL
CITY OF HIGHLAND

HUITT-ZOLLARS
HUITT-ZOLLARS, INC.
3990 CONCOURS, SUITE 330 • ONTARIO, CALIFORNIA 91764 • (909) 941-7799

DESIGNED BY	R.P.
DRAWN BY	T.A.
CHECKED BY	R.P.
FIELD BOOK	
SHEET	1 OF 1 SHEETS
JOB NO	314509.01

I:\Projects\314509.01 - Highland - 5th St Central Industrial\CAD\Civil\3D Grading\314509-C-GP-01-Conc Grading Plan.dwg, Jul 26, 2023 11:25am



PLANTING LEGEND

TREES

SYMBOL	BOTANICAL/COMMON NAME	SIZE	QTY	WUCOLS	REMARKS
	Olea europaea Olive	48" Box	4	L	Multi
	Chilopsis linearis Desert Willow	48" Box	4	L	Multi
	Chitalpa tashkentensis Chitalpa	36" Box	13	L	Standard
	Pinus eldarica Afghan Pine	24" Box	7	L	Standard
	Rhus lancea African Sumac	24" Box	9	L	Standard
	Tristania conferta Brisbane Box	24" Box	7	M	Standard
	Cinnamomum camphora Camphor Tree	24" Box	2	M	Street Tree

Total Trees: 44
50% - 24" Box Required: 22 Provided: 23
30% - 36" Box Required: 13 Provided: 13
20% - 48" Box Required: 8 Provided: 8

SHRUBS

SYMBOL	BOTANICAL/COMMON NAME	SIZE		WUCOLS	SPACING
	Acca sellowiana Pineapple Guava	5 Gal	52	L	3' OC 2' from hardscape
	Aloe striata Coral Aloe	1 Gal		L	
	Callistemon 'Little John' Dwarf Bottle Brush	5 Gal		L	3' OC 2' from hardscape
	Cassia phyllodenia Silverleaf Cassia	5 Gal		L	2.5' O.C. 2' from hardscape
	Dietes bicolor Fortnight Lily	5 Gal		M	3' OC 2' from hardscape
	Ligustrum j. Texanum Texas Privet	5 Gal		M	3' OC 2' from hardscape
	Salvia c 'Allen Chickering' Allen Chickering Sage	5 Gal		L	4' O.C. 2.5' from hardscape
	Salvia greggii Autumn Sage	5 Gal		L	3' OC 2' from hardscape
	Salvia leucantha Mexican Sage	5 Gal		L	3' OC 2' from hardscape
	Westringia f. 'Grey Box Dwarf Coast Rosemary	5 Gal		L	3' OC 2' from hardscape

GROUNDCOVER

SYMBOL	BOTANICAL/COMMON NAME	SIZE	SPACING	WUCOLS	REMARKS
	Lantana 'Gold Mound' Yellow Lantana	1 Gal	36" O.C.	L L	
	Lonicera j. 'Halliana' Hall's Honeysuckle	1 Gal	48" O.C.	L	
	Muhlenbergia capillaris Pink Muhly	1 Gal	36" O.C.	M	Grass
	Myoporum parvifolium Myoporum	1 Gal	36" O.C.	L	
	Rosmarinus 'HuntingtonCarpet' Prostrate Rosemary	1 Gal	48" O.C.	L	

3" layer decomposed granite over filter fabric.

Shading Provided: 4,567 sq. ft.

Concrete mow curb

N

0 10' 20' 40'

Landscape Plan - Sheet 1

5th and Central

23-030
03.22.23
06.09.23
08.18.23

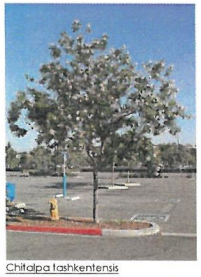
Patriot Partners

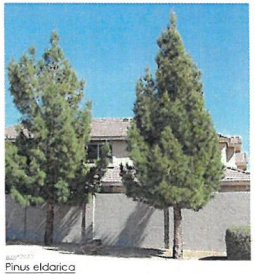
Highland, California

HUNTER LANDSCAPE
711 FEE ANA STREET PLACENTIA, CA 92870
714.986.2400 FAX 714.986.2408


Olea europaea


Chilopsis linearis


Chitalpa tashkentensis


Pinus eldarica


Rhus lancea


Tristania conferta


Cinnamomum camphora


Acca sellowiana


Callistemon 'Little John'


Cassia phyllodenia


Dietes bicolor


Ligustrum j. Texanum


Muhlenbergia capillaris


Salvia c. 'Allen Chickering'


Salvia greggii

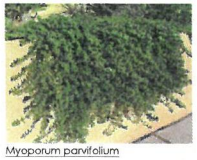

Salvia leucantha


Westringia f. 'Grey Box


Aloe striata


Lantana 'Gold Mound'


Lonicera j. 'Halliana'


Myoporum parvifolium


Rosmarinus 'HuntingtonCarpet'

Plant Imagery - Sheet 2

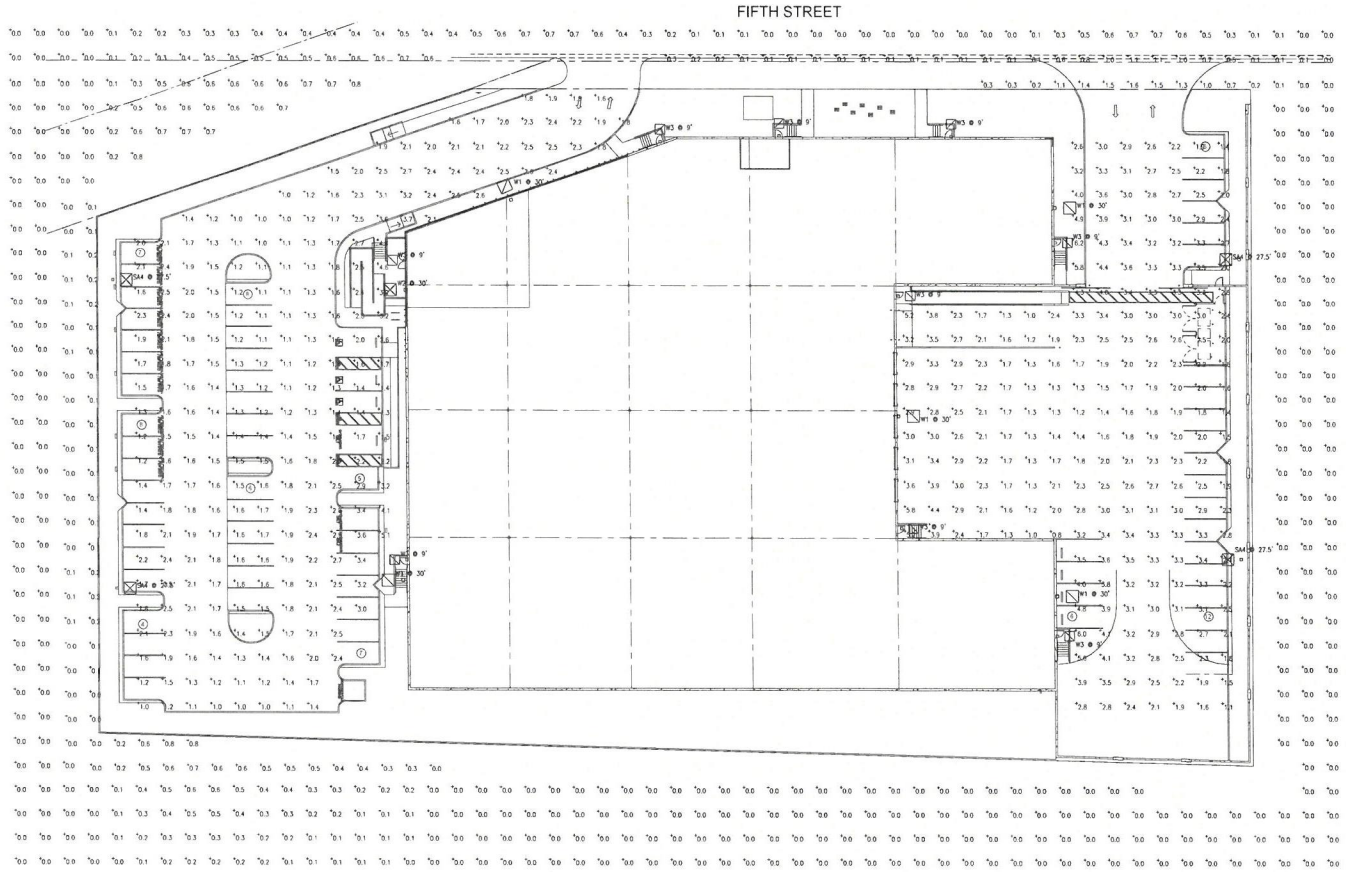
5th and Central

23-030
03.22.23
08.09.23
09.18.23

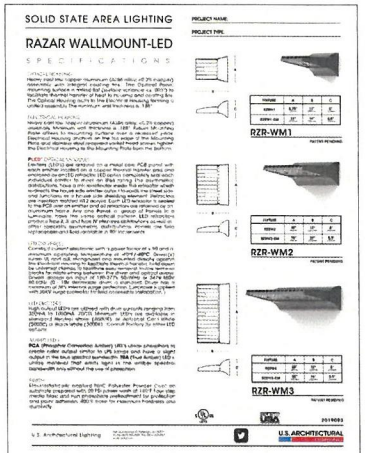
Patriot Partners

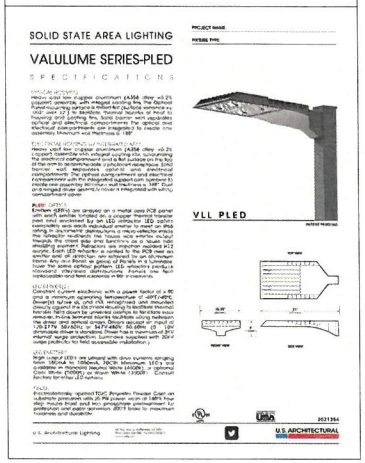
Highland, California

HUNTER LANDSCAPE
711 FEE ANA STREET PLACENTIA, CA 92870
714.986.2400 FAX 714.986.2408



ELECTRICAL SITE PHOTOMETRIC PLAN (1)
SCALE: 1"=20'-0"





Schedule									
Symbol	Label	QTY	Manufacturer	Catalog Number	Description	Lamp	Number Lamps	Lumens per Lamp	LLF	Wattage
▱ o	W3	9	U.S. ARCHITECTURAL LIGHTING	RZR-WM1-PLED-B-W-20LED-350mA-40K EM1 WALL MT AT 9 FT AFG WA511 BUG RATING B1 U0 G1	CAST BLACK PAINTED FINNED METAL HOUSING.	20 WHITE LIGHT EMITTING DIODES (LEDS), BASE UP.	20	151	0.9	21.4
⊠ o	W2	1	U.S. ARCHITECTURAL LIGHTING	VLL-PLED-B-W-80LED--WM511 525mA-NW WALL MT AT 30 FT AFG BUG B3 U0 G3	CAST BLACK PAINTED FINNED METAL HOUSING.	80 WHITE LIGHT EMITTING DIODES (LEDS), BASE UP.	80	218	0.9	129.4
▱ o	W1	5	U.S. ARCHITECTURAL LIGHTING	VLL-PLED-N-80LED-700mA-NW-WA511 BUG B3 U0 G3 WALL MT AT 30 FT AFG	CAST BLACK PAINTED FINNED METAL HOUSING.	80 WHITE LIGHT EMITTING DIODES (LEDS), BASE UP.	80	205	0.9	173.6
⊠ o	SA4	4	U.S. ARCHITECTURAL LIGHTING	VLL-PLED-B-W-80LED-525mA-NW-HS POLE MT AT 27.5 FT AFG BUG RATING B1 U0 G3 25 FT POLE 2.5 FT BASE	CAST BLACK PAINTED FINNED METAL HOUSING.	80 WHITE LIGHT EMITTING DIODES (LEDS), BASE UP.	80	167	0.9	129.4

Statistics						
Description	Symbol	Avg	Max	Min	Max/Min	Avg/Min
Calc Zone #1	+	1.8 fc	5.1 fc	1.0 fc	5.1:1	1.8:1
Calc Zone #2	+	2.7 fc	6.7 fc	0.8 fc	7.9:1	3.4:1
Calc Zone #3	+	0.1 fc	1.5 fc	0.0 fc	N/A	N/A
Calc Zone #5	+	0.2 fc	0.8 fc	0.0 fc	N/A	N/A

PATRIOT PARTNERS 5TH AND CENTRAL
HIGHLAND, CA

PROJECT
1ST PLANNING SUBMITTAL

HERDMAN
ARCHITECTURE + DESIGN
A19-2115
XX.XX.2022

SITE PHOTOMETRIC PLAN

FC-1.0

RPM
Engineers, Inc.
100 DISCOVERY
Irvine, Ca. 92618
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REGISTERED PROFESSIONAL ENGINEER
JAN Y. HOUTEN
No. 015596
Exp. 12-31-2023
ELECTRICAL
STATE OF CALIFORNIA
08/09/2023

RPM #23-001M 08/08/23

Attachment 1

PC Staff Report from September 19, 2023

STAFF REPORT

TO THE PLANNING COMMISSION

DATE: September 19, 2023

FROM: Lawrence A. Mainez, Community Development Director

REVIEWED BY: Kim Stater, Assistant Community Development Director

PREPARED BY: Angela Tafolla, Assistant Planner

SUBJECT: Conditional Use Permit CUP-23-003 for the development of a 53,665 square foot speculative industrial warehouse building, Variance VAR-23-001 to allow the building to exceed the maximum building height permitted in the Business Park Zone by 10', Design Review DRA-23-004 for the project's Site Plan, Building Elevations, Conceptual Grading Plan, Public Art Piece, Conceptual Landscape Plan, and Mitigated Negative Declaration.

LOCATION: A 2.86 acre site on the south side of 5th Street, approximately 250 feet west of Central Avenue; Assessor's Parcel Number 1192-561-04, -05, -06 and -07. (Attachment 1 – Vicinity Map)

OWNER: Patriot USICV Victoria, LLC

REPRESENTATIVE Herdman Architecture & Design

RECOMMENDATION: Staff recommends the Planning Commission:

1. Adopt Resolution No. 2023 - _____, approving Conditional Use Permit CUP-23-003 for the development of a 53,665 square foot warehouse/distribution facility and related improvements;

2. Adopt Resolution No. 2023 - ____ approving Variance VAR-23-001, allowing an increase in the maximum building height for the subject warehouse from 35 feet to 45 feet tall, 10 feet greater than permitted in the Business Park Zone;

Approved _____	Motion _____	Second _____	Agenda Item No. 5
Denied _____	Ayes _____ Noes _____		File No. _____
Continue _____	Abstain _____ Absent _____		
Recording Secretary		Community Development Director	

3. Adopt Resolution No. 2023- ___ approving Design Review Application DRA-23-004 for the Site Plan, Building Elevations, Conceptual Grading Plan, Public Art Piece and Conceptual Landscape Plan, subject to the Conditions of Approval, and the Findings of Fact; and

4. Adopt Resolution No. 2023-___, approving a Mitigated Negative Declaration and direct Staff to File and Notice of Determination with San Bernardino County Clerk of the Board of Supervisors;

FISCAL IMPACT: The Applicant submitted the required deposit for processing the entitlements. Staff time spent working on the applications is charged to this balance. In addition, the developer will be required to pay Development Impact Fees (DIFs) to offset the costs of public facilities and infrastructure and construct on- and off-site improvements related to the development.

PUBLIC NOTICE: As required by City Council Resolution, a Notice of Public Hearing was posted at the City's three designated posting locations. The notice was published in the San Bernardino Sun newspaper, posted on the City's website, and mailed to property owners within 300 feet of the project site.

PUBLIC COMMENT: Staff received one (1) public comment email (Attachment 2 – Public Comment). The comment received was from the property owner of the adjacent lots to the south. The opposition email objects to the development of a warehouse, trucks and pollution near their property.

The project proposal had been thoroughly reviewed through the Initial Study analysis and any potential impacts regarding noise and air quality were addressed with mitigation measures in the Initial Study/Mitigated Negative Declaration as they relate to the neighboring sensitive receptors.

DESCRIPTION OF THE SITE: The site is comprised of four (4) parcels totaling 2.86 acres located on the south side of 5th Street, approximately 250 feet west of Central Avenue. (Attachment 1 – Vicinity Map). A vacant lot and a County operated Head Start are adjacent to the east, Multi-family Residential (Pinehurst condominiums) and City Creek to the north across 5th Street, and vacant lots to west and the south. The rectangular shaped site consists of partially developed and vacant parcels, a residence and ancillary storage uses. The existing site contains a single-family home, paved parking lot, trees, a garage type covered structure and a garage type closed structure. The remainder of the site is vacant with landscaping, trees, and loose shrubbery. Vegetation and land covers on the project site consist of developed land with asphalt and disturbed soil. It is relatively flat and slopes gently to the west.

Fencing around the project site is currently a combination of corrugated metal along the rear, chain link along the west and easterly boundary, and additional chain link along the frontage. Curb, gutter and sidewalk run partially across the property along 5th Street.

The site is zoned Business Park. The general area contains a mix of proposed warehouse uses, educational facilities, vacant lots, single family, and multi-family residential uses. (Attachment 3 – Zoning Overview)

Surrounding Land Uses

	Existing Use	*General Plan Designation*	*Zoning Designation-*
North	Multi-Family Residential (Pinehurst condominiums) / City Creek	Planned Development (PD) / Industrial (I)	Planned Development (PD) / Industrial (I)
South	Vacant	Business Park (BP)	Business Park (BP)
East	Head Start Preschool	Business Park (BP)	Business Park (BP)
West	Vacant Parcel / City Creek Bypass Channel	Business Park (BP)	Business Park (BP)

PROJECT REVIEW: The project proposes the construction of a concrete tilt-up industrial building. The necessary entitlements include a Conditional Use Permit, Variance, and Design Review.

A. Conditional Use Permit

Site Plan: The proposed building comprises 53,665 square feet of warehouse space and 4,000 square feet of mezzanine/office space. The building will stand at an estimated height of 45 feet as measured from grade, exceeding the Business Park Zone's height limit by 10 feet. The building would have a clear height of 6 feet and would not contain cold storage. (Attachment 4 – Project Plan Set)

As cited in the IS/MND, "The project would support a variety of activities including the ingressing and egressing of passenger vehicles and trucks; the loading and unloading of trucks within designated truck courts/loading areas; and the internal and external movement of materials around the project site via forklifts, pallet jacks, yard hostlers, and similar equipment. In addition, the office space would support general internal office activities related to the industrial/warehouse uses." The project would construct on-site and off-site improvements including utilities, storm drain facilities, landscape, irrigation, hardscape, trash enclosures, perimeter walls and gates.

The building is centrally positioned on the property with the front building setback at 20 feet from 5th Street, side setbacks at 127 and 81 feet, and the rear setback at 20 feet. There are two driveways, the easterly drive at 30 feet wide to accommodate passenger vehicles and the westerly drive at 40 feet wide for commercial trucks and passenger vehicles. The westerly

driveway will permit full access, with right in/out and left in/out while the easterly driveway will permit left in and right in/right out only. Truck traffic is expected to travel from the I-10 west on 5th Street or 3rd Street by way of Victoria Avenue. Alternatively, they may travel to/from the State Route 210 via Victoria Avenue to 5th Street.

The building has 5 dock high doors along the easterly side of the building, interior to the site. The office area is 4,000 square feet with 2,000 on the first floor and 2,000 on the mezzanine level.

The trash enclosure is located towards the back on the east side of the property within the secured truck court. It measures 26'Lx12'6"Wx9'10"T. It is designed with tilt-up screen walls, steel gates and steel roof covering. It will be painted shades of black and grey to match the building.

Parking: The Municipal Code requires industrial warehouses to provide one (1) parking stall for every 1,000 square feet of warehouse and one (1) space per every 250 square feet of office space. Therefore, the site would need a total of 65.7 spaces.

Passenger car parking delineated on the Site Plan shows 66 parking spaces; 50 standard, 1 vanpool, 2 Accessible, 1 van Accessible, 10 Clean Air, and 2 Electric Vehicle. Bicycle parking and storage spaces will be provided in accordance with the Highland Municipal Code as required by the Conditions of Approval.

Compliance with Site Development Standards
The project complies with the City's Municipal Code standards related to setbacks and on-site development improvements including:

- Minimum front, street side and rear building setback areas of 20' each
- Maximum lot coverage of 60%
- A minimum building separation of 40 feet from adjacent residential.
- A three-foot high wall or berm will be conditioned to be constructed in back of the landscaped area along street setbacks.
- Where off-street parking is located within building setback areas, a minimum landscaped area of 10 feet in depth shall be provided between the property line and parking area, with an additional minimum landscaped area of 10 feet in depth required between the parking area and the building.
  (Attachment 5 – CUP Resolution)

Noise: Noise impacts for warehousing projects are critically reviewed during entitlement processing. Due to the neighboring sensitive noise receptors, the IS/MND analyzed the short- and long-term impacts to the residential and educational facilities adjacent to the project. Special consideration was taken to ensure these sensitive noise receptors will not have significant impacts as a result of the project's construction and continued operation. The project will introduce new sources of noise both on and around the project site, including from HVAC equipment, parking lot activities, and truck loading dock operations. The noise

generated from these sources will vary based on their proximity to different boundaries of the property.

- **HVAC Equipment**: The noise from the HVAC equipment will be mitigated partly by a 2.8-foot-high parapet around the roof perimeter. The noise levels from this equipment will range between 15 and 33 dBA Leq, which is below the city's noise standards for commercial and residential areas.

- **Parking Lot**: The parking lot will function as an area source of noise, with levels attenuating by 3 dBA with each doubling of distance. The noise levels at various distances from the property boundaries will range from 36 to 38 dBA Leq, details of which are tabulated in Table 3.13-6.

- **Truck Loading/Unloading Areas**: The average noise level at a 1-meter distance from the truck activity area boundary is 96 dBA. The warehouse building and a proposed 8-foot-high perimeter screen wall will obstruct noise and view of the loading docks at different property lines, reducing noise levels to a range of approximately 30 to 60 dBA Leq, considering the shielding effects.

The projects IS/MND concludes that the on-site operational noise impacts will be **less than significant**, adhering to the city's noise standards.

Traffic Noise: The upcoming project is expected to increase the daily traffic on the local roadway system, adding 92 trips, or 131 when considering the passenger car equivalent (PCE) — a measure that accounts for both cars and trucks. During the busiest hours in the morning and evening, there will be an increase of 9 to 10 trips respectively, involving a mix of passenger vehicles and trucks.

The main access point for this traffic will be 5th Street, which currently sees approximately 9,939.18 vehicles daily. The additional traffic from the project will be a small portion of the total traffic on 5th Street and won't double the traffic on any segment of the road. Therefore, impacts associated with off-site traffic noise will be **less than significant**.

Lighting/Photometrics: Parking lot lights include building and pole mounted LED "Razar" brand products which are constructed of a heavy cast low copper aluminum with integrated cooling fins. The Photometric Study is included in the plan set, labeled FC-10. The site is well lit at its entries, along the building, parking lot and dock doors. The Plan meets the Code requirement for an average of one-half foot-candle of illumination for visibility and security and does not spill over or emit glare onto adjacent residential properties.

B. Variance

The maximum building height permitted in the BP zone is 35'. The Applicant proposes an overall building height of 45, exceeding the maximum by 10' (30% increase or less). A minor variance is required if the project is to be approved as detailed in the Building Elevations. The building necessitates the additional height to accommodate the interior warehousing elements including internal clear heights, joists, lights, and sprinkler systems and an

additional 4-5 feet above the roof line to screen roof-mounted equipment. Staff supports the request for a Variance. The Findings of Fact are enumerated in the Resolution. (Attachment 6 – VAR Resolution)

C. Design Review:

Building Elevations: The building type is a tilt up concrete warehouse, 202' x 227', and 45 feet tall. The exterior has a contemporary style with alternating white, black and grey diagonal bands in keeping with the Applicant's other Highland projects. The modern style is the desired theme for projects within the Airport Gateway. It is relatively flush with blue reflected glazed panels at the building's entry on the northwest fronting 5th Street and a second statement at the northeast corner. An aluminum wrapped brow is located above the main entrance. There are several diagonal window spans along the north, south and west elevations. The color legend calls for the exterior to be a Sherwin Williams 'Superwhite', 'Peppercorn', and 'Iron Ore". A color and materials board has been submitted and will be presented at the meeting.

The site grade will require a 4 foot tall rise from the sidewalk to the building entry. Concrete steps and a sizeable handicap ramp will be constructed. Several emergency exit doors will be provided around the perimeter of the building on each side. The dock doors will be located on the east elevation, behind the rolling steel gate.

The building design reflects policies in the General Plan's Land Use and Community Design Elements and the administrative Draft (unpublished) Airport Gateway Specific Plan.

Conceptual Grading Plan: The existing topography is very flat with approximate elevations of 1,168 feet at the northeast corner that gradually descends to 1,161 feet at the southwest corner. The finished grades will be very similar. The building will have a finished floor at 1,166 feet and will slope to the south at 0.5%. The earthwork noted on the Grading Plan calls for 2,661 cubic yards (cy) of raw cut and 6,125 cy of raw fill with 8,418 cy of overexcavation cut and 7,704 cy of overexcavation fill. Roof drains and catch basins are located throughout the property bringing surface water to a 72" CMP infiltration system located underground below the parking lot at the southwest corner of the property.

Per the Engineering conditions, the project must undertake several improvements along the 5th Street project frontage. The improvements include constructing sidewalks, driveway approaches, access ramps and a 10' wide Landscape Maintenance District (LMD). The project also calls for the addition of two new street lights on the 5th Street frontage. The project site will require the processing of a Parcel Map to consolidate the four (4) existing parcels into one (1). Finally, an in-lieu fee will be required for the design and construction of a future raised landscape median along the 5th Street project frontage.

Passenger vehicles will have full access by way of the westerly driveway, with right in/out and left in/out. Commercial trucks and vehicle traffic will gain access through the easterly driveway with left in and right in/right out only. With 5th Street being a truck route truck traffic is expected from east and west. Alternatively, they may travel south to/from the State Route 210 via Victoria Avenue to 5th Street.

Landscape Plan: The project's Conceptual Landscape Plan was designed in coordination with the City's Landscape Architect. It has a varied palette of trees, shrubs and groundcover well suited to the local climate. The trees have varied heights, canopy shapes and colors. Street trees along 5th will include Desert Willow and Olive. Afghan Pine, a tall evergreen, will be planted along the rear property line to soften the transition to south. A mix of Chitalpas and African Sumac will be planted within the parking areas and provide a soft, colorful backdrop. Trees sizes will vary from 24" to 48" box. Groundcover and shrubs will be planted in 1 gallon and 5 gallon sizes.

Walls and Fences: The project proposes to install a decorative concrete screen wall along the easterly property line to screen the project from the nearby Head Start School. The screen wall will also be installed along a small portion of southeast rear property line to enclose the truck bay with a rolling steel gate on the north side to control access. The remaining rear property line and all of the easterly property line propose a tube steel fencing. The front of the building will be unobstructed.

The screen wall design will be a concrete tilt-up 8' wall with pilasters every 26'. It will be painted with meandering two tone black and white bands complementary to the building. The pilasters and steel gates will be black. The screen wall plan meets the Municipal Code standards for boundary walls including location, height, and materials.

Public Art: In accordance with the General Plan Community Policy Area guidelines for the 5th Street Corridor and the Draft (unpublished) Airport Gateway Specific Plan, the Applicant proposes a public art installation along the 5th Street frontage within the landscape planter back from the sidewalk. The installation will consist of fourteen vertical steel channels, configured into seven freestanding pairs. These channels will undergo a white powder coating process and will feature perforations designed to allow uplighting. The channels will have variable heights, ranging from eight feet to twelve feet, thereby creating a tiered effect adding dimensional depth to the installation. Each set of steel channels will be affixed to an above-grade concrete pad with an acid sand finish, and an LED light will be embedded within the pad to facilitate the uplighting effect.

Surrounding materials include a 3" layer of decomposed granite, and accent shrubs and groundcover.

The project's design meets the criteria of the Highland Municipal Code and General Plan. (Attachment 7 – DRA Resolution)

ENVIRONMENTAL REVIEW: An Initial Study was prepared for the project, and it was determined that a Mitigated Negative Declaration was the appropriate CEQA process. A Notice of Intent to Adopt a Mitigated Negative Declaration (MND) was circulated through the State Clearinghouse and made available for comment between July 14 and August 14, 2023. The Notice was mailed to surrounding property owners within 300 feet, interested agencies and parties requesting notice. It was also posted on the City's website, at City Hall, the Sam J. Racadio Library and Environmental Learning Center and Fire Station #1.

The City received one letter from Yuhaaviatam of San Manuel Nation related to Cultural and Tribal Resources. Their comments were incorporated into the Mitigation Monitoring and Reporting Program.

Mitigation Measures were necessary to reduce impacts below a level of significance in the areas of Air Quality, Biological Resources, Cultural Resources, Geology and Soils, and Tribal Cultural Resources. All other CEQA topics were found to be less than significant or no impact. (Attachment 8 – IS/MND & MMR Resolution)

ANALYSIS: The project area falls within the 5th Street Corridor Community Policy Area as outlined in the Highland General Plan. This area is strategically situated between the San Bernardino International Airport (SBIA) and the SR-210 corridor, primarily featuring Business Park and Industrial land uses. In alignment with Goal 2.13 of the Land Use Element, the proposed development aims to elevate the 5th Street Corridor into a significant employment hub and a welcoming gateway to the airport. The project is designed to enhance the area's business appeal, streamline traffic flow, and adhere to the Community Design Element's policies and guidelines. Architecturally, the project boasts a sleek, and unique design with easily identifiable entrances. It also thoughtfully places delivery and loading zones out of public sight and away from residential areas, ensuring a harmonious coexistence with the community.

Adjacent to the project eastern boundary is the Head Start Preschool, a County of San Bernardino education facility providing comprehensive early education services for children aged 3 to 5, operational from 7:30 am to 4:30 pm, Monday through Friday. This facility offers a comprehensive program addressing the educational, social, health, nutritional, and emotional needs of the children and their families. The IS/MND review process and staff site conditioning considered the sensitive nature of the educational facility, evaluating potential impacts including noise, air quality, and aesthetics. The applicant proposes a series of mitigative measures including an 8-foot concrete screen wall along the eastern boundary to attenuate noise to permissible levels, and a combination of an approximate 80-foot building setback, a 10-foot landscape buffer, and thirteen 36-inch box Chitalpa trees for additional noise and aesthetic mitigation.

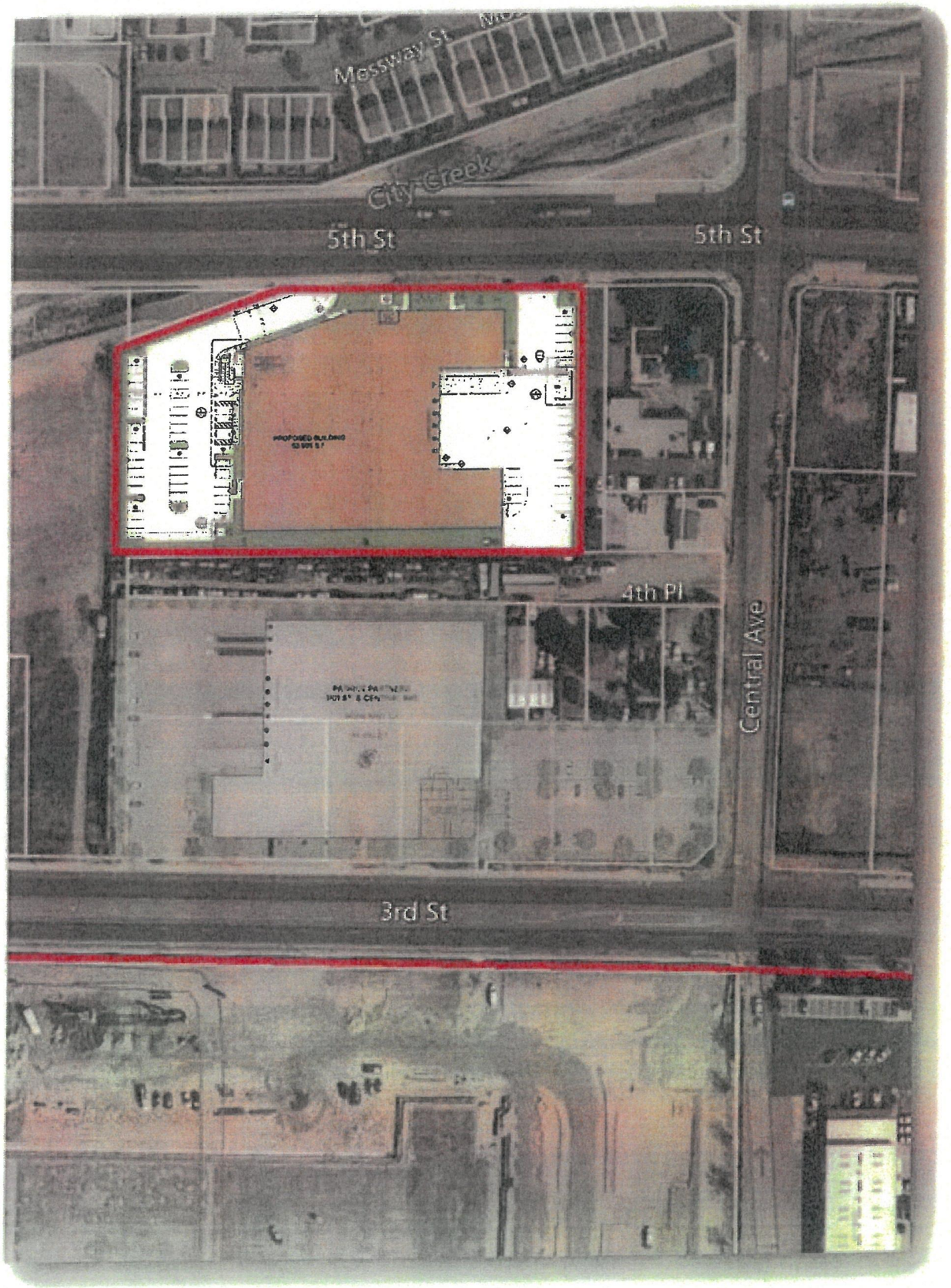
The proposal ensures a harmonious integration of the educational facility and nearby residential uses with the new development through strategic planning involving appropriate setbacks, wall constructions, and landscaping.

Attachments:

1. Vicinity Map
2. Public Comments
3. Zoning Overview
4. Project Plan Set
5. Resolution No. 2023-___ Approving CUP-23-003
6. Resolution No. 2023 - ___ Approving VAR-023-001
7. Resolution No. 2023 - ___ Approving DRA-23-004
8. Resolution No. 2023-___ Approving the IS/MND & MMRP

Attachment 1

Vicinity Map



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Attachment 2

Public Comment

Kim Stater

From:	Anshu Pathak <anshupathak@aol.com>
Sent:	Monday, May 1, 2023 10:31 AM
To:	Gary Chambers; Angela Tafolla; Alondra Munoz; John Baker; Justin Ramirez; Larry Mainez; Matt Wirz; Carlos Zamano; Cecilia Hernandez; Kim Stater; Angelica Martinez; Betty Hughes; Barrie Owens; Carlos Florez; deverman@cityofhighland.org; Melissa Morgan; Shannon Wisniewski; Tom Thornsley; tthormsley@cityofhighland.org; mwriz@cityofhighland.org; Building Counter
Subject:	Opposition to Conditional Use Permit CUP 22-003

EXTERNAL EMAIL: Do not click on links or open attachments unless you know the content is safe.

Good Morning City of Highland,

I am a senior citizen.

I have refused the offer of $ 1.6 million to sell my home (26855 4th Place) and attached lot (8046 4th Place) as I want to live peacefully at my residence.

I do not want Warehouses, Trucks, and Pollution near me. I want Parks in my Neighborhood.

City has received millions of dollars of grants from the Federal Govt. The city should build a beautiful park at this location. Green City. **I will donate part of my land to the City of Highland if City decides to build a park.**

If the city will approve the permit, I will file a petition in the State and Federal Court against the City and the Builder to stop the project.

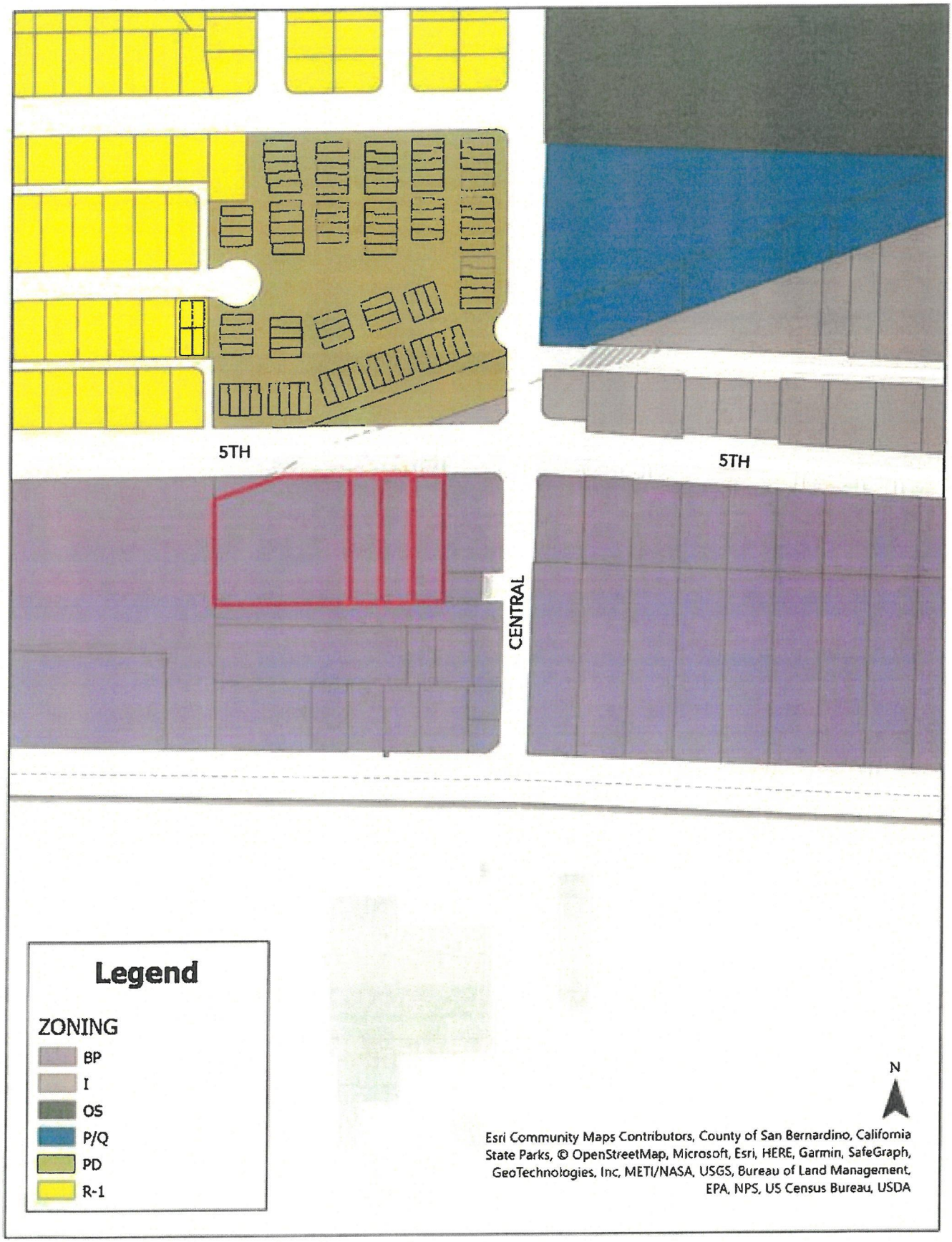
Thank You,

Anshu Pathak.

Anshu Pathak
WhatsApp - Cell - Text - 7026863369

Attachment 3

Zoning Overview


5TH
5TH
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Esri Community Maps Contributors, County of San Bernardino, California State Parks, © OpenStreetMap, Microsoft, Esri, HERE, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, Bureau of Land Management, EPA, NPS, US Census Bureau, USDA

Attachment 4

Project Plan Set

PATRIOT PARTNERS
5TH AND CENTRAL

HIGHLAND, CA



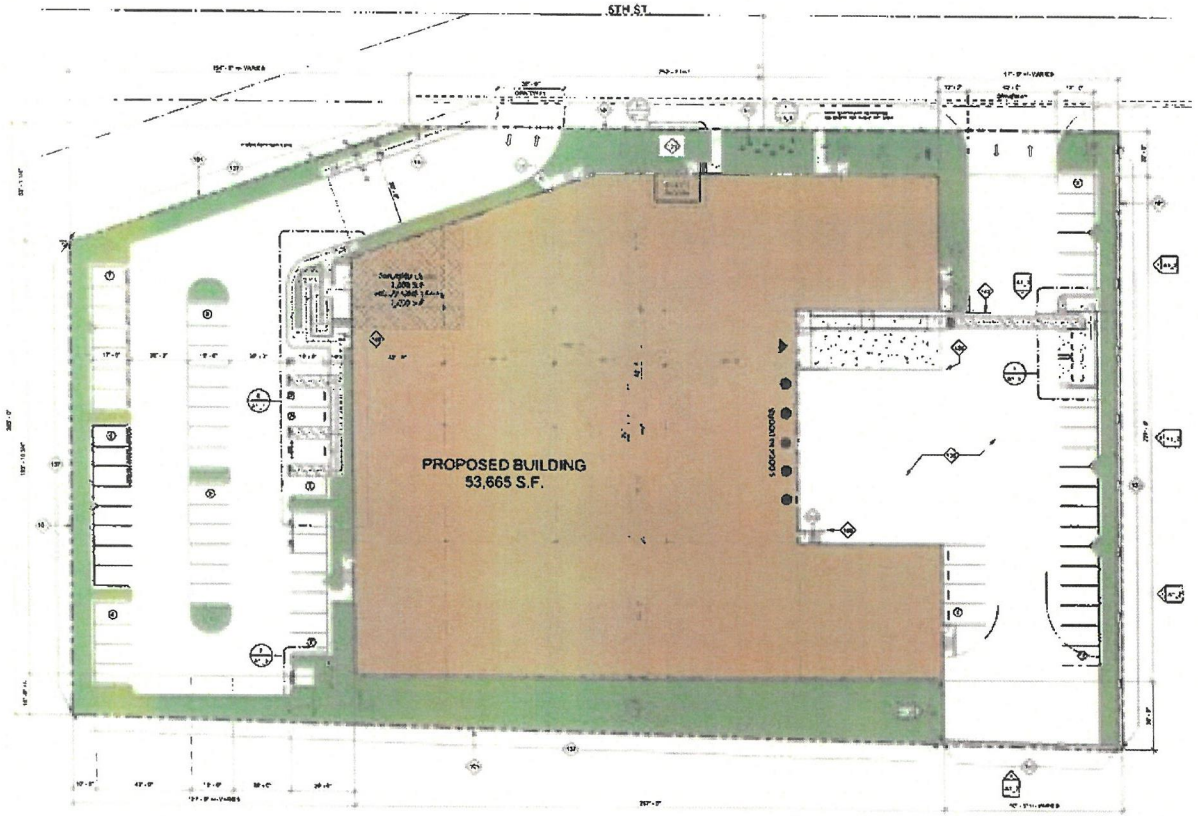
PATRIOT PARTNERS 5TH AND CENTRAL
HIGHLAND, CA

PROJECT
2ND PLANNING SUBMITTAL

HERDMAN
ARCHITECTURE + DESIGN

TITLE SHEET

A0



1 PROPOSED SITE PLAN

DEVELOPER/OWNER

APPLICANT'S REPRESENTATIVE/ARCHITECT

SCOPE OF WORK

LEGAL DESCRIPTION & ZONING

PROJECT INFORMATION & AREA ANALYSIS

SHEET INDEX

VICINITY MAP

SITE PLAN GENERAL NOTES

KEYNOTES

LOT AREA

FLOOR AREA RATIO

BUILDING AREA SUMMARY

LANDSCAPE AREA SUMMARY

TOTAL PARKING REQUIRED

REQUIRED PARKING BREAKDOWN

PARKING PROVIDED

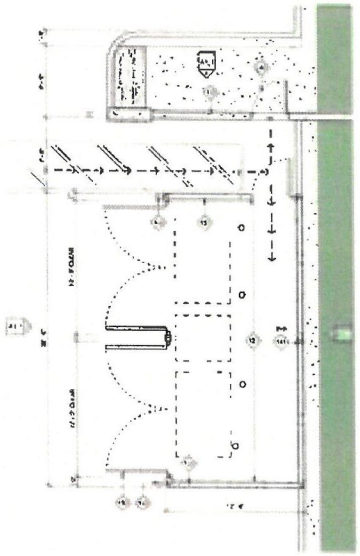
SITE LEGEND

PROJECT
PATRIOT PARTNERS 5TH AND CENTRAL
HIGHLAND, CA
2ND PLANNING SUBMITTAL

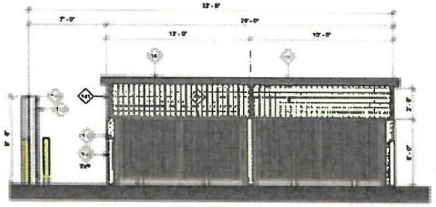
HERDMAN
ARCHITECTURE + DESIGN

SITE PLAN

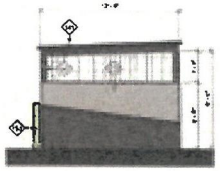
A1



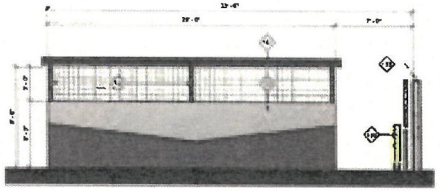
1 ENLARGED TRASH ENCLOSURE PLAN



2 TRASH ENCLOSURE WEST ELEVATION



3 TRASH ENCLOSURE NORTH ELEVATION



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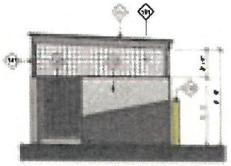
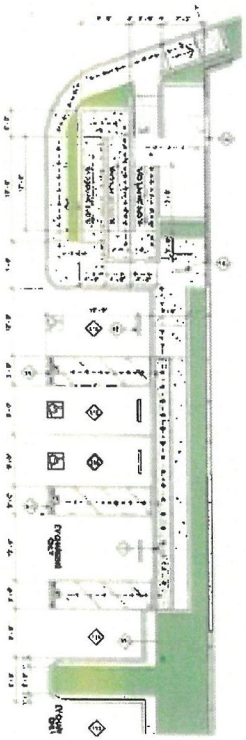
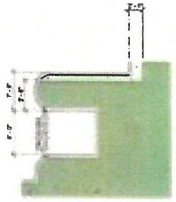


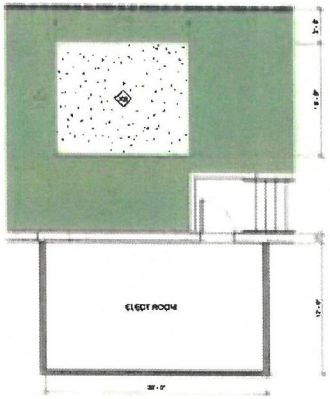
5 TRASH ENCLOSURE SOUTH ELEVATION



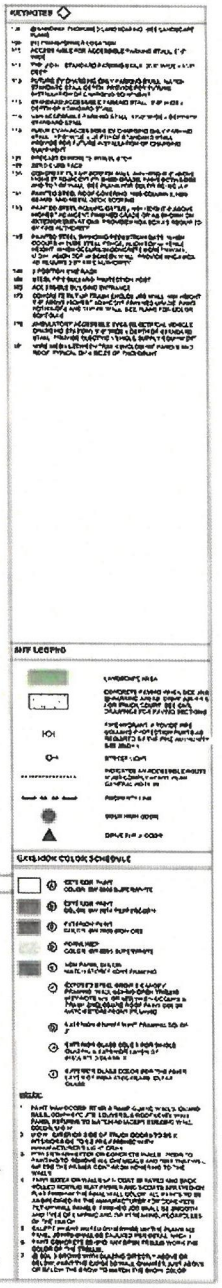
6 ENLARGED SITE PLAN WEST SIDE



7 ENLARGED SITE PLAN SOUTHWEST SIDE



8 ENLARGED TRANSFORMER PAD



PATRIOT PARTNERS 5TH AND CENTRAL
HIGHLAND, CA

PROJECT
2ND PLANNING SUBMITTAL

HERDMAN
ARCHITECTURE + DESIGN

ENLARGED
SITE PLANS

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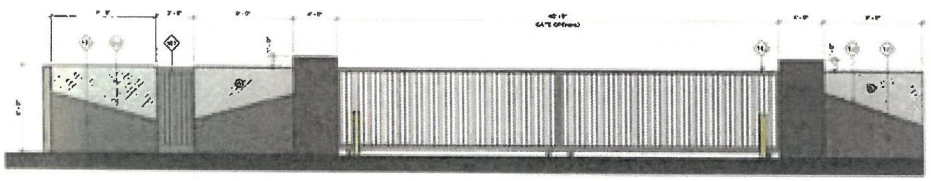
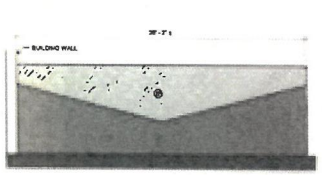
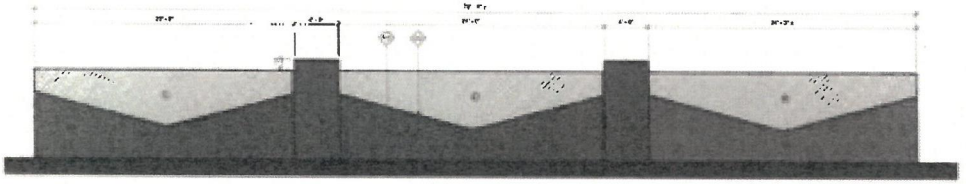


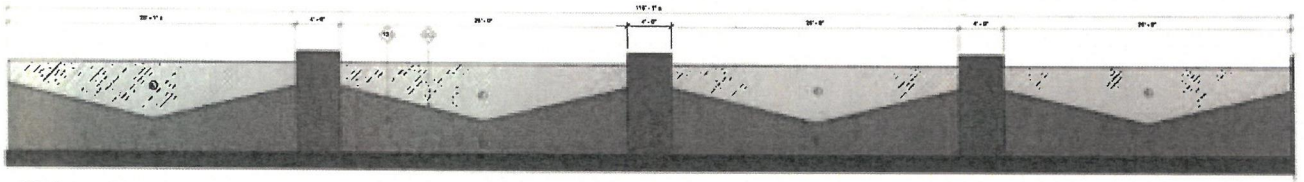
1 NORTH TRUCK YARD - GATE ELEVATION



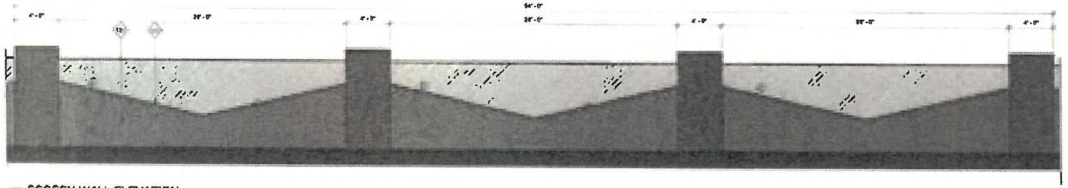
2 SOUTH EAST CORNER ELEVATION



3 SOUTH TRUCK YARD - GATE ELEVATION



4 SCREEN WALL ELEVATION



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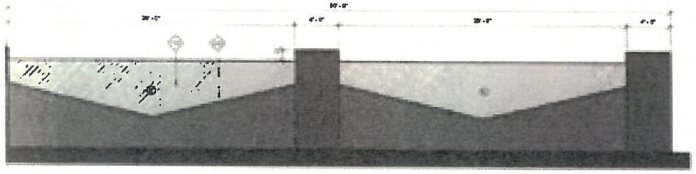

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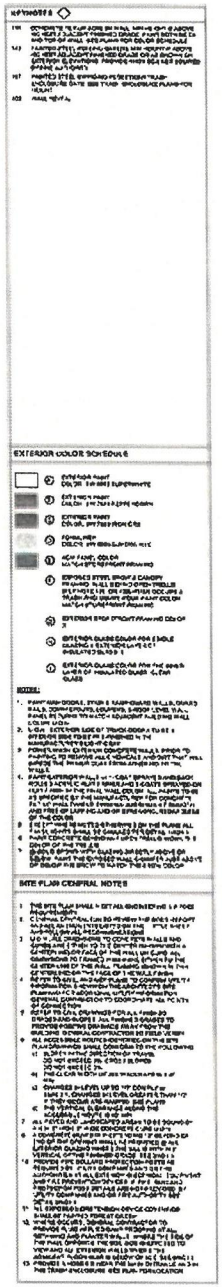


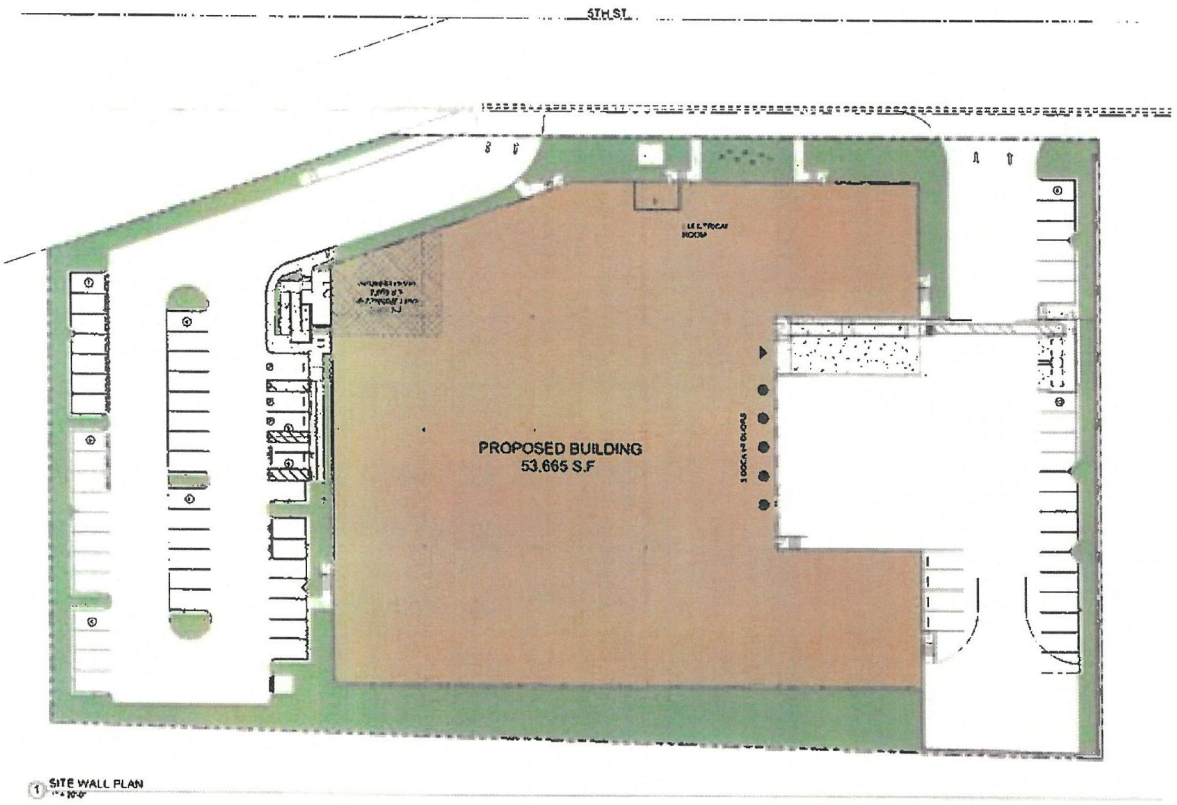
PATRIOT PARTNERS 5TH AND CENTRAL
HIGHLAND, CA

PROJECT
2ND PLANNING SUBMITTAL

HERDMAN
ARCHITECTURE + DESIGN

GATE & FENCE ELEVATIONS

A1.2



1 SITE WALL PLAN

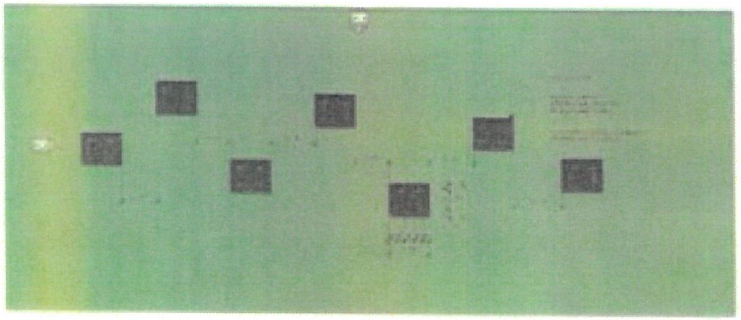
PATRIOT PARTNERS 5TH AND CENTRAL
HIGHLAND, CA

PROJECT
2ND PLANNING SUBMITTAL

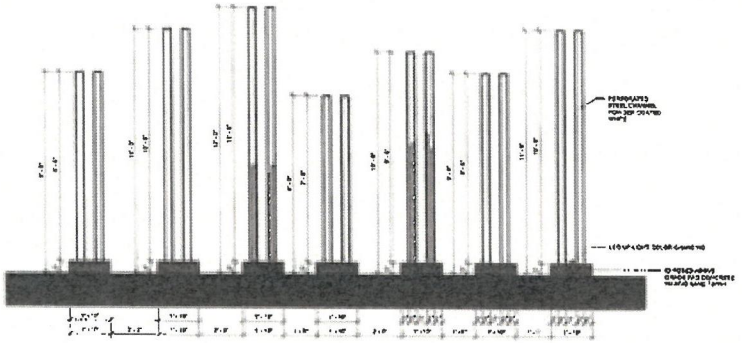
HERDMAN
ARCHITECTURE + DESIGN

SITE WALL PLAN

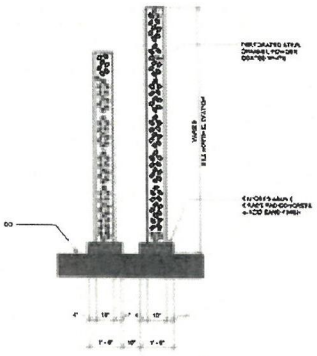
A1 3



1 ENLARGED PUBLIC ART PLAN



2 PUBLIC ART - NORTH ELEVATION



3 PUBLIC ART - WEST ELEVATION

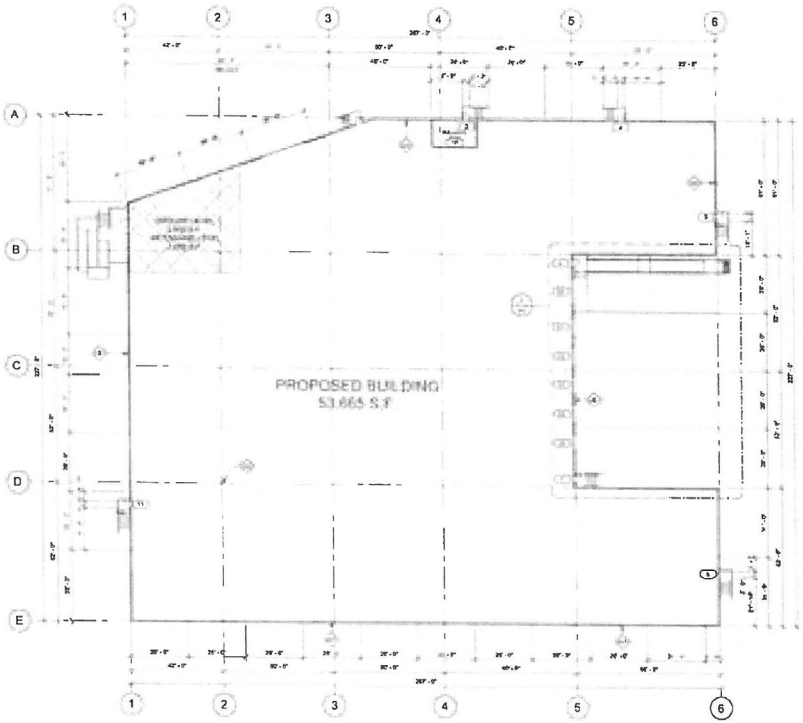


PROJECT
PATRIOT PARTNERS 5TH AND CENTRAL
HIGHLAND, CA
2ND PLANNING SUBMITTAL

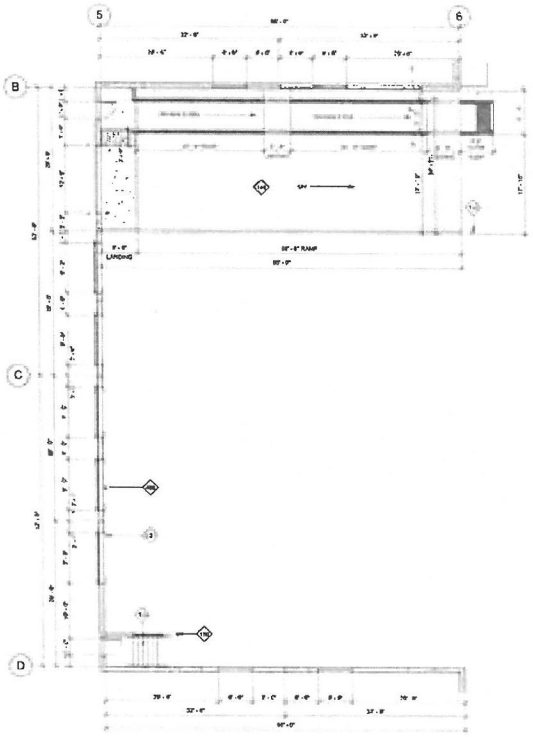
HERDMAN
ARCHITECTURE + DESIGN

PUBLIC ART

A1_4



1 OVERALL GROUND LEVEL FLOOR PLAN



2 EAST FLOOR PLAN_EAST TRUCK YARD

KEYNOTES

FLOOR PLAN LEGEND

FLOOR SLAB GENERAL NOTES

FLOOR PLAN GENERAL NOTES

PATRIOT PARTNERS 5TH AND CENTRAL
HIGHLAND, CA

PROJECT
2ND PLANNING SUBMITTAL

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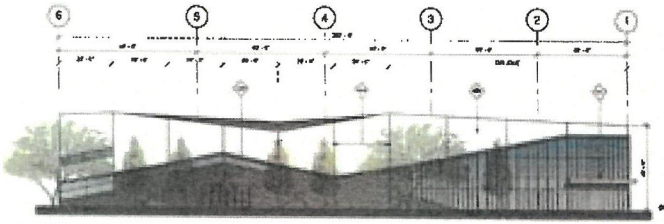
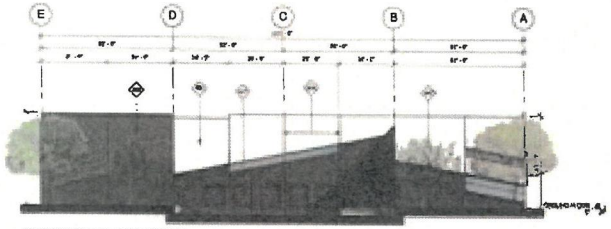
ARCHITECTURE + DESIGN
A22-2277
10.10.2023

GROUND LEVEL FLOOR PLANS

A2



1 PROPOSED NORTH ELEVATION



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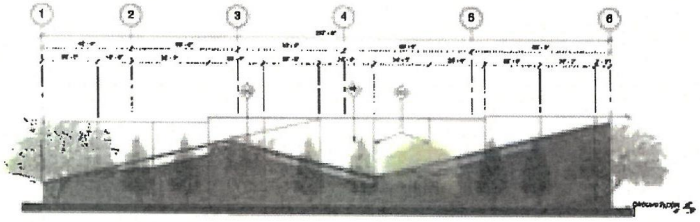

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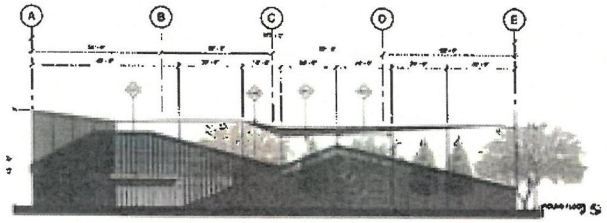


4 PROPOSED WEST ELEVATION

KEYNOTES

GLAZING LEGEND & NOTES

EXTERIOR WALL COLOR LEGEND & NOTES

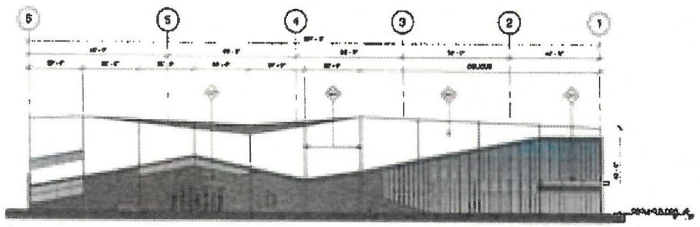
PROJECT
2ND PLANNING SUBMITTAL

PATRIOT PARTNERS 5TH AND CENTRAL
HIGHLAND, CA

HERDMAN
ARCHITECTURE + DESIGN

EXTERIOR ELEVATIONS

A4



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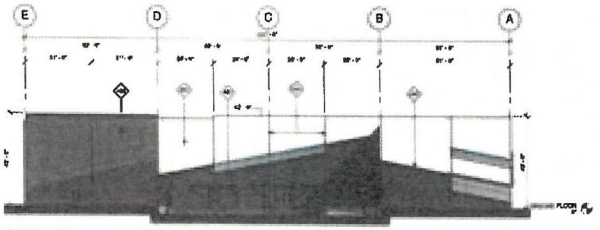
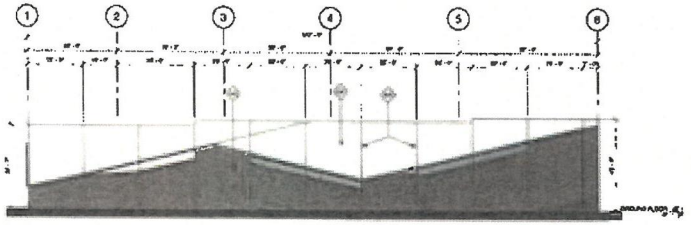


2 PROPOSED EAST ELEVATION



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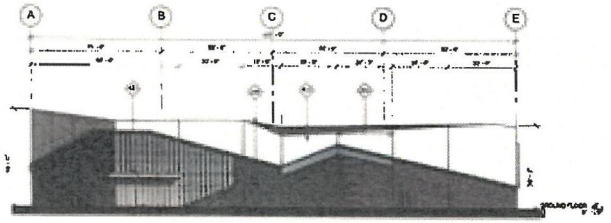


4 PROPOSED WEST ELEVATION



PROJECT
PATRIOT PARTNERS 5TH AND CENTRAL
2ND PLANNING SUBMITTAL
HIGHLAND, CA

HERDMAN
ARCHITECTURE + DESIGN

EXTERIOR ELEVATION

A4_1

EXTERIOR PAINT

A. SW 6995
SUPERWHITE

EXTERIOR PAINT

B. SW 7674
PEPPERCORN

EXTERIOR PAINT

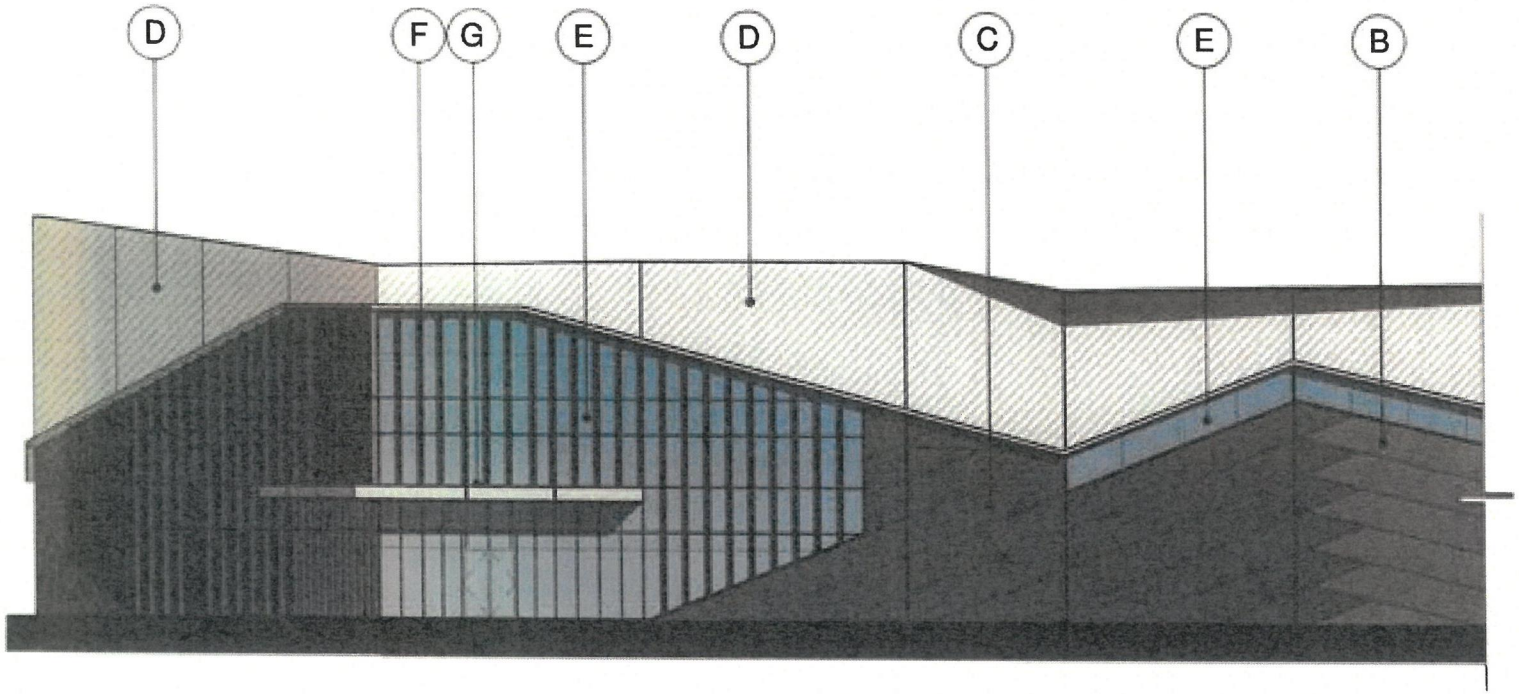
C. SW 7069
IRON ORE

D. FORMLINER

E. STOREFRONT
MEDIUM PERFORMANCE
BLUE REFLECTED GLAZING
BLACK ANODIZED MULLION

F. BLACK ANODIZED
STOREFRONT CAP EXTENSION

G. CLEAR ANODIZED
METAL EYE BROW



ENLARGED VIEW @ OFFICE CORNER

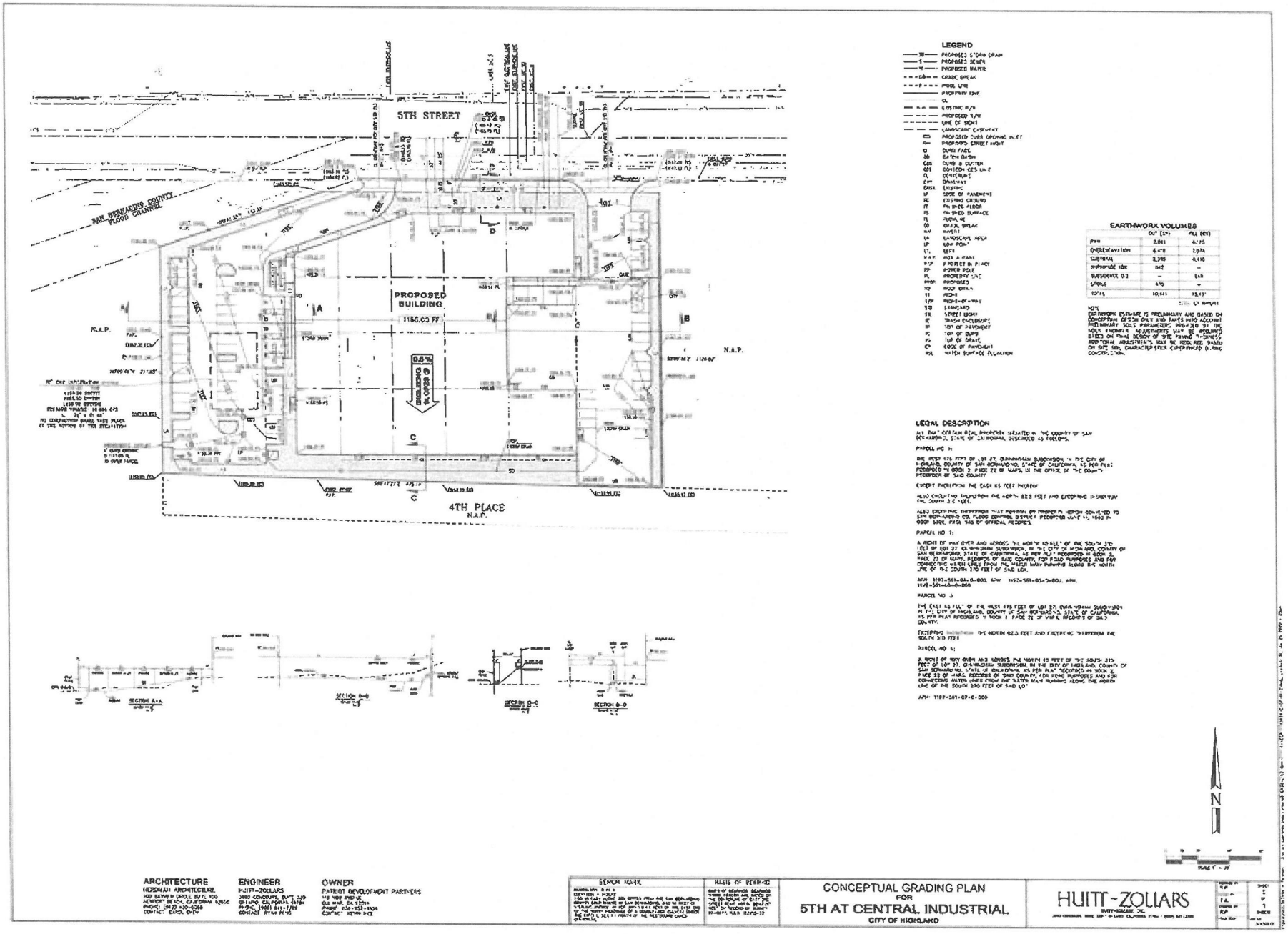
PATRIOT PARTNERS 5TH AND CENTRAL
HIGHLAND, CA

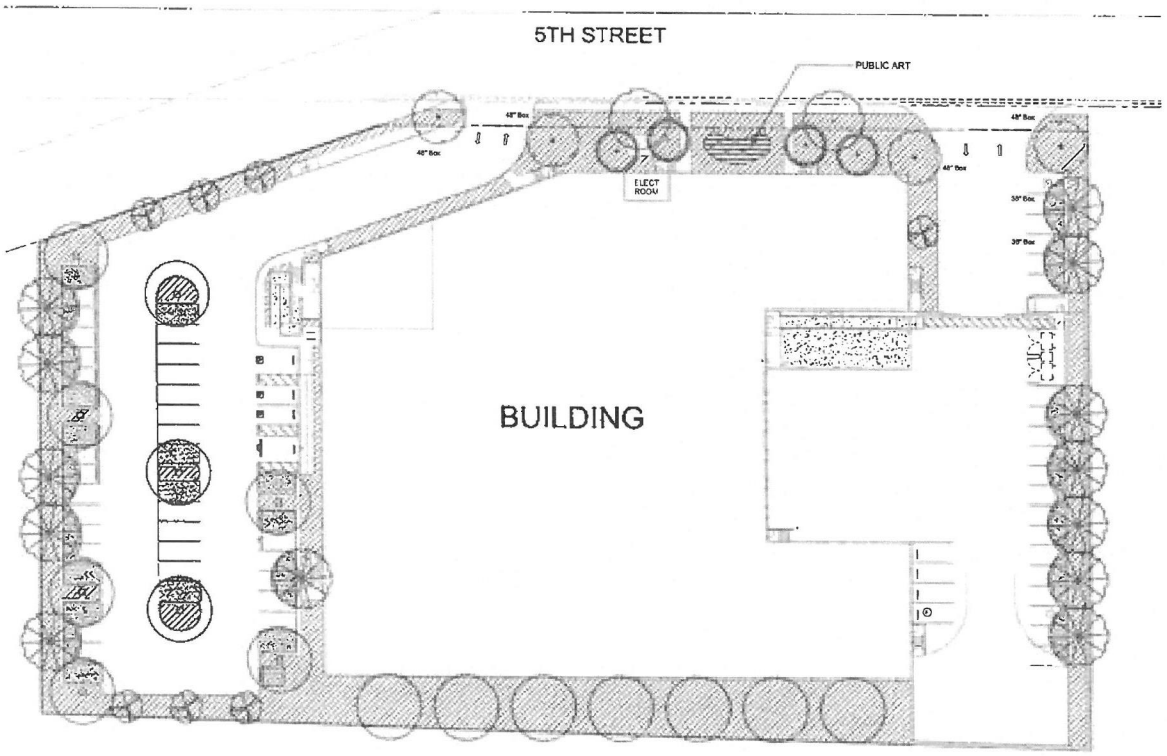
PROJECT
2ND PLANNING SUBMITTAL

HERDMAN
ARCHITECTURE + DESIGN

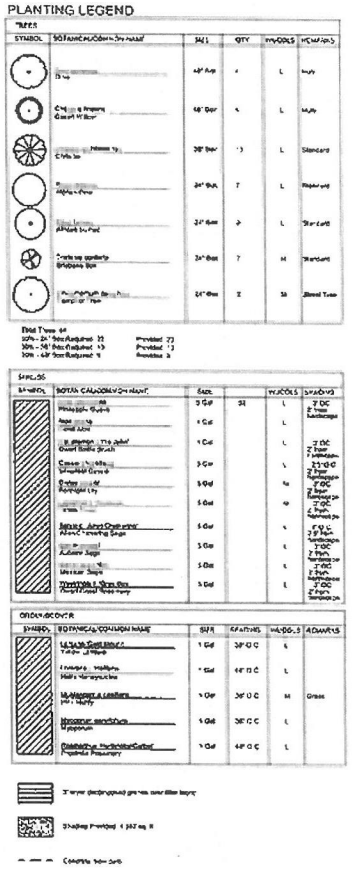
COLOR BOARD

A5


5TH STREET
SAN BERNARDINO COUNTY FLOOD CHANNEL
PROPOSED BUILDING
1166.00 FF
0.8%
4TH PLACE
N.A.P.
LEGEND
EARTHWORK VOLUMES
LEGAL DESCRIPTION
SECTION A-A
SECTION B-B
SECTION C-C
SECTION D-D
N
ARCHITECTURE
ENGINEER
OWNER
BENCH MARK
BASIS OF BEARING
CONCEPTUAL GRADING PLAN
FOR
5TH AT CENTRAL INDUSTRIAL
CITY OF HIGHLAND
HUITT-ZOLLARS



PLANTING LEGEND



5th and Central

23-030
03.22.23
09.07.23
09.18.23

Patriot Partners

Highland, California

Landscape Plan - Sheet 1

HUNTER LANDSCAPE

Plant Imagery - Sheet 2

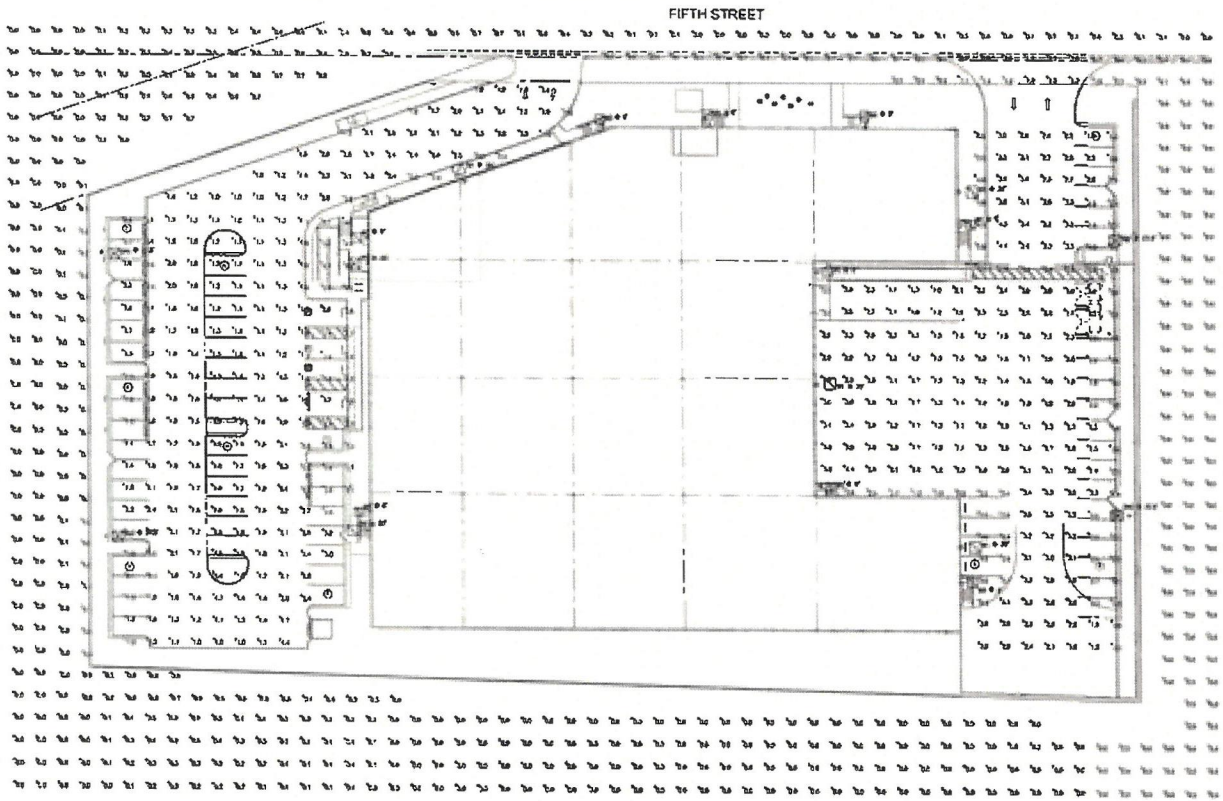
5th and Central

23-030
08.23.23
09.01.23
09.18.23

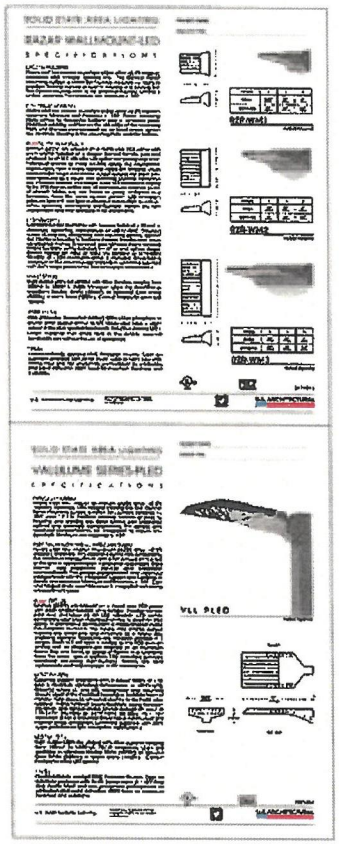
Patriot Partners

Highland, California

HUNTER LANDSCAPE



ELECTRICAL SITE PHOTOMETRIC PLAN (1)



Symbol	Label	Qty	Manufacturer	Catalog Number	Description	Lamp	Number Lamps	Lumens Per Lamp	LLF	Wattage
⊡	W3	4	LITHONIA	WSTD LED P1 30K 80CRI VF MVOLT SRM DDBXD	BLACK, RAISED PANEL HOUSING	WHITE LIGHT ENGINE, 3000K, 80CRI, VERY FINE	20	3171	0.9	31.4
⊠	W2	1	LITHONIA	WSTD LED P1 30K 80CRI VF MVOLT SRM DDBXD	BLACK, RAISED PANEL HOUSING	WHITE LIGHT ENGINE, 3000K, 80CRI, VERY FINE	40	3171	0.9	126.1
⊡	W1	5	LITHONIA	WSTD LED P1 30K 80CRI VF MVOLT SRM DDBXD	BLACK, RAISED PANEL HOUSING	WHITE LIGHT ENGINE, 3000K, 80CRI, VERY FINE	20	3171	0.9	126.1
⊠	SA4	1	LITHONIA	WSTD LED P1 30K 80CRI VF MVOLT SRM DDBXD	BLACK, RAISED PANEL HOUSING	WHITE LIGHT ENGINE, 3000K, 80CRI, VERY FINE	80	3171	0.9	126.1

Description	Symbol	Avg	Max	Min	Avg/Min	Max/Min
Site Zone 01	+	1.8 fc	5.1 fc	0.2 fc	9.0:1	25.5:1
Site Zone 02	+	0.7 fc	3.3 fc	0.0 fc	N/A	N/A
Site Zone 03	+	0.1 fc	0.3 fc	0.0 fc	N/A	N/A
Site Zone 04	+	0.3 fc	0.9 fc	0.0 fc	N/A	N/A

PROJECT
PATRIOT PARTNERS 5TH AND CENTRAL
HIGHLAND, CA
1ST PLANNING SUBMITTAL

HERDMAN
ARCHITECTURE + DESIGN

SITE PHOTOMETRIC PLAN

FC-1.0

RPM

Attachment 5

Resolution No. 2023 –

Approving CUP-23-003

PC RESOLUTION NO. 2023 –

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF HIGHLAND, CALIFORNIA, ADOPTING CONDITIONAL USE PERMIT (CUP-23-003) FOR THE DEVELOPMENT OF A 53,665 SQUARE FOOT SPECULATIVE INDUSTRIAL WAREHOUSE AND ASSOCIATED IMPROVEMENTS GENERALLY LOCATED ON THE SOUTH SIDE OF 5TH STREET, 250 FEET WEST OF CENTRAL AVENUE. APN: 1192-561-04, -05, -06 and -07

RELATED ENTITLEMENTS INCLUDE DESIGN REVIEW APPLICATION (DRA-23-004) AND VARIANCE (VAR-23-001)

APPLICANT: PATRIOT 5TH & CENTRAL, LLC (PATRIOT PARTNERS)

A. RECITALS

1. On March 23, 2023, the Applicant filed an application for Conditional Use Permit (CUP-23-003) to develop a 53,665 square foot industrial warehouse and associated improvements including loading docks, passenger vehicle parking spaces, a stormwater detention/infiltration basin, and landscape area. Related applications were also filed for Design Review (DRA-23-004) including a Site Plan, Building Elevations, Conceptual Grading Plan, Conceptual Landscape Plan; Variance (VAR-23-001) to increase the maximum building height permitted to 45'.

2. The site is located on an approximately 2.86 acres at the south side of 5th Street, west of Central Avenue in the City's Business Park Zoning and General Plan Designations.

3. Pursuant to the provision of the California Environmental Quality Act (CEQA) and State and Local CEQA Guidelines, the City of Highland is the Lead Agency, and is charged with the responsibility of deciding whether or not to approve the proposed Project. An Initial Study and Mitigated Negative Declaration were prepared and circulated in accordance with state and local law and will be considered by the Planning Commission at the September 19, 2023, public hearing.

4. On September 19, 2023, the Planning Commission of the City of Highland conducted a Public Hearing at the City Hall Council Chambers in Highland, California, at 6:00 p.m.

5. All legal prerequisites to the adoption of this Resolution have occurred.

B. RESOLUTION

NOW THEREFORE, it is hereby found, determined and resolved by the Planning Commission of the City of Highland as follows:

Section 1 The Planning Commission finds that all of the facts set forth in the Recitals, Part "A" of this Resolution, are true and correct.

Section 2. Pursuant the California Code of Regulations, the City of Highland Planning Commission hereby finds that a Mitigated Negative Declaration prepared for the project has been completed in compliance with the California Environmental Quality Act (CEQA) and that the Planning Commission has reviewed and considered the information contained in the staff report, and the comments received during the public review process, prior to approving the project.

Section 3. Based upon substantial evidence presented to the Planning Commission during the September 19, 2023, Public Hearing, including public testimony and written and oral Staff Reports, the Planning Commission finds as follows:

a. All necessary public meetings and opportunities for public testimony and comment have been conducted in compliance with State Law and the Municipal Code of the City of Highland.

Section 4. Conditional Use Permit Findings of Fact:

a. The proposed use is permitted within the subject district pursuant to the provisions of this section, and complies with all of the applicable provisions of this title; and is consistent with the goals, policies, and objectives of the Highland General Plan, and the applicable development policies and standards of the city.

Response: The proposed warehouse is permitted in the Business Park Zone and General Plan designation upon approval of a Conditional Use Permit. Applicable provisions in Title 16, *Land Use*, include but are not limited to, Chapter 16.24 *Employment Zones*, 16.40 *General Development Standards*, and 16.54 *Parking*. The project meets the standards established in these chapters subject to approval of a variance to increase the maximum building height to from 35' to 45'.

The General Plan goals relevant to the project are those established for the 5th Street Corridor Policy Area, and general standards applicable to the Land Use Element, Circulation Element, and Community Design Element. The project meets all relevant goals and policies.

b. The proposed use would not impair the integrity and character of the district in which it is to be established or located.

Response: The proposed speculative industrial warehouse is in keeping with the integrity and character of Business Park District. It would be developed in compliance with the Highland General Plan and Municipal Code standards related to warehousing in the Business Park District within the 5th Street Corridor Policy Area. It meets development code standards such as land use, setbacks, density, lighting, parking, circulation, etc. It has a high quality, modern design in keeping with the Policy Area standards. It has quality finishes, landscaping, and hardscape and will construct surrounding infrastructure.

c. The site is suitable for the type and intensity of use or development which is proposed.

Response: The 2.86 acre site is adequate for proposed industrial development with a 43% lot coverage area. The Code permits 60%. The topography of the site is predominantly flat, featuring a partially developed parcel, a residential structure, and storage facilities. Utilities are readily accessible within the adjacent right-of-way, and the site offers favorable drainage conditions for both on-site water retention and water quality treatment. The proposed development aligns well with the industrial objectives outlined in the forthcoming Airport Gateway Specific Plan and the 5th Street Corridor. Accessibility to the site is facilitated through two separate driveways, thus segregating commercial truck and passenger vehicle traffic. Moreover, the site boasts excellent connectivity to regional transportation networks, being situated approximately half of a mile from the San Bernardino International Airport and a mile from State Route 210 and Interstate 10.

Per Municipal Code Section 16.24.040 Employment District Development Standards. It meets the minimum lot size, lot width and dept as well as required building setbacks, lot coverage, and landscape coverage.

d. There are adequate provisions for water, sanitation, and public utilities and services to ensure public health and safety.

Response: Existing water, public utilities and services for the project are available adjacent to the site within the public right-of-way. East Valley Water District provided a "Will Serve" letter to the applicant, confirming the provision of water and sanitary sewer services. All other utility providers were given notice of the project and none expressed concern. Public health and safety was addressed with the design and conditioning of the project.

e. The proposed use will not be detrimental to the public health, safety, or welfare, or materially injurious to properties and improvements in the vicinity.

Response: The proposed warehouse development will be compliant with Municipal, Fire & Building codes. Each public safety division of the City has reviewed the project and provided relevant Conditions of Approval that will be adopted by resolution. The necessary ingress and egress are provided and all public utilities and services will be in place. There is no indication that the project would be detrimental to the public health, safety or welfare, or materially injurious to properties and improvement in the vicinity.

f. The proposed use would not result in a significant effect on the environment.

Response: Pursuant to the California Environmental Quality Act (CEQA) and State and Local CEQA Guidelines, the City of Highland is the Lead Agency. As such, the City oversaw preparation of an Initial Study which was made available for public review from July 14 through August 14, 2023. Mitigation Measures were necessary to reduce impacts below a level of significance in the areas of Air Quality, Biological Resources, Cultural

Resources, Geology and Soils, and Tribal Cultural Resources. All other CEQA topics were found to be less than significant or no impact. A Mitigated Negative Declaration is the appropriate document for this project and will be adopted concurrently with the Conditional Use Permit.

Section 5. That all necessary public meetings and opportunities for public testimony and comment have been conducted in compliance with State Law and the Municipal Code of the City of Highland. As described in the Recitals above, the Planning Commission considered the project, and all testimony, comment and evidence regarding the same, at noticed public hearings conducted in accordance with State Law and the City Municipal Code;

Section 9. Based on the Findings and Conclusions set forth above, the Planning Commission approves Conditional Use Permit (CUP-23-003) facilitating the construction of a 53,665 square foot warehouse and related improvements. All improvements will be completed subject to the Conditions of Approval attached hereto and the development plans incorporated by reference.

Section 10. The Planning Commission hereby directs Staff to file a Notice of Determination with the San Bernardino County Clerk of the Board of Supervisors, pursuant to the Public Resources Code and State CEQA Guidelines.

C. ADOPTION OF RESOLUTION.

The City Clerk shall certify to the adoption of this Resolution and shall cause the same to be published or posted in the manner prescribed by law.

PASSED, APPROVED AND ADOPTED this 19th day of September, 2023.

ATTEST:

Randall Hamerly, Chairman
Planning Commission

Lawrence A. Mainez
Community Development Director

CITY OF HIGHLAND

PLANNING DIVISION CONDITIONS OF APPROVAL

Date:	September 19, 2023
Applicant:	Patriot 5th & Central, LLC
File/Index:	**Conditional Use Permit CUP 23-003**
Proposal:	Development and operation of a 53,665 square foot speculative industrial warehouse building and associated improvements.
Location:	A 2.86 acre site on the south side of 5th Street, approximately 250 feet west of Central Ave.; Assessor's Parcel Number 1192-561-04, -05, -06, and -07

Related Entitlements: DRA-23-004, VAR-23-001

PLANNING CONDITIONS OF APPROVAL

Note: These conditions represent Planning Division conditions only and are meant to be only one part of the Project's overall conditions that may include Building and Safety, Engineering, and the Fire Department conditions of approval. All required on-site and off-site improvements shall be completed and approved prior to final inspection for occupancy, except where noted.

Conditional Use Permit CUP-23-003 is conditionally approved, subject to compliance with the requirements as specified below. The Conditions listed below are continuing Conditions; failure of the Applicant and/or operator to comply with any or all Conditions at any time, shall result in initiating revocation of the subject permit.

1. Conditional Use Permit CUP-23-003 shall become null and void:

    a. Unless all conditions have been complied with and the occupancy or use of the land or structures authorized by this design review application, and have occurred within thirty-six (36) months from the approval date this design review application shall expire and be null and void without further action by the City of Highland.

    b. Where circumstances beyond the control of the Applicant cause delays which do not permit compliance within the time limitation established in this Section, the Planning Commission may grant an extension of time for a period of time not to exceed an additional thirty-six (36) months. An application for an extension of time must be set forth in writing, stating the reasons for the extension, and must be filed with the community development department no less than 30 calendar days nor more than 90 calendar days prior to the expiration date of the permit or approval. Such application shall be filed together with the City's processing fee, as established by the City Council.

NOTE: All required on-site and off-site improvements shall be completed and approved prior to final inspection for occupancy.

2. The proposed Entitlement permits the construction and operation of an approximately 53,665 square foot warehouse and associated improvements including loading docks, passenger vehicle parking, a stormwater detention/infiltration basin, landscaping and off-site improvements along the project frontages of 5th Street.

    a. Three complete sets of revised plans reflecting changes required by these conditions of approval and Planning Commission directives shall be submitted to the planning Department within two weeks of this project's approval.

3. The project site has been reviewed and approved for warehouse/logistics use with no outdoor storage of materials. Any change of use of this project site, the occupancy, or tenant change in the building, or portion thereof, may require a revised plot plan be submitted to the City for review and approval, which identifies location of use, letter of intent and parking requirements.

4. No outdoor storage facilities may be constructed or placed onsite for either permanent or temporary use. This includes, but is not limited to storage sheds, cargo containers, tents, canopies, or similar structures.

5. There shall be no long-term on-site parking of semi-trailer trucks unrelated to the warehouse business in operation. Off-site parking on public streets in the vicinity is prohibited.

6. The operator and recorded owner of the property shall submit to the Planning Division written evidence of agreement with all conditions of this approval before the approval becomes effective. Plan check cannot begin prior to receipt of this signed documentation.

7. In compliance with the Highland Municipal Code, the Applicant/Owner shall agree, at his/her sole cost and expense, to defend, indemnify, and hold harmless, the City, its officers, employees, agents, and consultants, from any claim, action, or proceeding brought by a third-party against the City, its officers, agents, and employees, which seeks to attack, set aside, challenge, void, or annul an approval of the City Council, Planning Commission, or other decision-making body, including staff, concerning this project. The City may, at its sole discretion, participate at its own expense in the defense of any such action but such participation shall not relieve the Applicant/Owner of his/her obligations under this condition.

8. The Owner/Applicant is responsible for implementing all conditions of approval to the satisfaction of the Community Development Director, City Engineer, Fire

Department, and Police Department. No final inspection or clearances shall be given until all conditions are met. Each condition of approval is separately enforced, and if one of the conditions of approval is found to be invalid by a court of law, all the other conditions shall remain valid and enforceable.

9. Revisions, modification, or deletions of associated plans must be submitted to the Planning Division for review and approval. Revisions may require additional review by the Planning Commission.

10. Pursuant to provisions of California Public Resources Code Section 21089 (b), this Application shall not be operative, vested or final, nor will building permits be issued, until: (1) the Notice of Determination (NOD) regarding the associated environmental action is filed and posted with the Clerk of the Board of Supervisors of the County of San Bernardino, and; (2) any and all required filing fees assessed pursuant to California Fish and Game Code Section 711.4, together with any required handling charges, are paid to the Clerk of the Board of Supervisors of the County of San Bernardino.

    a. The Applicant shall provide the Planning Division with a check for the appropriate fee, made payable to the Clerk of the Board of Supervisors, no later than 24 hours after receiving approval of the project. The City will file the NOD and fee payment with the County/State and will provide the Applicant with a copy of the receipt and filed NOD.

    b. Construction and operation of the proposed project shall be in compliance with the **attached Mitigation Monitoring and Reporting Program**.

11. Development Impact Fees shall be paid in accordance with City Ordinance (**see attached DIF flyer).** Fees are subject to change by action of the City Council. Fees are locked in upon submission of application to the Building & Safety Division for plan check (footnote #3).

12. Construction activities shall be restricted to weekdays and Saturdays between 7:00 a.m. and 7:00 p.m. only. No construction, other than interior finish work shall be conducted any time on Sundays. Construction equipment shall be muffled in accordance with manufacturer's specifications.

13. Prior to the issuance of a business license for future tenants, the Planning Commission shall review and approve the hours of operation, if anything other than 7:00 am to 7:00 pm.

14. The Developer shall comply with all applicable Conditions of Approval and the Mitigation Monitoring and Reporting Plan related to the associated entitlements; DRA-23-004, VAR-23-001.

Development Impact Fees (DIF)

PLANNING DIVISION

Development Impact Fees
Worksheet

New Commercial / Industrial / Office

1. Are DIF fees locked per City Council Ordinance 461: ☐YES / ☐NO**

2. If yes per building permit No. _____

COMMERCIAL

3. Development Impact Fee (A) x new commercial structure sq. ft. (B)
A_____ x B_____ = **1**_____

INDUSTRIAL

4. Development Impact Fee (A) x new industrial structure sq. ft. (B)
A_____ x B_____ = **2**_____

OFFICE

5. Development Impact Fee (A) x new office sq. ft. (B) = DIF due
A_____ x B_____ = **3**_____

6. Total DIF Amount due(1+2+3):_____

Planner:_____ Date: _____

***Attention Applicant if question number one is marked "No" all calculations are just approximates, actual cost may vary depending on fee at time of building and safety application submittal.*

CITY OF HIGHLAND
DEVELOPMENT IMPACT FEES
Effective 4/28/21

	Detached Dwelling	Attached Dwelling	Mobile Home	Commercial Lodging	Commercial/ Office	Industrial
Law Enforcement Facilities	$284.05	$449.19	$243.46	$188.92	$0.160	$0.010
Fire Suppression Facilities, Vehicles & Equipment	$1,008.86	$327.43	$1,057.84	$1,603.54	$0.250	$0.072
Local Circulation System	$4,957.93	$3,309.38	$2,595.60	$2,607.84	$4.65	$3.478
Regional Circulation System	$14,377.74	$9,598.99	$7,525.84	$7,566.31	$13.51	$10.39
Regional Flood Control Facilities	$1,155.73	$494.57	$406.86	$[illegible].42	$0.26	$0.32
General Facilities, Vehicles & Equipment	$1,259.33	$1,259.33	$1,259.33	$214.11	$0.298	$0.298
Library Facilities & Collection	$1,158.57	$1,259.33	$[illegible].57	N/A	N/A	N/A
Public Use (Community Center Facilities)	$1,444.06	$1,389.46	$[illegible].88	N/A	N/A	N/A
Park Land Acquisition & Park Facilities Development	$4,702.87	$4,525.[illegible]	$3,242.07	N/A	N/A	N/A
TOTAL:	$30,349.14	$22,[illegible]68.72	$18,123.45	$12,367.21	$19.120	$14.572

Notes:

1. Fees applicable City-wide except for East Highlands Ranch which is subject to a different fee schedule. Certain properties fronting Greenspot Road, between Cole/Buckle Road and Santa Paula Street, must also pay a Greenspot Impact Fee (Resolution No.1994-037).
2. Fees are per dwelling unit for residential, per lodging unit for commercial lodging, and per gross square footage for commercial or industrial.
3. Fee locked in at time of permit application. (Reso. 2007-060)
4. Fee collected at time of occupancy. (Reso. 2018-002 & 2018-003)
5. Additional inclusionary housing fees of $3,750 required per Resolution 2006-020 & Ordinance 306.
6. Certain projects may be charged an impact fee based on the Alternative Cost Methodology for Regional Circulation ($383.95 per trip-mile), and for Local Circulation ($156.00 per trip-mile.)

IMPACT FEE FOR BUILDING EXPANSION
(no charge for first 499 square feet of residential building expansion)

DETACHED DWELLING	$20.232	per square foot
ATTACHED DWELLING	$14.979	per square foot
MOBILE HOME	$12.082	per square foot
COMMERICIAL LODGING	$ 8.245	per square foot
COMMERCIAL/OFFICE	$19.120	per square foot
INDUSTRIAL	$14.572	per square foot

These fees will change on April 1, 2024

Mitigation Monitoring and Reporting Program

Mitigation Monitoring and Reporting Program
Initial Study/Mitigated Negative Declaration

Southwest Corner of 5th Street and Central Avenue Warehouse Project

AUGUST 2023

Prepared for:

CITY OF HIGHLAND California

CITY OF HIGHLAND
27215 Base Line
Highland, California 92346
Contact: Kim Stater

Prepared by:

DUDEK

605 Third Street
Encinitas, California 92024
Contact: Hayley Ward

DUDEK.COM

Printed on 30% post-consumer recycled material.

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TABLE

1 Mitigation Monitoring and Reporting Program 3

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1 Introduction

The California Environmental Quality Act (CEQA) requires that a public agency adopting a Mitigated Negative Declaration (MND) take affirmative steps to determine that approved mitigation measures are implemented after project approval. The lead or responsible agency must adopt a reporting and monitoring program for the mitigation measures incorporated into a project or included as conditions of approval. The program must be designed to ensure compliance with the MND during project implementation (California Public Resources Code, Section 21081.6(a)(1)).

This Mitigation Monitoring and Reporting Program (MMRP) will be used by the City of Highland (City) to ensure compliance with adopted mitigation measures identified in the MND for the proposed Southwest Corner of 5th Street and Central Avenue Warehouse Project (project) located at the southwest corner of 5th Street and Central Avenue in Highland, California (project) when construction begins. The City, as the lead agency, will be responsible for ensuring that all mitigation measures are carried out. Implementation of the mitigation measures would reduce impacts to below a level of significance for air quality, biological resources, cultural resources, geology and soils (paleontological resources), and tribal cultural resources.

The remainder of this MMRP consists of a table that identifies the mitigation measures by resource for each project component. Table 1 identifies the mitigation monitoring and reporting requirements, list of mitigation measures, party responsible for implementing mitigation measures, timing for implementation of mitigation measures, agency responsible for monitoring of implementation, and date of completion. With the MND and related documents, this MMRP will be kept on file at the following location:

City of Highland
Planning Department
27215 Base Line
Highland, California 92346

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2 Mitigation Monitoring and Reporting Program Table

Table 1 Mitigation Monitoring and Reporting Program

Mitigation Measure	Implementation Timing	Party Responsible for Implementation	Party Responsible for Monitoring	Date of Completion/ Notes
Air Quality				
MM-AQ-1: Tier 4 Interim Engines. To reduce the potential for criteria air pollutants, specifically particulate matter with an aerodynamic diameter less than or equal to 10 microns (PM10), as a result of construction of the project, the applicant shall: Prior to the start of construction activities, ensure that all 75 horsepower or greater diesel-powered equipment are powered with California Air Resources Board (CARB)-certified Tier 4 interim engines, except where the project applicant establishes to the satisfaction of the City of Highland (City) that Tier 4 interim equipment is not available. An exemption from these requirements may be granted by the City in the event that the City documents that equipment with the required tier is not reasonably available and corresponding reductions in criteria air pollutant emissions are achieved from other construction equipment. Before an exemption may be considered by the City, the applicant shall be required to demonstrate that two construction fleet owners/operators in San Bernardino County were contacted and that those owners/operators confirmed Tier 4 interim equipment could not be located within San Bernardino County.	Prior to construction	Project applicant and their construction contractor	City of Highland	

Table 1 Mitigation Monitoring and Reporting Program

Mitigation Measure	Implementation Timing	Party Responsible for Implementation	Party Responsible for Monitoring	Date of Completion/ Notes
MM-AQ-2: Operational Forklifts. The City shall require that all forklifts used during operation of the project be electric powered or fueled with natural gas.	During operation	Project applicant	City of Highland	
Biological Resources				
MM-BIO-1: Construction activities shall avoid the migratory bird nesting season (typically February 1 through August 31), to reduce any potential significant impact to birds that may be nesting on the study area. If construction activities must occur during the migratory bird nesting season, an avian nesting survey of the project site and contiguous habitat within 500 feet of all impact areas must be conducted for protected migratory birds and active nests. The avian nesting survey shall be performed by a qualified wildlife biologist within 72 hours prior to the start of construction in accordance with the Migratory Bird Treaty Act (16 USC 703–712) and California Fish and Game Code, Sections 3503, 3503.5, and 3513. If an active bird nest is found, the nest shall be flagged and mapped on the construction plans along with an appropriate no-disturbance buffer, which will be determined by the biologist based on the species' sensitivity to disturbance (typically up to 300 feet for passerines and up to 500 feet for raptors and special-status species). The nest area shall be avoided until the nest is vacated and the juveniles have fledged. The nest area shall be demarcated in the field with flagging and stakes or construction fencing.	Prior to and during construction	Project applicant and their construction contractor	City of Highland	

Table 1 Mitigation Monitoring and Reporting Program

Mitigation Measure	Implementation Timing	Party Responsible for Implementation	Party Responsible for Monitoring	Date of Completion/ Notes
Cultural Resources				
MM-CUL-1: Workers Environmental Awareness Program. Prior to the start of construction activities, all construction personnel and monitors shall be trained regarding identification and treatment protocol for inadvertent discoveries of cultural resources (archaeological and tribal) and human remains. A basic presentation and handout or pamphlet shall be prepared in order to ensure proper identification and treatment of inadvertent discoveries of cultural resources and human remains. The purpose of the Workers Environmental Awareness Program (WEAP) training is to provide specific details on the kinds of materials that may be identified during ground disturbing activities and explain the importance of and legal basis for the protection of human remains and significant cultural resources. Each worker shall also be trained in the proper procedures to follow in the event that cultural resources or human remains are uncovered during ground disturbing activities. These procedures include but are not limited to work curtailment or redirection, and the immediate contact of the site supervisor and archaeological monitoring staff.	Prior to construction	Project applicant and their construction contractor	City of Highland	
MM-CUL-2: Retention of an On-Call Qualified Archaeologist. A qualified archaeologist shall be retained and on-call to respond and address any inadvertent discoveries identified project implementation. Additionally, in consideration of the potential to encounter intact cultural deposits beneath fill soils, the qualified archaeologist shall survey the proposed project site once fill soils have	During construction	Project applicant and their construction contractor	City of Highland	

Table 1 Mitigation Monitoring and Reporting Program

Mitigation Measure	Implementation Timing	Party Responsible for Implementation	Party Responsible for Monitoring	Date of Completion/ Notes
been removed to ensure no cultural deposits underly the fill layer. If is determined, based on the aforementioned survey, that cultural resources are present or may be present and may be impacted during project construction, monitoring may be warranted. Additionally, any identified cultural resources shall be assessed and evaluated pursuant to CEQA. If it is determined that monitoring is warranted, a qualified archaeological principal investigator, meeting the Secretary of the Interior's Professional Qualification Standards, shall oversee and adjust monitoring efforts as needed (increase, decrease, or discontinue monitoring frequency) based on the observed potential for construction activities to encounter cultural deposits or material. The archaeological monitor will be responsible for maintaining daily monitoring logs.				
MM-CUL-3: Inadvertent Discovery Clause. In the event that potential archaeological resources (sites, features, or artifacts) are exposed during ground disturbance, all construction work occurring within 60 feet of the find shall immediately stop, and the qualified archaeologist that has been retained on call must be notified immediately to assess the significance of the find and determine whether additional study is warranted. Additionally, the Yuhaaviatam of San Manuel Nation Cultural Resources Department (YSMN) shall be contacted, as detailed within TCR-1, regarding any pre-contact and/or historic-era finds of or potentially of Native American origin. The Tribe shall be provided relevant information regarding the findings of the archaeological assessment as well	During construction	Project applicant and their construction contractor	City of Highland	

Table 1 Mitigation Monitoring and Reporting Program

Mitigation Measure	Implementation Timing	Party Responsible for Implementation	Party Responsible for Monitoring	Date of Completion/ Notes
recommendations regarding further study and treatment, if necessary. Depending upon the significance of the find under the California Environmental Quality Act (CEQA), the archaeologist may simply record the find and allow work to continue. If the discovery proves significant under CEQA, additional work (e.g., preparation of an archaeological treatment plan, testing, data recovery, or monitoring) may be warranted if the resource cannot be feasibly avoided. If significant pre-contact and/or historic-era cultural resources, as defined by CEQA (as amended, 2015), are discovered and avoidance cannot be ensured, the archaeologist shall develop a Monitoring and Treatment Plan (Plan) to include a research design, if data recovery is determined necessary. A draft of the Plan shall be provided to YSMN for review and comment, prior to finalization of the Plan as detailed within TCR-1. If monitoring is warranted, it shall be conducted for the remainder of the project, and implement the Plan accordingly. Additionally, an archaeological monitoring report shall be prepared within 60 days following completion of ground disturbance and submitted to the City of Highland for review. This report shall document compliance with approved mitigation, document the monitoring efforts and any discoveries, and include an appendix with daily monitoring logs. The final report shall be submitted to the City of Highland, Applicant, YSMN, and the South Central Coastal Information Center. 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				

Table 1 Mitigation Monitoring and Reporting Program

Mitigation Measure	Implementation Timing	Party Responsible for Implementation	Party Responsible for Monitoring	Date of Completion/ Notes
County Coroner shall be contacted pursuant to State Health and Safety Code §7050.5 and that code enforced for the duration of the project. No further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent remains shall occur until the county coroner has determined the appropriate treatment and disposition of the human remains. If the county coroner determines that the remains are, or are believed to be, Native American, he or she shall follow all required protocols according to California Public Resources Code, Section 5097.98.				
Geology and Soils				
MM-GEO-1: Prior to commencement of any grading activity on-site, the applicant shall retain a qualified paleontologist as defined by the Society of Vertebrate Paleontology (SVP) (2010) guidelines, subject to the review and approval of the City's Building Official, or designee. The paleontologist shall prepare a Paleontological Resources Impact Mitigation Program (PRIMP) for the project. The PRIMP shall be consistent with the SVP (2010) guidelines and should outline requirements for preconstruction meeting attendance and worker environmental awareness training; where monitoring is required within the project site below a depth of 10 feet below the ground surface based on construction plans and/or geotechnical reports; procedures for adequate paleontological monitoring and discoveries treatment; and paleontological methods (including sediment sampling for microvertebrate fossils), reporting, and collections	Prior to and during construction	Project applicant	City of Highland	

Table 1 Mitigation Monitoring and Reporting Program

Mitigation Measure	Implementation Timing	Party Responsible for Implementation	Party Responsible for Monitoring	Date of Completion/ Notes
management. The PRIMP shall also include a statement that any fossil lab or curation costs (if necessary due to fossil recovery) are the responsibility of the project proponent. The qualified paleontologist shall attend the preconstruction meeting and be on-site during all rough grading and/or trenching for utilities to determine the amount of paleontological monitoring necessary based on subsurface conditions. In the event that paleontological resources (e.g., fossils) are unearthed during grading, the paleontological monitor will temporarily halt and/or divert grading activity to allow recovery of paleontological resources. The area of discovery will be roped off with a 50-foot radius buffer. Once documentation and collection of the find is completed, the monitor will remove the rope and allow grading to recommence in the area of the find. Upon completion of the paleontological monitoring program, the qualified paleontologist shall prepare a final monitoring report documenting the results of the mitigation program. This report should include discussions of the methods used, stratigraphic section(s) exposed, fossils collected, and significance of recovered fossils.				
Tribal Cultural Resources				
MM-TCR-1: Tribal Cultural Resources. The Yuhaaviatam of San Manuel Nation Cultural Resources Department (YSMN) shall be contacted, as detailed in MM-CUL-3, in the case of a discovery of pre-contact and/or historic-era cultural resources of or potentially of Native American origin. The Tribe	Prior to and during construction	Project applicant and their construction contractor	City of Highland	

Table 1 Mitigation Monitoring and Reporting Program

Mitigation Measure	Implementation Timing	Party Responsible for Implementation	Party Responsible for Monitoring	Date of Completion/ Notes
shall be provided relevant information regarding the findings of the archaeological assessment as well recommendations regarding further study and treatment, if necessary. The Tribal shall be provided the opportunity to consult with the qualified archaeologist regarding the findings and recommendations. Should the resource be deemed significant, as defined by CEQA (as amended, 2015), a cultural resources Monitoring and Treatment Plan (Plan) to include a research design, if data recovery is determined necessary, shall be created by the retained archaeologist for the project. A draft of the Plan shall be provided to YSMN for review and comment, prior to finalization of the Plan. This Plan shall allow for a YSMN Native American monitor to observe ground disturbing activities at the election of the YSMN cultural resources manager. Any and all archaeological/cultural documents created as a part of the project (isolate records, site records, survey reports, testing reports, etc.) shall be supplied to the applicant and the City of Highland for dissemination to YSMN. The City and/or applicant shall, in good faith, consult with YSMN throughout the life of the project.				

City of Highland

Engineering Department
Conditions of Approval
CUP 23-003, DRA 23-004, VAR 23-001
Patriot Partners Warehouse - 5th Street and Central Avenue

A - Required Prior to Map Approval
B - Required Prior to Building Permit/Construction
C - Required Prior to Building Occupancy
D - Ongoing
E - Required Prior to Grading Permit
* - Non Standard Conditions

SOILS/ GRADING/ DRAINAGE

E 1. Design grading and landscaping plans to comply with the City's clear sight triangle criteria at public street intersections and at private driveways. Walls, fencing, monument signs, slope, and landscaping, within the clear sight triangle, must not exceed thirty inches in height measured from the flowline of the street, unless a sight distance analysis that demonstrates sight distance is adequately maintained is submitted to and approved by the City Engineer.

E 2. Submit a preliminary soils report, prepared by a licensed Geotechnical Engineer, for review and approval by the City Engineer. Comply with the recommendations contained in the report and any amendments thereof as approved by the City Engineer.

E 3. Submit the structural design and location for any required retaining walls for review and approval by the City Engineer. Construct concrete v-ditches and drainage system at the back of retaining walls in accordance with the Grading Plan Checklist and as required by the City Engineer.

E 4. Submit rough and/or precise grading plans to the City Engineer for review and approval. Comply with the City of Highland grading standards as shown on the grading plan checklist.

E 5. Submit an erosion control plan to minimize potential increases in erosion and sediment transport during construction activity for City Engineer approval. Place erosion control measures during or after grading work as required by the City Engineer.

E 6. Design short-term erosion control in accordance with Best Management Practices such as, hydroseeding, mulching, jute matting or plastic sheeting to protect slopes; silt fencing to control site perimeter; and straw bale barriers, gravel bag barriers, rock filters or sediment basins to control internal erosion, or other methods to stabilize disturbed areas, as approved by the City Engineer.

D 7. Implement dust control measures during construction activities including, but not limited to, daily watering of construction area as frequently as necessary during active and inactive periods, utilizing soil emulsions, limiting construction vehicle speed to 10 miles per hour, stabilizing construction entrances to prevent trackout of sediments, and street sweeping.

E 8. Design grading to intercept and conduct off-site tributary drainage flow around or through the project site in a manner that does not adversely affect adjacent properties. Conveyance

of on-site and off-site tributary flows shall be maintained by the underlying property owner and shall not exceed the pre-development flow rate and volume.

E 9 Design grading to drain the entire area of the project to the proposed Water Quality Management Plan (WQMP) infiltration system and to accommodate overflows as necessary.

E* 10. Plot all existing and proposed easements on grading plan and note disposition of any existing utilities, appurtenances, fences, and access roads.

D* 11. Construct temporary sedimentation basins for use during the grading and construction period of the project. Do not start using the proposed infiltration system until the site is stabilized for erosion and sedimentation.

B 12. Submit original wet signed and stamped rough grading certifications from the soils engineer and the grading engineer, along with compaction reports, to the City Engineer.

C 13. Submit original wet signed and stamped final grading certification from the soils engineer and grading engineer, to the City Engineer.

STREET IMPROVEMENT

E* 14. Submit engineering plans for **5th Street** improvements and signing, striping and pavement markings to the City Engineer for review and approval. Indicate the location of any existing utility/facility which would affect construction on plans and profiles. Comply with the City design standards as shown on the street and storm drain improvement checklist. Provide ADA access to site from public right of way.

C* 15. Construct new street improvements along **5th Street** project frontage including, but not limited to:

a) Construct public landscape improvements.
b) Two interim commercial drive approaches (easterly drive approach per City Std. 213, westerly drive approach per City Std 212 or 213) at existing southerly curb face per the Conceptual Grading. Minimum driveway width for trucking ingress/egress is 40 feet. Minimum driveway width for vehicle parking ingress/egress is 30 feet. Note 4.5' sidewalk easement will be required back of commercial drive approaches.
c) Remove existing improvements along southside of 5th Street including southside drive approaches and conflicting sidewalk, join existing where to be maintained, and
    1. Reconstruct full-height 8" curb and gutter located 40' south of street centerline per City Std. 203.
    2. Construct 6' wide curb-adjacent sidewalk per City Std 208 Type B.
d) Design the limits and extent of removal of existing improvements, and construction of transitional improvements to complete items a-c above and as approved by the City Engineer.[BB1]

C 16. Construct private ingress/ egress improvements at **5th Street** driveways to permit right in and right out only truck movement. Passenger vehicles to have full access movements.

C 17. Design and construct public improvements including sidewalk, driveway approaches and access ramps, as needed, in accordance with all requirements of the State of California Accessibility Standards, Title 24 California Administrative Code. Redesign and reconstruct existing frontage improvements if found not in compliance with City Standards.

C* 18. Install new LS3 metered street light system along the project frontage of **5th Street**. (2) new street lights west of the existing street light at Address 26887 5th Street, electrical conduits, wiring and meter etc. will be owned and maintained by the City. The street lights shall be equipped with a Light Emitting Diode (LED) luminaire on a marbelite pole with types and at the location specified by the City Engineer. Pay the City street lighting energy and maintenance charges for the initial 12 months.

C* 19. Install signing, striping and pavement markings along the project frontage with specific locations and types approved by the City Engineer.

C 20. Submit "Record Revisions" to all plans to reflect the improvements as constructed, and any changes made during construction.

WATER QUALTIY/ DRAINAGE

E 21. Obtain approval by the City Engineer of a Final Water Quality Management Plan (F-WQMP), prepared in accordance with the City's National Pollutant Discharge Elimination System (NPDES) permit requirements in effect at the time the Conceptual Water Quality Management Plan was approved unless subsequent City NPDES permits require otherwise. The F-WQMP shall (1) be prepared, signed, and sealed by a licensed Civil Engineer, (2) include Site Design Low Impact Development and Source Control Best Management Practices (BMPs) appropriate for commercial development, (3) include a BMP implementation, operation, and funding mechanism, and (4) be certified by the property owner. The property owner shall also enter into a Stormwater BMP Transfer, Access, and Maintenance Agreement with the City on standard City form. Include a copy of the recorded agreement in the F-WQMP. Construct BMPs in accordance with the approved F-WQMP.

C* 22. Construct and implement site design BMPs specified in the project approved F-WQMP including, but not limited to, underground infiltration system, pretreatment devices, and raised curb landscaped areas and parking lot islands. Alternate site design BMPs which are equally effective may be submitted for review and approval by the City Engineer.

E 23. Include the project grading plan, landscape plan and utility plan with the first submittal of the F-WQMP.

C 24. Submit two sets of WQMP BMP Exhibits with a "WQMP BMP As-Built Certificate" wet signed and sealed by the Engineer of Record. The Certificate shall state:

"I hereby certify that the Water Quality Management Plan Best Management Practices have been constructed under my supervision in accordance with the approved plans and are functional to the best of my knowledge."

C* 25. Construct on-site private drainage system, HDPE or other pipe material as approved by City Engineer, to drain the entire project site to the proposed WQMP BMPs in accordance with the approved Final Water Quality Management Plan, and construct necessary drainage overflow facilities. Construct an overflow pipe to convey any overflow from the proposed underground infiltration system in a manner such that drainage does not adversely impact neighboring properties and redirect or concentrate flows.

B 26. At the underground infiltration system location proposed by the Final WQMP, conduct at least two new infiltration tests using a double-ring infiltrometer. The tests shall be conducted at the proposed underground infiltration system subgrade elevation, prior to the submittal of

the F-WQMP. After obtaining the results from the two tests, the engineer and geotechnical engineer shall determine if additional testing is required.

C 27. Register the underground chambers with EPA as a Class V Injection Well.

E 28. Submit a hydrology study to determine storm runoff quantities tributary to and generated by the Project for review and approval by the City Engineer. Include hydraulic calculations to determine the size and type of all drainage facilities.

C 29. Intercept and convey off-site drainage tributary to the project boundary around or through the project in a manner that will not adversely affect adjacent or downstream properties.

E 30. Submit engineering plans for public and private drainage systems to the City Engineer for review and approval. Comply with the City design standards as shown on the street and storm drain improvement checklist.

MAP/DEDICATION/ ANNEXATION

C* 31. Apply to the City to annex the project into the City's Consolidated Landscape District (LMD) for potential City maintenance of parkway and frontage landscaping along **5th Street**. The City will maintain parkway and frontage landscaping utilizing LMD revenue only if the City determines that adequate maintenance is not being provided by the property owner. The potential future amount of assessment will include the estimated on-going maintenance cost and one-time construction cost to convert the privately-maintained system to the City-maintained system.

C* 32. Apply to the City to annex the project into the City's Landscape Maintenance District (LMD) for maintenance of future median landscaping along 5th Street median. Sign the ballots prepared by the City agreeing to the annexation, and the potential future amount of assessment. Assessment for 5th Street median landscaping will commence the year the medians are constructed by the City or other future developments. Landscaping within the median shall be maintained by the City.

B* 33. Dedicate an irrevocable offer of dedication via a Final Parcel Map:
   a) (1) 10-foot wide minimum landscape easement across the Project frontage.
   b) (2) sidewalk easements at the Project's commercial drive approaches as approved by the City Engineer.
   c) (1) temporary construction easement granting permission for the City to enter the property to construct and restore landscaping. The exact dimensions of the landscape easement will be determined at the time on-site improvement plans have been prepared.

B 34. Record a Final Parcel Map with the San Bernardino County Recorder pursuant to the provisions of the State Subdivision Map Act. Submit a duplicate photo mylar of the map recorded with the San Bernardino County Recorder.

A 35. At the time of Final Parcel Map submittal, include traverse calculation sheets which show error of closure, copies of recorded maps and deeds used as reference and/or showing original land division, tie notes and bench marks referenced, and a current title report. Inverse calculations will not be accepted for plan check.

A 36. Include an Improvement Certificate/Statement on the Parcel Map in accordance with Section 66411.1 of the Subdivision Map Act.

FEES/ PERMITS/ BONDING

C* 37. Pay an in lieu fee for the design and construction of the future raised landscape median along the project frontage 5th Street, as determined by the City Engineer.

E 38. Pay appropriate Development Impact fees, Engineering fees for district annexation, plan check, WQMP review, hydrology study review, structural calculation review, on-site and off-site inspection, utility excavation permits, GIS map plan update, microfilming and storage of plans and maps, and other required fees.

D 39. Obtain a permit from Engineering prior to any on-site construction or construction within the public right-of-way.

E 40. Post a deposit for erosion control which shall not be released prior to completion of all on-site construction.

A 41. Bond for all required grading, street, and storm drain improvements in accordance with City Development Code.

C 42. Post a deposit for monumentation based on an estimate of the cost to perform the work by the project surveyor or engineer. The deposit shall not be released prior to written verification from the surveyor or engineer that the monuments have been set and payment for the work has been received.

UTILITIES/ CONSTRUCTION

*E 43. Obtain written permission from adjoining property owners prior to start of any grading, removal or construction work located within the affected private properties.

B 44. Coordinate temporary fencing and construction with the adjacent property owners. Install construction fencing and screening in accordance with Building and Safety Division Policy 335.

E* 45. Obtain written permission and permit from San Bernardino County Flood Control District for encroachment within their right-of-way, offsite grading, and perimeter wall construction if any.

C 46. Reconstruct existing public improvements removed or damaged during construction. Pavement repair, which may include A.C. overlay, T-cut trench repair and/or slurry seal after removal of existing striping shall be across all or a portion of damaged pavement caused by this project as determined by the City Engineer.

C* 47. Coordinate, and where necessary, pay for the relocation of any existing public utilities as necessary.

C 48. Provide all utility services to each building, including sanitary sewers, water, electric power, gas, cable TV, internet, and telephone. All utilities listed under Highland Municipal Code Section 16.40.380 (A) are to be underground per Ordinance 315.

E 49. Comply with applicable requirements of the National Pollutant Discharge Elimination System (NPDES) permit program. Provide written verification from the Regional Water Quality Control Board specifying the projects WDID number.

B 50. Destroy any abandoned wells on the property or similar structures that might result in contamination of underground waters in a manner approved by the City Engineer.

B 51. All underground structures, except those desired to be retained, must be broken in, backfilled, and inspected before covering.

D 52. Comply with the prevailing City design and construction standards and requirements at the time of permit issuance.

B 53. Design and construct a trash enclosure per City Standard 700.

C 54. Install telephone, cable television, and internet enclosures underground whenever the underground installation is an available option offered by the utility companies. If the underground installation is not an available option and utility enclosures must be installed above ground, install the above-ground utility enclosures and any flush mount utility enclosures at locations where construction of retaining walls will not be necessary for compliance with the setback requirements of the utility companies.

B* 55. Submit a Composite Utility Plan for the purposes of coordinating, maintaining and improving landscaping in City right-of-way. Indicate the location of all above ground and flush mount water, electric, cable TV, internet, street lights, traffic signal, and telephone utility structures prior to City issuance of utility permits.

Building and Safety Division Conditions of Approval

Date:	April 26, 2023
Project:	Warehouse building
Applicant:	Kevin Rice – Patriot Partners
Site Location:	South side of 5th St. West of Central
Project Numbers:	**CUP:** 22-003; **DRA:** 23-004; **VAR:** 23-001
APN(s):	1192-561-04-0000 through 07-0000

1. Please provide the following number of construction plans and documents listed below for the first review of the proposed project. The initial plan review time will take two weeks on most projects. The applicant will receive an application number at the time plans are submitted for Building & Safety's plan review. This number is needed to obtain information regarding your project.

   (3) Architectural Plans
   (3) Condition of Approval from all departments:
   To be included in Architectural plan set at plan submittal
   (3) Structural Plans
   (2) Structural Calculations
   (3) Plot/Site Plans
   (3) Electrical Plans
   (3) Electrical Load Calculations
   (3) Exiting Plans
   (3) Plumbing Plans/Isometrics
   (3) Mechanical Plans
   (3) HVAC Duct Layout Plans
   (2) Roof and Floor Truss Plans
   (2) Title 24 Energy Calculations
   (2) Soils Report
   (3) Precise Grading Plans
   * Grading, Photometric, or Landscape Plans:
   Please mark "FOR REFERENCE ONLY"
   (3) Site Disabled Access Plan
   (3) Temporary Fence Plan
   (1) Approved Health Department Plans (as applicable)
   (1) Fire Flow Test - with hydrant location dimensioned on the site plan
   (2) Energy Commissioning Plan

2. All structures shall be designed in accordance with the current version of the California Building Codes at the time of submittal (Currently the 2022 codes), including the California Green Building Standards Code. Design all structures to Risk Category II at exposure "C" (ASCE7-16), and Energy Climate Zone 10.

3. All onsite utilities are to be underground. As approved by the Planning Division, utility cabinets and transformers are exempt.

4. Construction projects requiring fire permits must apply and submit fire plans prior to the issuance of the building permit, including fire sprinkler submittals.

5. Building and Safety does not release all meters until final approvals are obtained from all agencies and departments. Commercial and industrial projects, see Policy 295.

6. The Developer/Owner is responsible for the coordination of releasing any Deferral of Development Impact Fees or Bonds after such fees have been paid. The Developer/Owner should be aware, once the deferral notice is sent to the San Bernardino County Recorder's Office; the release process takes two to three weeks. This process will delay final Certificates of Occupancy.

7. The Developer/Owner is responsible for the coordination of the final occupancy. The Developer/Owner shall request clearances from each department and/or applicable agency at least two weeks prior to requesting a final building inspection from Building and Safety. Each agency shall sign the back of the Building and Safety Job Card, or provide agency approved signed documentation, and provide a copy of the signatures to Building and Safety at the time the final inspection is requested.

8. Building and Safety inspection requests must be made by 4:00 pm. on the previous City working day to receive a next business day inspection. Please contact (909) 864-2136, Ext 228.

9. Construction activities shall not commence prior to 7:00 a.m. and shall terminate no later than 7:00 p.m. Monday through Saturday with no construction activities preformed during city or Federal Holidays. (Ordinance 420 HMC) unless restricted further by environmental review mitigation.

10. A security fence with screening shall protect all construction sites. The fencing and screening shall be maintained at all times to protect pedestrians. All development projects shall submit a construction fencing plan with the construction design plans. Construction projects that have phased occupancy shall be completely separated by a construction fence that is screened and show the adjusted fence locations at each phase.

11. On site toilet facilities shall be provided for construction workers and such facilities shall be maintained in a sanitary condition. Construction toilet facilities of the non-sewer type shall conform to ANSI ZA.3 and on site per NPDES stormwater requirements.

12. All construction materials, which are not used, shall be recycled pursuant to the requirements set forth by Ordinance No. 269. Receipts from the recycle company responsible for picking up the materials shall be kept in the construction office. After the construction is complete and before final occupancy, the trash receipts shall be forwarded to the City Public Services division.

13. Construction projects, requiring temporary electrical power, shall obtain an electrical permit from Building and Safety. No temporary electrical power will be granted to a project unless the following item is in place and approved by Building and Safety and the Planning Division.

    a) Installation of a construction trailer through the "Temporary Occupancy Permit", alternatively, a security fenced area where the electrical power will be located. Installation of construction/sales trailers must be located on private property. No trailers can be located in the street unless a permit from the Engineering Department is obtained.

14. Prior to the issuance of Building Permits, on site water service shall be installed and approved by the responsible agency. On site fire hydrants shall be approved by the Fire Department. No flammable materials will be allowed on the site until the fire hydrants are established and approved. No flammable construction materials shall be placed on the site without approvals by the Fire Department. All street and access roadways around the project shall be paved for emergency response vehicles before flammable materials are placed on the project. Fire flow tests shall be obtained by East Valley Water District.

15. The building is to be connected to the public sewer system, when provided. When the public system is not available, an onsite septic system is to be installed. Please provide Building Staff with a will-not/sewer not available letter from EVWD and an approved septic system design from the Santa ana Regional Water Quality Control Board (please contact Susan Beeson at (951) 782-4902). An approved design with percolation test will be required to be submitted to Building & Safety for separate review and permitting prior to issuance of a building Permit.

16. Prior to issuance of building permits, site-grading certifications, compaction reports, and survey report shall be submitted to Building and Safety or to Public Works, as applicable.

17. Prior to issuance of building permits, provide a receipt from the appropriate Unified School District stating that all school fees have been paid. (San Bernardino Unified School Districts)

18. Prior to final inspection, provide Building & Safety with a flash disk of the approved plans and documents.

19. All construction projects shall comply with the NPDES Stormwater Best Management Program. Prior to building permit issuance submit copy of the Water Quality Management Program Report. (WQMP)

20. All deferred plan items & required deputy inspections are to be identified on the plans cover sheet.

21. 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. The accessible route(s) of travel shall be the most practical direct route from each site arrival point.

22. All dead and removed trees and foliage is to be properly removed from the site.

23. The City enforces the State of California provisions of the California Building Code disabled access requirements. The Federal Americans with Disabilities Act (ADA) standards may differ in some cases from the California State requirements; therefore, it is the building owner's responsibility to be aware of those differences and comply accordingly.

24. At the time of submittal for plan review, projects meeting the requirements under Section 5.410.2 and Section 5.410.2.3 of the California Green Building Standards Code shall submit a Commissioning Plan.

25. Demolition permits shall be obtained for all structures to be demolished.

Main Office - 825 East Third Street, San Bernardino, CA 92415-0835 | Phone: 909.387.7910 Fax: 909.387.7911

www.SBCounty.gov

SAN BERNARDINO COUNTY

Department of Public Works

- Flood Control
- Operations
- Solid Waste Management
- Special Districts
- Surveyor
- Transportation

Brendon Biggs, M.S., P.E.
Director

Noel Castillo, P.E.
Assistant Director

David Doublet, M.S., P.E.
Assistant Director

April 27, 2023

Transmitted Via Email
File: 10(ENV)-4.01

City of Highland, Planning Division
Attn: Angela Tafalla, Assistant Planner
27215 Base Line
Highland, CA. 92346
atafolla@cityofhighland.org

RE: PROJECT NOTICE– CONDITIONAL USE PERMIT NO. 23-003 FOR PATRIOT WAREHOUSE, ON THE SOUTH SIDE OF 5TH STREET JUST WEST OF CENTRAL AVENUE; AREA ACROSS FOUR (4) PARCELS TOTALING APPROXIMATELY 2.86-ACRES.

Dear Ms. Tafolla:

Thank you for allowing the San Bernardino County Department of Public Works the opportunity to comment on the above-referenced project. **We received this request on April 13, 2023,** and pursuant to our review, we have the following comments for your consideration and inclusion into public record:

Flood Control Planning & Water Resources Division (Michael Fam, Chief, 909-387-8120):

1. The proposed Project is located adjacent to a San Bernardino County Flood Control District (SBCFCD) right-of way and/or facilities (2-603-1A) City Creek Channel. Any encroachments including, but not limited to access for grading, fence removal and installation, side drain connections, and utilities on the District's right-of-way or facilities will require a permit from the SBCFCD prior to start of construction. Please contact the San Bernardino County Flood Control Permit Section at (909) 387-7995 for further information regarding this process.

Permits/Operations Support Division (Johnny Gayman, Chief, 909-387-7995):

1. We are aware there may be storm drains in and around the site that may be affected by the proposed Project. When planning for or altering existing or future storm drains, be advised that the Project is subject to the County's Comprehensive Storm Drain Plan No. 6 dated, August 2001. It is to be used as a guideline for drainage in the area and is available in the S.B. County Department of Public Works offices. Any revision to the drainage should be reviewed and approved by the jurisdictional agency (City, County).

Flood Control Planning/Water Resources Division (Michael Fam, Chief, 909-387-8120):

1. The District's recommendations are most often made for site specific conditions. Therefore, the recommendations made here are general in nature until such time as more detailed plans become available.

2. According to the most recent FEMA Flood Insurance Rate Map (FIRM), Panels 06071C8701J, dated September 2, 2016, and 06071C8702H, dated August 28, 2008, the Project lies relatively equally-divided within FEMA Zones X-shaded (500-yr. floodplain; protected by a levee) and Zone X.

3. If any encroachment on District Right-of-Way is anticipated, a permit shall be obtained from the District. Other on-site or off-site improvements may be required, which cannot be determined at this time.

4. One of the benefits of the CSDP is to identify the alignment of future drainage and flood control facilities. It is hoped that the City of Highland will continue to use this document to protect the alignment of these future facilities.

5. We recommend that the Project include, and the City enforce, the most recent FEMA regulations for development in a floodplain.

We respectfully request to be included on the circulation list for all project notices, public reviews, or public hearings. In closing, I would like to thank you again for allowing the San Bernardino County Department of Public Works the opportunity to comment on the above-referenced project. Should you have any questions or need additional clarification, please contact the individuals who provided the specific comment, as listed above.

Sincerely,

Nancy Sansonetti

Nancy Sansonetti, AICP
Supervising Planner
Environmental Management Division

City of Highland, **FIRE PREVENTION DIVISION**, Conditions of Approval.

DATE : **April 17, 2023**

APPLICANT : **Kevin Rice**

ADDRESS : **1192-561-04, 1192-561-05, 1192-561-06, 1192-561-07.**

SITE LOCATION: South side of 5th Street West of Central Ave, Highland, CA

FILE / INDEX No.: CUP 22-003 DRA 23-004 VAR 23-001

A tiered level of mitigation options has been developed and listed below are the systems and/or modifications required for your project. Compliance of the following items are a condition of **FINAL OCCUPANCY APPROVAL**. These conditions are required as acceptable solutions to the adverse fire conditions impacting firefighting and emergency operations accompanying the site/area. They will either assist in detection and extinguishment of the fire and/or facilitate the anticipated emergency operations.

This project is protected by the City of Highland Fire Department / Cal-Fire / California Department of Forestry and Fire Protection. Prior to any construction occurring on any parcel, the applicant shall contact the city of highland fire marshal office for verification of current fire protection development requirements. All new construction shall comply with the currently adopted California Fire Code and all applicable statutes, appendices, codes, ordinances, standards and policies of the City of Highland Fire Department/ Fire Prevention Division / Cal-Fire / California Department of Forestry and Fire Protection.

Fire Department Review of all projects is required.

ALL CONSTRUCTION (New and renovations to existing) SHALL COMPLY WITH THE ADOPTED CALIFORNIA FIRE CODE Along with amendments as adopted within the Highland Municipal Code (Ord. #411).

Note: All weather access roads (CFC) and fire hydrant/water system installations shall be in place, inspected and approved, **PRIOR** to combustible material being brought on site.

Note: The City of Highland has 2 areas within the '**FIRE SAFETY OVERLAY DISTRICT**' designated as **FR-1** and **FR-2**. Both areas may border or overlap areas identified by the State/CalFire as '**High Fire Severity Zone**' or '**Very High Fire Severity Zone**'. See **HMC** for construction requirements.

GENERAL.

1. **HF3:** A fuel break of one hundred (100) feet (brush and weed clearance) is required prior to construction. The clearance shall be maintained on a year-round basis. **CFC & HMC**

2. **HF31:** Approved fire hydrant pavement markers (blue dots) shall be installed at every hydrant.

3. **HF51:** The main electrical panel and all sub-panel(s) shall be labeled on inside cover for all circuits. **CEC**

4. **HF52:** Water heater (fuel fired), shall be properly vented to exterior of structure. Water heater shall be seismic strapped to wall and be located 18" above a garage floor. **CBC**

5. **HF55:** Commercial exit requirements:
   A. Required exit doors shall be maintained in an operable condition at all times
   B. Required exit doors shall swing outward and away in the direction of exit travel.
   C. Obstructions shall not be placed in the required width of an exit. Exits shall not be blocked or locked shut or obstructed in any manner during business hours.
   D. Exit paths shall be illuminated when structure is occupied.
   E. Exit path illumination shall be supplied from two (2) sources of power when occupant load is one hundred (100) persons or more.
   F. When exit way/exit pathway and/or exit doorway is not easily identified, additional exit signs shall be installed.

6. Exit signs shall be internally or externally illuminated by two lamps or shall be of the self-luminous type. **CFC; CBC**

7. **HF60:** Additional plans for access, fire safety systems, fire lanes and signage, gates, storage, or other special conditions may be requested for review, conditioning and approval by the fire marshal.

8. **HF56:** All flammable and combustible liquid storage and dispensing shall be in accordance with applicable sections of the **CFC, T-19** and city codes and ordinances.

9. **HF48:** A class "A" roof covering structure with "bird stops" shall be installed.

ACCESS:

10. **HF7:** Fire department **access** roads shall meet the fire dept. minimum unobstructed width of twenty (20) feet. (twenty-six (26) feet within FR-1&2 zones). **This standard shall not lessen other agency requirements.** Access roads shall be paved (asphalt/concrete) and in place **prior** to delivery of combustible building materials on site. Roads shall be designed and constructed to meet adopted city standards. **CFC**

11. **HF8:** All access roads, public, private streets and residential driveways shall maintain a minimum vertical clearance of thirteen (13) feet-six (6) inches. **CFC**

12. **HF10:** Driveways exceeding 150 feet shall have a fire department approved turn-around at the terminus. **CFC / APPENDIX D**

13. **HF11:** Fire department access roadway(s) and/or public/private street(s) exceeding one hundred fifty **(150)** feet in length shall provide an approved turn-around at the terminus **(cul-de-sac)**. Minimum radius shall be **not less than forty (40)** feet. Or as approved by the fire marshal. Cul-de-sacs providing access to perimeter emergency access roads shall have a minimum radius of forty four **(44)** feet. **CFC / APPENDIX D, SBCO TRANSPORTATION STD**

14. **HF12:** Fire department access roadway(s); public/private street(s) and driveways shall not exceed 12% grade. **CBC / APPENDIX D, HMC**

15. **HF13:** Fire department access roadway(s); shall extend to within one hundred fifty (150) feet of and shall give reasonable access to all portions of the exterior walls of the first story of any building.
An access road, approved by the fire dept., shall be provided to within fifty (50) feet of all structures when the natural grade between access road and structure is in excess of 30%.
Where an approved access road cannot be provided, a fire protection system shall be required and approved by the fire department. **CFC**

16. **HF15:** "Phased" projects may be required to provide a minimum of two (2) remote points of approved access during construction. A secondary access, for fire and other emergency equipment and for routes of escape, which will safely handle evacuations. **CFC - APPENDIX D**

17 **HF19:** **Manually** operated gates across fire department access roadways, public and/or private streets and driveways, shall be equipped with approved emergency key-operated **"KNOX"** padlock or box containing key to open the private lock. For **automatic** gates, a "KNOX" emergency access switch, shall be installed, at location determined by fire department, and shall over-ride all command functions and open gate automatically upon activation. All automatic gates shall have a manual over-ride for use during loss of electric power. "KNOX BOX" request form

is available from the fire marshal or may be ordered directly from www.knoxbox.com (specify City of Highland, CA) **CFC – Appendix D Note: The city of Highland also requires an electronic "H" key system (Ord. #320) for multi-family, gated communities or secured storage facilities. HMC**

18. **HF24:** "NO PARKING – FIRE LANE" signs shall be posted at locations designated by fire marshal. Fire lane curbs shall be painted red, with white letters stating, "NO PARKING – FIRE LANE" on top, not face. **CFC - APPENDIX D**

19. **HF54:** Commercial and industrial structures-occupancies and gated complexes shall have a "**KNOX BOX**" system installed on the exterior of the building(s) or complex. location of device to be determined by the fire department. The box shall contain keys necessary to gain access and may contain pre-plans and MSDS information as required by the fire department. New and existing multi-tenant commercial buildings shall provide a 'KNOX' box large enough to contain keys to access each individual tenant space. Installation location(s) to be determined by the fire marshal. The box shall contain clearly marked keys to each tenant space or other areas as determined by the fire marshal. **CFC**

20. **HF61:** Aerial fire apparatus access roads. **Where required**: buildings or facilities **exceeding 30-feet** in height above the lowest level of fire dept. Vehicle access shall be provided access roads capable of accommodating aerial apparatus. **Width:** aerial apparatus access roads shall provide a minimum unobstructed width of **26-feet** in the immediate vicinity of any building exceeding 30-feet in height. **Proximity to buildings:** aerial apparatus access roads shall be located a minimum of 15-feet to a maximum of 30-feet from the building, and shall be positioned parallel to one entire side of the structure, as approved by the fire code official. **CFC APPENDIX D**

WATER:

21. **HF25:** Minimum required fire flow, as determined by California Fire Code Appendix 'B'.
System shall be looped with minimum eight (8) inch mains; six (6) inch laterals, six (6) inch risers; six (6) inch dia. Hydrants with two 2 ½" outlet(s) and one 4" outlet. **CFC APPENDIX B AND C**

Note: Hydrants shall meet EVWD standards.

22. **HF29:** Fire hydrant spacing shall be:
Commercial retail: 300 FEET
CFC / APPENDIX B AND C.

Note: Existing fire hydrants (off-site) can be included if they meet spacing requirements. Hydrants shall not be located at the 'bulb' end of cul-de-sacs.

23. **HF26:** Three sets of water delivery system plans, designed to meet the required fire flow for this project and/or development, shall be submitted to the fire department for review and approval. **CFC**

24. **HF27:** Applicant-developer shall provide a letter from the water company serving the project-development, verifying financial arrangements have been made and bonded for the required water improvements. **CFC**

25. **HF28:** Fire hydrants shall be installed, inspected and operational as per approved water system delivery plans **prior** to any framing, construction or delivery of combustible materials to project site. **CFC / CFC**

26. **HF30:** Private, on site fire hydrant(s) – yard hydrant(s)- capable of supplying required fire flow shall be installed at location(s) identified by the fire department. System shall be looped with minimum eight (8) inch mains; six (6) inch laterals, six (6) inch risers; six (6) inch dia. hydrants with one 2 ½" outlet and one 4" outlet. **CFC / APPENDIX B AND C**

27. **HF38:** Approved fire hydrant(s) capable of supplying required fire flow, shall be provided to all premises upon which facilities, buildings or portions of buildings are constructed or moved within the jurisdiction. When any portion of the facility or building protected is in excess of 150 feet from a fire hydrant on a public street, as measured by an approved route around the exterior of the facility or building, additional fire hydrants or on-site fire hydrants, meeting the required fire flow, shall be provided. **CFC APPENDIX B AND C**

ADDRESSING – IDENTIFICATION:

28. **HF21:** **Commercial** and **multi-family residential** address numbers shall be displayed on all **new and existing** structures in such a manner as to be plainly visible and legible from the access roadway or street. Numerals shall be of a contrasting color to the building and electrically illuminated.
Minimum size of the numerals shall be **8"** height, 3/4" stroke, or as approved by the fire marshal.
Industrial occupancies shall have address numbers of 12" height, 1" stroke and shall be electrically illuminated so as to be visible and legible from access roadway or street.
Note: Depending on height and setback of a building, larger numerals may be required and at additional locations on the building, as determined by a case-by-case review.
HMC

FIRE PROTECTION & ALARM SYSTEMS:

29. **HF36:** Automatic fire sprinklers shall be installed according to **NFPA 13** and fire dept. requirements. Submit three **(3)** sets of shop plans with material cut sheets and hydraulic calculations, indicating the type of occupancy, type of materials to be stored (if any), for fire dept. review and approval prior to any installation. Submit copy of California C-16 license. **CFC; CBC; HMC**

30. **HF37:** Automatic fire sprinkler control devices (P.I.V & O.S.&Y.) Shall be visible from fire dept. access roadway, and identify system being controlled and address of structure.
Fire Dept. Connection (FDC) shall be located no closer than forty (40) feet and not to exceed one hundred fifty (150) from structure. Required fire hydrant shall have a maximum distance from FDC of thirty (30) feet. FDC shall identify address and system of structure being protected. **CFC**

31. **HF41:** A minimum of one 2A-10BC fire extinguisher shall be installed for each 3,000 sq.ft. of floor area. Travel distance to any one fire extinguisher shall not exceed 75 feet. Additional fire extinguishers, size and class to be determined by fire department, may be required. Fire extinguishers shall be serviced bi-annually and shall have a current State Fire Marshall service tag attached. Fire extinguishers are to be serviced every two years and inspected & tagged every year. **CFC; NFPA**

32. **HF43:** An automatic fire detection and alarm system meeting the requirements of CFC 907, CBC and NFPA 72 shall be installed. Three (3) sets of shop plans with material cut sheets and calculations shall be submitted to the fire department for review and approval prior to installation. **CFC; CBC; NFPA**

33. **HF44:** An automatic smoke removal system shall be installed. The system shall comply with CFC and CBC requirements. Three (3) sets of shop plans with material cut sheets and calculations shall be submitted to the fire department for review and approval prior to installation. This system may be mitigated as allowed by the California Fire and Building codes. Please indicate type and code section of the applicable mitigation employed in this application on your plans. **CFC; CBC**

34. **HF45:** An automatic smoke ventilation system – fusible link type, shall be installed. Roof vent, venting ratios and draft curtains shall be provided. Three (3) sets of shop plans with material cut sheets and calculations shall be submitted to the fire department for review and approval prior to installation. This system may be mitigated as allowed by the California Fire and Building codes. Please indicate type and code section of the applicable mitigation employed in this application on your plans **CFC; CBC**

35. **HF59:** Commercial and industrial buildings, in excess of 20,000 square feet, and with an interior area more than 150 feet from exterior exit, shall be equipped with

a class i standpipe system. Standpipe connections shall be configured to reach any portion of interior space within 150 feet in any direction of travel. This system shall be calculated to provide 500 GPM from an adjacent automatic fire sprinkler riser at 100-psi nozzle pressure for two hand lines flowing.

36. **HF60:** California Fire Code, **FIRE SAFETY DURING CONSTRUCTION AND DEMOLITION**, shall apply to this project. it is the responsibility of the project manager to meet with the fire marshal to discuss requirements specific to this project.

37. **HF61**: **TENANT IMPROVEMENT**. Review the 'tenant improvement information' handout. If any of the items listed apply to this project, they must be included in the 'fire department notes' section on the plan.

38. **HF62**: Additional plans for access, fire safety systems, storage or other special condition may be requested for review, conditioning and approval by the fire marshal.

39. **HF63**: Submit to fire marshal's office: **one copy** of building and/or structure plans for fire department review.

40. **HF64:** Spray booths, spray finishing operations shall comply with requirements of California Fire Code

41. **Note:** Fire sprinkler design requirements for Spec warehouse buildings will change depending on type of occupancy, storage heights and/or commodities that are being used or handled.

Craig Sanchez, Fire Marshal
City of Highland Fire Prevention
(909) 864-8732 x 248

COMMUNITY WORKS DESIGN GROUP

LANDSCAPE ARCHITECTURE

4649 Brockton Avenue

Riverside, CA 92506

(951) 369-0700

Fax (951) 369-4039

http://www.comworksdg.com

CA License #2110

NV License #389

April 13, 2023

Kim Stater, Assistant Community Development Director
City of Highland
Community Development Department – Planning Division
27215 Base Line
Highland, CA 92346

RE: PRELIMINARY LANDSCAPE PLAN REVIEW:
CUP 23-004
Patriot Partners Warehouse –
5th Street west of Central

Dear Kim:

We have reviewed the preliminary landscape plans for the facility listed above in comparison to the City's standards and guidelines, the City's Water Efficient Landscape Ordinance, and recently processed applications of similar occupancy. Accordingly, we recommend the following landscape-specific conditions.

1) Due to building orientation and lack of buffer or planter area for westerly frontage section/main entrance off 5th Street, additional features including accentuating low walls, mounding, public art, or other features should be considered in the proposed planter areas to balance the absence of features at the entrance.

2) Building main vehicular access is directly adjacent to a narrow walk and glazing which may cause issues or confusion with some drivers. Applicant should consider creating a buffer between vehicular and pedestrian areas.

3) To verify that the landscape complements the appearance and scale of the warehouse architecture, applicant shall include the actual proposed planting species in architectural renderings and elevations for communication with review committees. Current renderings do not reflect the plant species, forms, nor density of the materials specified on the conceptual landscape plan.

4) Current conceptual planting plan does not offer enough taller/columnar plant species that would create a foundation and transition for the tall structure or offer screening to adjacent properties. Applicant should consider additional species that will meet the need for more vertical planting. This should include more columnar or vertical plant material to create a hierarchy and vertical transition from ground plane to Building.

5) Applicant shall include full color planting imagery boards of plants included in the conceptual design palette with plants grouped by size (Trees, Vines, Foreground, Mid-ground, Background, and Groundcover) for better communication of palette for design review.

6) Applicant shall include a mix of larger tree sizes with the minimum size being 24" box- 50% of total, 36" box 30% of total, and 48" box 20% of total.

7) Applicant shall coordinate with city Landscape Architect for street tree selection on 5th street in addition to currently shown Pines.

8) Applicant should clarify perimeter fencing treatments. The only perimeter control currently noted on the building plans appears to be an 8' concrete tilt-up wall with no other perimeter fencing types called out. Adjacent property to the east is a head start childcare center that will require additional fencing and or buffer treatments to include more trees, screening plant material, mounding, and or other specialized treatments.

9) Applicant shall verify and add shading exhibit for parking lots. According to the keynotes on the site plan, they should be on the Landscape plan.

10) Provide concrete headers where frontage landscape meets adjacent neighboring parcels to protect the integrity of the proposed planting, and to define the limits of maintenance responsibility including area adjacent to flood control channel. At a minimum a 6" concrete mow curb is required to separate new planter areas from adjacent existing properties landscape.

We look forward to discussing these items in further detail. If you have any questions or concerns, please feel free to contact us at (951) 369-0700.

Sincerely,

COMMUNITY WORKS DESIGN GROUP

Dan Burkhart ASLA, Certified Arborist WE-11637A for

Scott Rice ASLA, LEED AP, CASp
City Landscape Architect
Consultant to the City of Highland via Community Works Design Group
Landscape Architect CA #5111

Attachment 6

Resolution No. 2023 –

Approving VAR-23-001

PC RESOLUTION NO. 2023 –

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF HIGHLAND, CALIFORNIA, ADOPTING VARIANCE (VAR-23-001) TO ALLOW AN INCREASE IN THE MAXIMUM BUILDING HEIGHT IN THE BUSINESS PARK ZONE FROM 35' TO 45' IN ASSOCIATION WITH CONDITIONAL USE PERMIT (CUP-23-003) AND DESIGN REVIEW APPLICATION (DRA-23-004) TO CONSTRUCT A 53,665 SQUARE FOOT WAREHOUSE, LOCATED ON THE SOUTH SIDE OF 5TH STREET, 250' FEET WEST OF CENTRAL AVENUE. APN: 1192-561-04, -05, -06 and -07

APPLICANT: PATRIOT 5TH & CENTRAL, LLC (PATRIOT PARTNERS)

A. RECITALS

1. On March 23, 2023, the Applicant filed an application for Conditional Use Permit (CUP-23-003) to develop a 53,665 square foot industrial warehouse and associated improvements including loading docks, passenger vehicle parking spaces, a stormwater detention/infiltration basin, and landscape area. Related applications were also filed for Design Review (DRA-23-004) including a Site Plan, Building Elevations, Conceptual Grading Plan, Conceptual Landscape Plan; Variance (VAR-23-001) to increase the maximum building height permitted to 45'.

2. The site is located on an approximately 2.86 acres at the south side of 5th Street, west of Central Avenue in the City's Business Park Zoning and General Plan Designations.

3. Pursuant to the provision of the California Environmental Quality Act (CEQA) and State and Local CEQA Guidelines, the City of Highland is the Lead Agency, and is charged with the responsibility of deciding whether or not to approve the proposed Project. An Initial Study and Mitigated Negative Declaration were prepared and circulated in accordance with state and local law and will be considered by the Planning Commission at the September 19, 2023, public hearing.

4. On September 19, 2023, the Planning Commission of the City of Highland conducted a Public Hearing at the City Hall Council Chambers in Highland, California, at 6:00 p.m.

5. All legal prerequisites to the adoption of this Resolution have occurred.

B. RESOLUTION

NOW THEREFORE, it is hereby found, determined and resolved by the Planning Commission of the City of Highland as follows:

1. The Planning Commission finds that all of the facts set forth in the Recitals, Part "A" of this Resolution, are true and correct.

2. The City of Highland Planning Commission after due consideration, inspection, investigation and study made by itself and on its behalf, and after due consideration of all evidence and reports offered at said hearing, including the staff report to the Planning Commission dated September 19, 2023, and which is incorporated herein by this reference, does find and determine the following facts:

   a. All necessary public meetings and opportunities for public testimony and comment have been conducted in compliance with State Law and the Municipal Code of the City of Highland.

4. A duly noticed public hearing was held by the Planning Commission on September 19, 2023 in the City Hall Council Chambers and notice of the time, date, place and purpose of the aforesaid hearing was given as required by applicable law. At the public hearing, the Planning Commission took testimony, both written and oral, from various parties, including the Applicant.

5. Pursuant to the California Environmental Quality Act (CEQA) Guidelines, an Initial Study was prepared for the project. It was determined that Mitigation Measures were necessary to address potential impacts. A Notice of Intent to adopt a Mitigated Negative Declaration (MND) was circulated and Mitigation Monitoring and Reporting Program prepared for consideration by the Commission.

6. Findings of Fact for Variance VAR-23-001:

   a. That a strict or literal interpretation and enforcement of the specified regulation would result in practical difficulty or unnecessary hardship not otherwise shared by others within the surrounding area or vicinity.

      Response: The regulation for which a variance is being requested is, Highland Municipal Code, Title 16, *Land Use and Development*, Table 16.24.040.A *Industrial Site Development Minimum Standards, No. 8. Maximum building height (in feet) – 35'*. The Business Park Zone permits general warehousing. Warehousing built to industry standard requires 36' clear height to accommodate joists, lights and sprinkler systems with 4-5 feet to reach the roof of the structure followed by an additional 4-5 feet above the roofline to screen roof-mounted equipment such as HVAC. Limiting the building height to 35' makes the use infeasible.

   b. That there are exceptional or extraordinary circumstances or conditions applicable to the property involved or to the intended use of the property which do not apply generally to other properties in the vicinity and under the same zoning classification.

Response: The property in question is zoned Business Park which is the limiting condition in this application. While permitting warehousing as a use, the zoning standards did not properly account for the necessary building height to accommodate the operational characteristics. Within the past two years, the Planning Commission has granted five (5) similar variances to allow warehousing buildings additional height in the Business Park Zone for the same reason. Industrially Zoned property elsewhere in the City that permits warehousing, allows a maximum building height of 50'.

c. That the struct interpretation and enforcement of the specified regulation would deprive the applicant of privileges enjoyed by the owners of other properties in the vicinity and under the same zoning classification.

Response: The Applicant would be deprived of constructing a fully-functional warehouse on the site which is zoned Business Park and allows warehousing and distribution. Five (5) similar Variances have been granted for other properties in the vicinity and under the same zoning classification of Business Park.

d. That the granting of the variance will not constitute a grant of special privilege inconsistent with the limitations on other properties in the vicinity and under the same zoning classification.

Response: The granting of the variance is permitted by the Municipal Code, Section 16.08.070 *Variances*. The Variance was considered by the Commission with respect to the totality of the project and the appropriate findings made. There is no granting of a special privilege as height variances are explicitly listed and have been recently granted to others.

e. That a granting of the variance will not be detrimental to the public health, safety or welfare, or materially injurious to properties or improvements in the vicinity; and

Response: The granting of a variance for an additional 10' of building height will increase the massing of the building. The site design brings the building all the way to the front of the site on 5th Street with substantial building setbacks to existing adjacent educational uses. Noise, sound, vibration, lighting and traffic issues were all analyzed in the project's Initial Study. Mitigation Measures were established as appropriate to respond to any negative impact to properties and improvements in the area. The Mitigation Measures will be adopted with the project's Conditions of Approval.

f. That the granting of the variance is consistent with the objectives and policies of the general plan and the intent of this title.

Response: The granting of the variance will allow the project to be developed in compliance with City and industry standards for warehousing and distribution. This use complies with the General Plan and Zoning designations of Business Park. The project's design also complies with other development standards in Title 16 as well as General Plan Policies included in the Land Use Element and Community Design Element especially for the 5th Street Corridor and is an attribute to the San Bernardino International Airport Gateway.

7. Based on the Findings and Conclusions set forth above, the Planning Commission approves Variance VAR-23-001 to allow a maximum building height for this project of 45' in the Business Park Zone. The variance is related to the development of a 53,665 square foot warehouse subject to Conditional Use Permit CUP-23-003, and Design Review DRA-23-004 and their Conditions of Approval.

PASSED, APPROVED AND ADOPTED this 19th day of September, 2023.

_____
Randall Hamerly, Chairman

ATTEST:

_____
Lawrence A. Mainez
Community Development Director

Attachment 7

Resolution No. 2023 –

Approving DRA-23-004

PC RESOLUTION NO. 2023 –

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF HIGHLAND, CALIFORNIA, ADOPTING DESIGN REVIEW APPLICATION (DRA-23-004) FOR THE DEVELOPMENT OF A 53,665 SQUARE FOOT CONCRETE TILT-UP WAREHOUSE INCLUDING THE PROJECT'S SITE PLAN, BUILDING ELEVATIONS, CONCEPTUAL GRADING PLAN, PUBLIC ART PIECE, AND CONCEPTUAL LANDSCAPE PLAN GENERALLY LOCATED ON THE SOUTH SIDE OF 5TH STREET, 250 FEET WEST OF CENTRAL AVENUE. APN: 1192-561-04, -05, -06 and -07

RELATED ENTITLEMENTS INCLUDE DESIGN REVIEW APPLICATION (CUP-23-003) AND VARIANCE (VAR-23-001)

APPLICANT: PATRIOT 5TH & Central, LLC (PATRIOT PARTNERS)

A. RECITALS

1. On March 23, 2023, the Applicant filed an applications for Design Review (DRA-23-004), a Conditional Use Permit (CUP-23-003) and Variance (VAR-23-001) to develop a 53,665 square foot industrial warehouse and associated improvements including loading docks, passenger vehicle parking spaces, a stormwater detention/infiltration basin, and landscape area.

2. The site is located on an approximately 2.86 acres at the south side of 5th Street, west of Central Avenue in the City's Business Park Zoning and General Plan Designations.

3. Pursuant to the provision of the California Environmental Quality Act (CEQA) and State and Local CEQA Guidelines, the City of Highland is the Lead Agency, and is charged with the responsibility of deciding whether or not to approve the proposed Project. An Initial Study and Mitigated Negative Declaration were prepared and circulated in accordance with state and local law and will be considered by the Planning Commission at the September 19, 2023, public hearing.

4. On September 19, 2023, the Planning Commission of the City of Highland conducted a Public Hearing at the City Hall Council Chambers in Highland, California, at 6:00 p.m.

5. All legal prerequisites to the adoption of this Resolution have occurred.

B. RESOLUTION

NOW THEREFORE, it is hereby found, determined and resolved by the Planning Commission of the City of Highland as follows:

Section 1. The Planning Commission finds that all of the facts set forth in the Recitals, Part "A" of this Resolution, are true and correct.

Section 2. Pursuant the California Code of Regulations, the City of Highland Planning Commission hereby finds that a Mitigated Negative Declaration prepared for the project has been completed in compliance with the California Environmental Quality Act (CEQA) and that the Planning Commission has reviewed and considered the information contained in the staff report, and the comments received during the public review process, prior to approving the project.

Section 3. Based upon substantial evidence presented to the Planning Commission during the September 19, 2023, Public Hearing, including public testimony and written and oral Staff Reports, the Planning Commission finds as follows:

a. All necessary public meetings and opportunities for public testimony and comment have been conducted in compliance with State Law and the Municipal Code of the City of Highland.

Section 4. Desing Review Findings of Fact

a. That the proposed project is consistent with the general plan or specific plan.

Response: The site's designation under the General Plan is categorized as a Business Park, a classification that permits an array of light industrial activities, research and development endeavors, and office operations that contribute to aesthetically pleasing and conducive working environments. Specifically, the Business Park designation allows for light manufacturing, wholesaling, and warehousing activities, provided they are conducted within an enclosed structure, as stipulated in Chapter 2 of the Land Use Element. The proposed development of a 53,665-square-foot warehouse aligns well with these permissible uses.

Furthermore, the project is consistent with the objectives outlined in the 5th Street Corridor Policy Area, Circulation Element, and Community Design Element, thereby fulfilling all pertinent goals and policies.

b. That the proposed use is in accordance with the objectives of Title 16, Land Use and Development of the City of Highland Municipal Code, and the purposes of the land use district in which the site is located.

Response: In alignment with the Highland Municipal Code's standards for warehousing within the Business Park District, the project is designed to comply with Section 16.24.040, which delineates the Employment District Development Standards. The project proposes a lot coverage of 43%, well within the maximum allowable limit of 60%. Additionally, the project meets the mandated building setbacks and landscape coverage specifications. It is also in compliance with general development standards concerning circulation, parking, and lighting.

c. That the proposed use is in compliance with city design and landscape standards and criteria.

Response: In accordance with the Highland General Plan, specific criteria are outlined for this location under the Land Use and Community Design Elements. Goal 10.8 is designed to ensure that developments are both professionally executed and aesthetically pleasing through a coordinated approach to site planning, signage, and architectural design. To comply with these guidelines, the project will feature specialized landscaping at its entrances, which serves to enhance the contemporary architectural elements of the building. This approach is congruent with the established thematic development in the Highland area.

The design meets the intent of Policy 10.8.1 which encourages "contemporary, clean and distinctive buildings with clearly visible entrances" and Policy 10.8.3 to "avoid long, blank building walls by incorporating diagonal façade articulation and modulation and varying use of color, materials and landscaping." Parking and service areas are screened from public view with walls and landscaping and berms and utilities will be underground. The building is set back as far as possible from adjacent educational facilities.

d. That the proposed use, together with the conditions applicable thereto, will not be detrimental to the public health, safety, or welfare or will not be materially injurious to properties or improvements in the vicinity of the site.

Response: The warehouse development will be in compliance with Municipal, Fire & Building codes. Each public safety division of the City has reviewed the project and provided relevant Conditions of Approval that will be adopted by resolution. The necessary ingress and egress are provided and all public utilities and services will be in place. There is no indication that the project would be detrimental to the public health, safety or welfare, or materially injurious to properties and improvement in the vicinity.

Section 5. Based on the Findings and Conclusions set forth above, the Planning Commission approves Design Review Application DRA-23-004. All improvements will be completed subject to the Conditions of Approval attached hereto and incorporated by reference.

C. ADOPTION OF RESOLUTION.

The City Clerk shall certify to the adoption of this Resolution and shall cause the same to be published or posted in the manner prescribed by law.

PASSED, APPROVED AND ADOPTED this 19th day of September, 2023.

ATTEST:

Randall Hamerly, Chairman
Planning Commission

Lawrence A. Mainez
Community Development Director

CITY OF HIGHLAND
PLANNING DIVISION CONDITIONS OF APPROVAL

Date:	September 16, 2023
Applicant:	Patriot 5th & Central, LLC
File/Index:	**Design Review Application DRA-23-004**
Proposal:	Design Review of a 53,665 square foot concrete tilt-up warehouse/distribution facility. DRA includes the Site Plan, Building Elevations, Conceptual Grading Plan, Public Art Piece and Conceptual Landscape Plan.
Location:	A 2.86 acre site on the south side of 6th Street, approximately 250 feet west of Central Ave.; Assessor's Parcel Number 1192-561-04, -05, -06, and -07

Related Entitlements: CUP-23-003, VAR-23-001

PLANNING CONDITIONS OF APPROVAL

Note: These conditions represent Planning Division conditions only and are meant to be only one part of the Project's overall conditions that may include Building and Safety, Engineering, and the Fire Department conditions of approval. All required on-site and off-site improvements shall be completed and approved prior to final inspection for occupancy, except where noted.

This Design Review Application is conditionally approved, subject to compliance with the requirements as specified below. The Conditions listed below are continuing Conditions; failure of the Applicant and/or operator to comply with any or all Conditions at any time, shall result in initiating revocation of the subject permit.

1. Design Review Application (DRA-23-004) shall become null and void:

    a. Unless all conditions have been complied with and the occupancy or use of the land or structures authorized by this design review application, and have occurred within thirty-six (36) months from the approval date this design review application shall expire and be null and void without further action by the City of Highland.

    b. Where circumstances beyond the control of the Applicant cause delays which do not permit compliance within the time limitation established in this Section, the Planning Commission may grant an extension of time for a period of time not to exceed an additional thirty-six (36) months. An application for an extension of time must be set forth in writing, stating the reasons for the extension, and must be filed with the community development department no less than 30 calendar days nor more than 90 calendar days prior to the expiration date of the permit or approval. Such application shall be filed together with the City's processing fee, as established by the City Council.

NOTE: All required on-site and off-site improvements shall be completed and approved prior to final inspection for occupancy.

2. The proposed Design Review entitlement includes approval of a Site Plan, Building Elevations, Conceptual Grading Plan and Conceptual Landscape Plan for the construction and operation of an approximate 53,665 square foot speculative industrial warehouse and associated improvements including loading docks, passenger vehicle parking, a stormwater detention/infiltration basin, landscaping and off-site improvements as illustrated in project plans.

    a. The approved site plan, building elevations, conceptual grading plan, conceptual landscape plan, public art piece, color and material samples are on file with the Planning Division and included herein by reference.

    b. Three complete sets of plans reflecting these conditions of approval and any Planning Commission directives shall be submitted to the planning Division within two weeks of this project's approval.

3. The operator and recorded owner of the property shall submit to the Planning Division written evidence of agreement with all conditions of this approval before the approval becomes effective. Plan check cannot begin prior to receipt of this signed documentation.

4. In compliance with the Highland Municipal Code, the Applicant/Owner shall agree, at his/her sole cost and expense, to defend, indemnify, and hold harmless, the City, its officers, employees, agents, and consultants, from any claim, action, or proceeding brought by a third-party against the City, its officers, agents, and employees, which seeks to attack, set aside, challenge, void, or annul an approval of the City Council, Planning Commission, or other decision-making body, including staff, concerning this project. The City may, at its sole discretion, participate at its own expense in the defense of any such action but such participation shall not relieve the Applicant/Owner of his/her obligations under this condition.

5. The Owner/Applicant is responsible for implementing all conditions of approval to the satisfaction of the Community Development Director, City Engineer, Fire Marshal, and Police Department (if applicable). No final inspection or clearances shall be given until all conditions are met. Each condition of approval is separately enforced, and if one of the conditions of approval is found to be invalid by a court of law, all the other conditions shall remain valid and enforceable.

6. Revisions, modification, or deletions of associated plans must be submitted to the Planning Division for review and approval. Revisions may require additional review by the Planning Commission.

7. Pursuant to provisions of California Public Resources Code Section 21089 (b), this Application shall not be operative, vested or final, nor will building permits be issued or a map recorded, until: (1) the Notice of Determination (NOD) regarding the associated environmental action is filed and posted with the Clerk of the Board of Supervisors of the County of San Bernardino, and; (2) any and all required filing fees assessed pursuant to California Fish and Game Code Section 711.4, together with any required handling charges, are paid to the Clerk of the Board of Supervisors of the County of San Bernardino.

   a. The Applicant shall provide the Planning Division with a check for the appropriate fee, made payable to the Clerk of the Board of Supervisors, no later than 24 hours after receiving approval of the project. The City will file the NOD and fee payment with the County/State and will provide the Applicant with a copy of the receipt and filed NOD.

8. Development Impact Fees shall be paid in accordance with City Ordinance (**see attached DIF flyer).** Fees are subject to change by action of the City Council. Fees are locked in upon submission of application to the Building & Safety Division for plan check (footnote #3).

9. A copy of the utility plan shall be submitted with or prior to the submittal of a grading plan to the Community Development Director and City Engineer for review and approval. The utility plan shall show the location of all proposed above ground electrical transformers, utility cabinets, back flow devices, detector check valves, etc. both on site and in the public right-of-way.

10. Prior to issuance of a Certificate of Occupancy by the City, all on and off-site landscaping, irrigation or other improvements shown on the approved landscaping and irrigation plans, including any walls and fences, shall be installed.

11. The project site has been reviewed and approved for warehouse use. Any change of use of this project site, the occupancy, or change of use in the building, or portion thereof, may require a revised plot plan be submitted to the City for review and approval, which identifies location of use, letter of intent and parking requirements. Outdoor storage of materials is prohibited.

12. All permanent parking areas shall be paved and permanently maintained with asphalt or concrete and designated with clearly painted lines. The number of parking spaces, including disabled parking, shall comply with the approved Site Plan.

    The Applicant / Developer shall install two (2) bicycle racks on-site near the building. The bike racks shall be located in areas where they will not impede the flow of pedestrian traffic.

13. All ground mounted, as well as wall mounted mechanical, electrical, or gas equipment shall be screened from public view by the use of landscaping and/or architectural treatments compatible with the adjoining building's architectural design.

14. All rooftop mounted mechanical equipment, with the exception of solar panels, shall be screened from public view. This can be accomplished by architectural treatments of parapets equal in height to the tallest piece of roof-mounted equipment, but not to exceed an overall height of 45 feet.

15. The photometric plan shall be provided to the Planning Division for review and approval prior to issuance of a grading plan in compliance with Municipal Code Sections 16.40.160 *Lighting* and 16.48.080 *Light and glare.*

    a) The amount of illumination projected onto a residentially zoned property or use should not exceed 0.1 foot-candle at the property line. Illumination should not exceed 0.5 foot-candles measured at the property line adjacent to non-residential properties.

    b) Lights shall be shielded and directed away from surrounding properties and right-of-way.

    c) Parking lot light standards shall not exceed twenty-five feet (25') in height measured from grade.

    d) Parking lot light standards shall be located at a distance from parking lot trees, so the trees do not interfere with the lighting pattern or the light fixture. Lighting standards shall be shown on the landscape plans and appropriately positions so as not to displace the intended location of trees in parking lot planters.

16. The design and installation of the Signs shall be in accordance with Chapter 16.56, Sign Regulations, of the Highland Municipal Code.

17. A 3' wall or berm shall be constructed in back of the landscaped area along 5th Street to provide screening from parking areas.

18. Construction activities shall be restricted to weekdays and Saturdays between 7:00 a.m. and 7:00 p.m. only. No construction, other than interior finish work shall be conducted any time on Sundays. Construction equipment shall be muffled in accordance with manufacturer's specifications.

19. The Developer shall comply with all applicable Conditions of Approval and the Mitigation Monitoring and Reporting Plan related to the associated entitlements; CUP-23-003, VAR-23-001.

Development Impact Fees (DIF)



NOVEMBER 24, 1987 CITY OF HIGHLAND	**PLANNING DIVISION** Development Impact Fees Worksheet

New Commercial / Industrial / Office

1. Are DIF fees locked per City Council Ordinance 461: ☐YES / ☐NO**

2. If yes per building permit No. _____

COMMERCIAL

3. Development Impact Fee (A) x new commercial structure sq. ft. (B)
A_____ x B_____ = **1**_____

INDUSTRIAL

4. Development Impact Fee (A) x new industrial structure sq. ft. (B)
A_____ x B_____ = **2**_____

OFFICE

5. Development Impact Fee (A) x new office sq. ft. (B) = DIF due
A_____ x B_____ = **3**_____

6. Total DIF Amount due(1+2+3):_____

Planner:_____ Date: _____

***Attention Applicant if question number one is marked "No" all calculations are just approximates, actual cost may vary depending on fee at time of building and safety application submittal.*

CITY OF HIGHLAND
DEVELOPMENT IMPACT FEES
Effective 4/28/21

	Detached Dwelling	Attached Dwelling	Mobile Home	Commercial Lodging	Commercial/ Office	Industrial
Law Enforcement Facilities	$284.05	$449.19	$243.46	$188.92	$0.160	$0.010
Fire Suppression Facilities, Vehicles & Equipment	$1,008.86	$327.43	$1,057.84	$1,603.54	$0.250	$0.072
Local Circulation System	$4,957.93	$3,309.38	$2,595.60	$2,607.84	$4.65	$3.478
Regional Circulation System	$14,377.74	$9,598.99	$7,525.84	$7,566.31	$13.51	$10.39
Regional Flood Control Facilities	$1,155.73	$494.57	$406.86	$1[illegible].42	$0.26	$0.32
General Facilities, Vehicles & Equipment	$1,259.33	$1,259.33	$1,259.33	$214.11	$0.298	$0.298
Library Facilities & Collection	$1,158.57	$1,259.33	$[illegible]	N/A	N/A	N/A
Public Use (Community Center Facilities)	$1,444.06	$1,389.46	$[illegible].88	N/A	N/A	N/A
Park Land Acquisition & Park Facilities Development	$4,702.87	$4,525.[illegible]	$3,242.07	N/A	N/A	N/A
TOTAL:	$30,349.14	$22[illegible].72	$18,123.45	$12,367.21	$19.120	$14.572

Notes:

1. Fees applicable City-wide except for East Highlands Ranch which is subject to a different fee schedule. Certain properties fronting Greenspot Road, between Cole Buckle Road and Santa Paula Street, must also pay a Greenspot Impact Fee (Resolution No.1994-037).
2. Fees are per dwelling unit for residential, per lodging unit for commercial lodging, and per gross square footage for commercial or industrial.
3. Fee locked in at time of permit application. (Reso. 2007-060)
4. Fee collected at time of occupancy. (Reso. 2018-002 & 2018-003)
5. Additional inclusionary housing fees of $3,750 required per Resolution 2006-020 & Ordinance 306.
6. Certain projects may be charged an impact fee based on the Alternative Cost Methodology for Regional Circulation ($383.95 per trip-mile) and for Local Circulation ($156.00 per trip-mile.)

IMPACT FEE FOR BUILDING EXPANSION
(no charge for first 499 square feet of residential building expansion)

DETACHED DWELLING	$20.232	per square foot
ATTACHED DWELLING	$14.979	per square foot
MOBILE HOME	$12.082	per square foot
COMMERICIAL LODGING	$ 8.245	per square foot
COMMERCIAL/OFFICE	$19.120	per square foot
INDUSTRIAL	$14.572	per square foot

C:\Users\atafolla\AppData\Local\Microsoft\Windows\INetCache\Content.Outlook\W5KVKE6J\DIF Fees Handout 5-3-21.doc
Last Updated 5/3/21

These fees will change on April 1, 2024

PATRIOT PARTNERS
5TH AND CENTRAL

HIGHLAND, CA



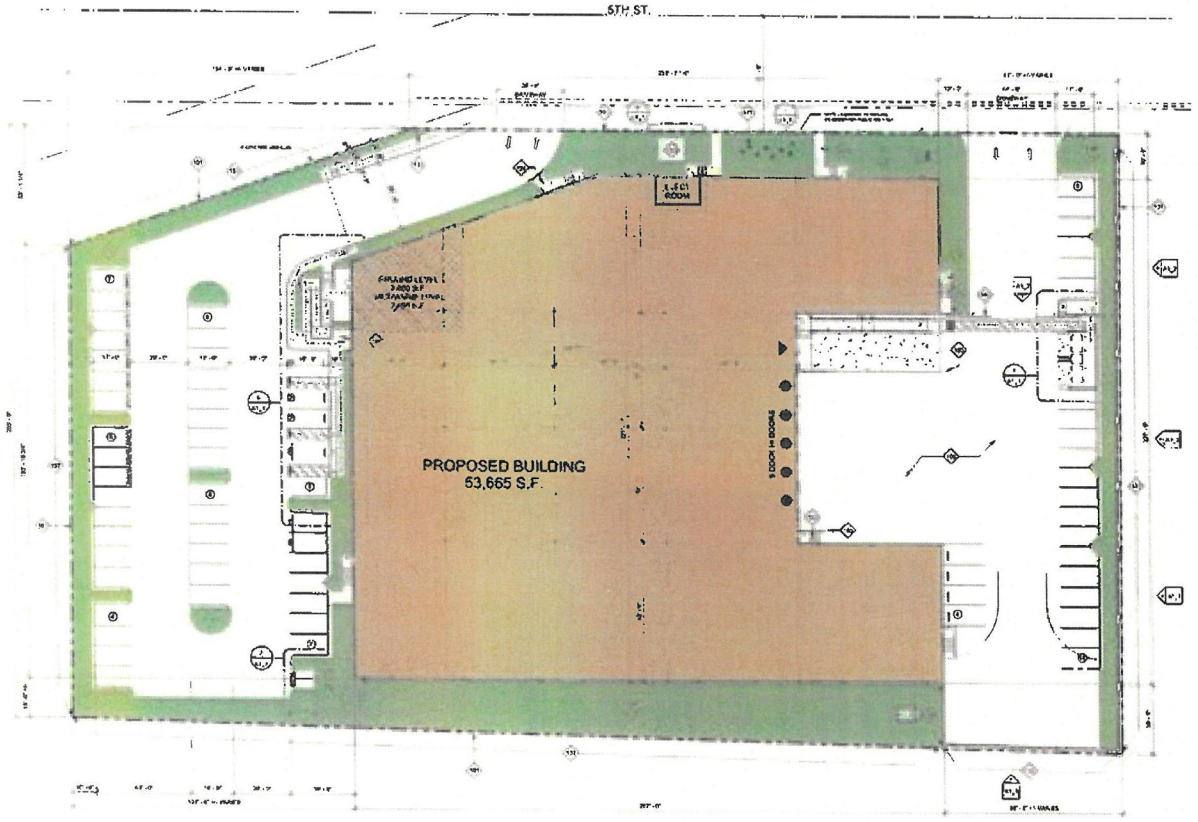
PATRIOT PARTNERS 5TH AND CENTRAL
HIGHLAND, CA

PROJECT
2ND PLANNING SUBMITTAL

HERDMAN
ARCHITECTURE + DESIGN

TITLE SHEET

A0



1 PROPOSED SITE PLAN

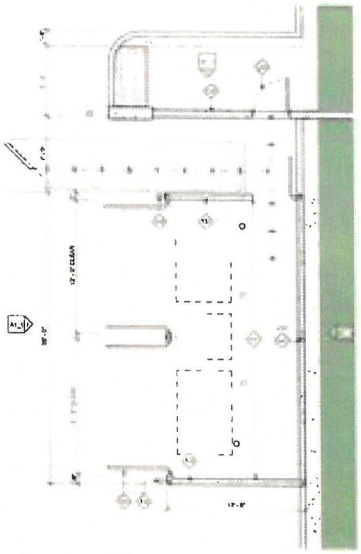
PATRIOT PARTNERS 5TH AND CENTRAL
HIGHLAND, CA

PROJECT
2ND PLANNING SUBMITTAL

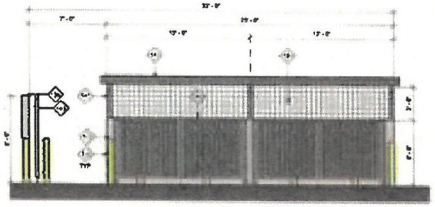
HERDMAN
ARCHITECTURE + DESIGN

SITE PLAN

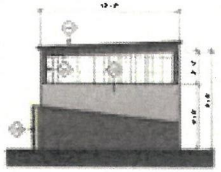
A1



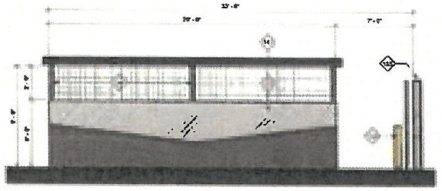
1 ENLARGED TRASH ENCLOSURE PLAN



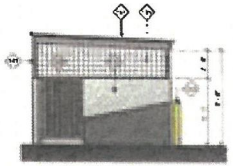
2 TRASH ENCLOSURE WEST ELEVATION



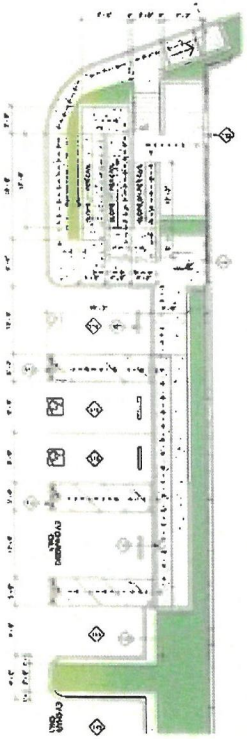
3 TRASH ENCLOSURE NORTH ELEVATION



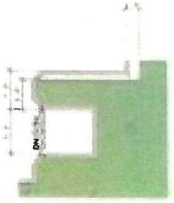
4 TRASH ENCLOSURE EAST ELEVATION



5 TRASH ENCLOSURE SOUTH ELEVATION



6 ENLARGED SITE PLAN WEST SIDE



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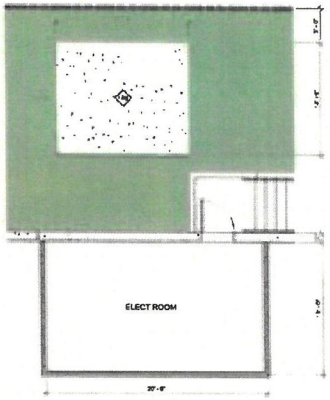


8 ENLARGED TRANSFORMER PAD

KEYNOTES

SITE LEGEND

EXTERIOR COLOR SCHEDULE

SITE PLAN GENERAL NOTES

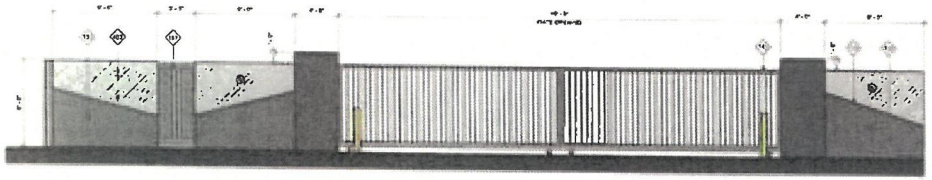
PATRIOT PARTNERS 5TH AND CENTRAL
HIGHLAND, CA

PROJECT
2ND PLANNING SUBMITTAL

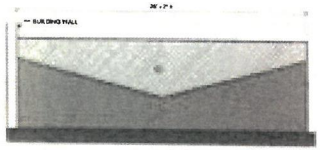
HERDMAN
ARCHITECTURE + DESIGN

ENLARGED
SITE PLANS

A1_1



1 NORTH TRUCK YARD - GATE ELEVATION



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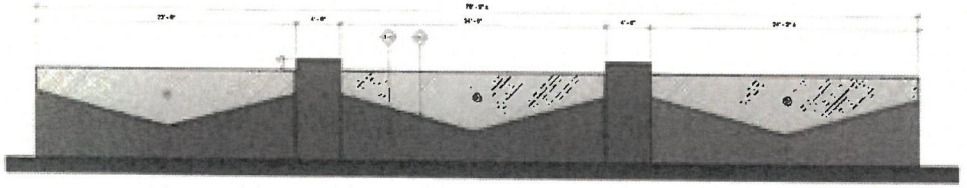

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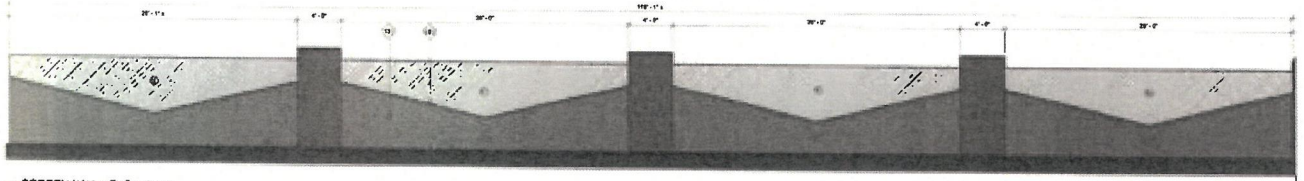

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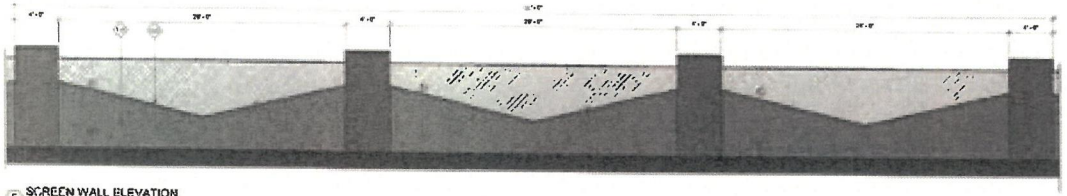

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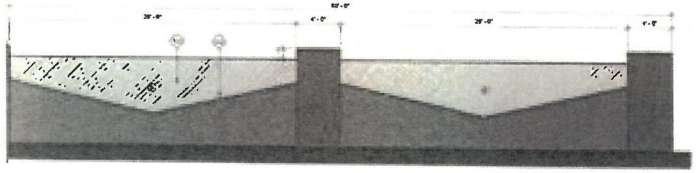


6 SCREEN WALL ELEVATION

KEYNOTES

EXTERIOR COLOR SCHEDULE

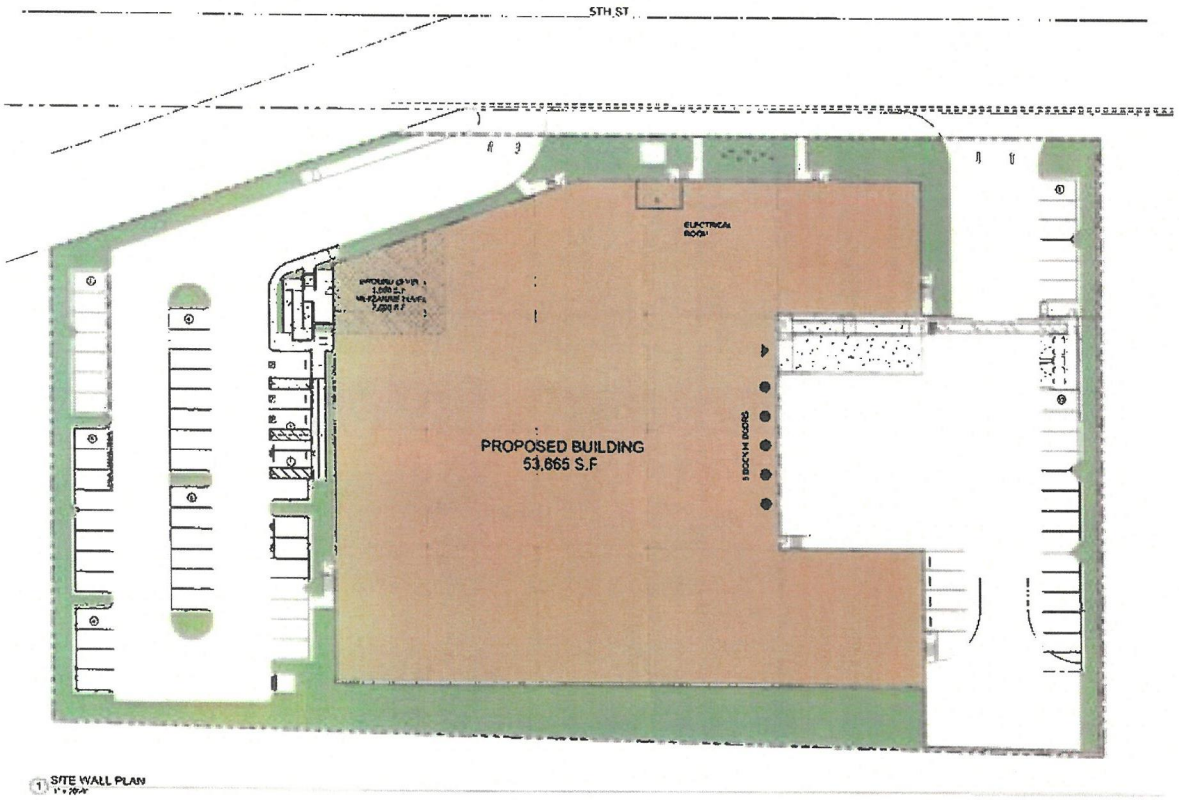
SITE PLAN GENERAL NOTES

PROJECT
PATRIOT PARTNERS 5TH AND CENTRAL
HIGHLAND, CA
2ND PLANNING SUBMITTAL

HERDMAN
ARCHITECTURE + DESIGN

GATE & FENCE ELEVATIONS

A1_2



1 SITE WALL PLAN

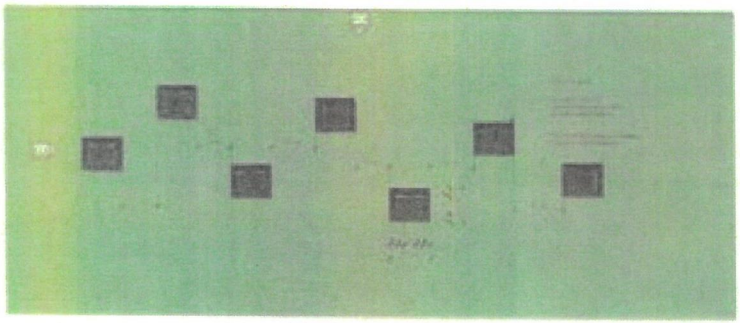
PATRIOT PARTNERS 5TH AND CENTRAL
HIGHLAND, CA

PROJECT
2ND PLANNING SUBMITTAL

HERDMAN
ARCHITECTURE + DESIGN

SITE WALL PLAN

A1_3



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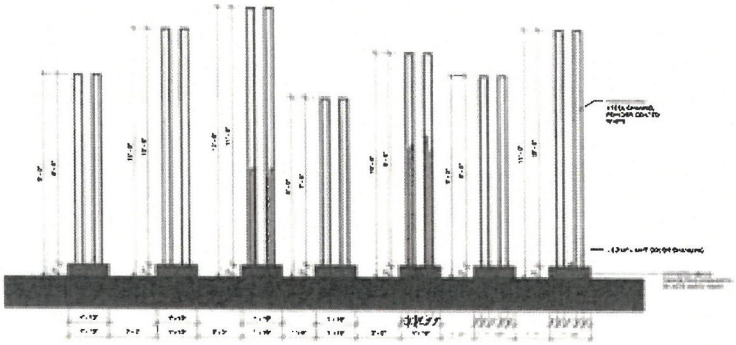
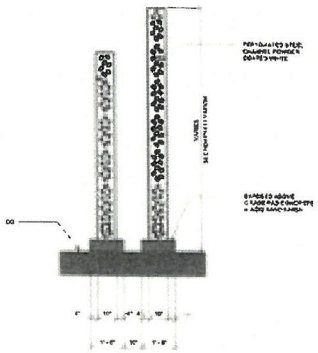


2 PUBLIC ART - NORTH ELEVATION



3 PUBLIC ART - WEST ELEVATION



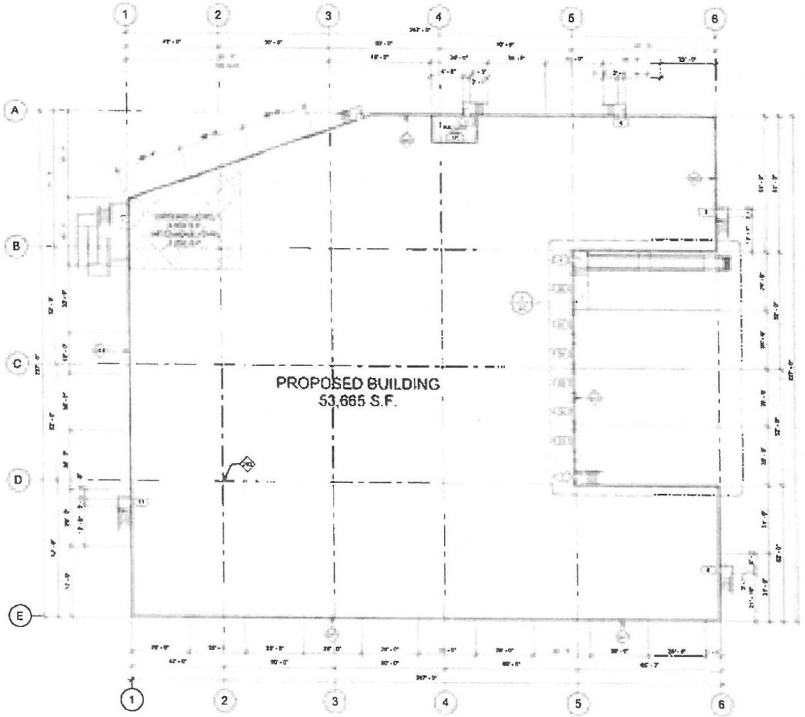
PATRIOT PARTNERS 5TH AND CENTRAL
HIGHLAND, CA

PROJECT
2ND PLANNING SUBMITTAL

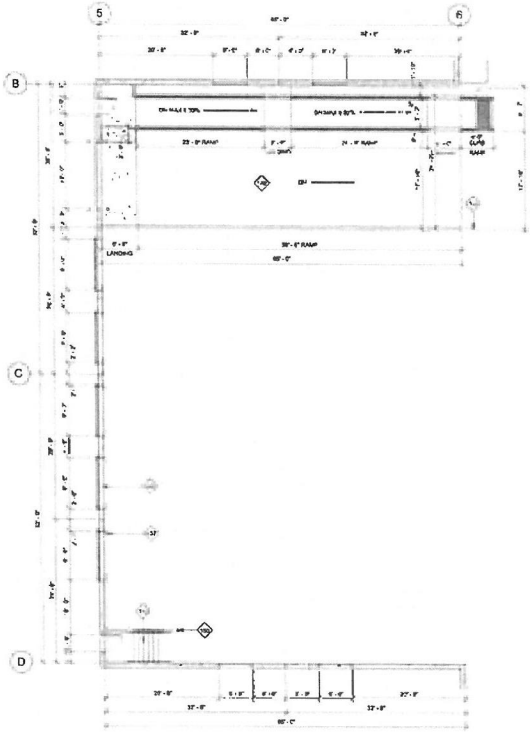
HERDMAN
ARCHITECTURE + DESIGN

PUBLIC ART

A1_4



1 OVERALL GROUND LEVEL FLOOR PLAN



2 EAST FLOOR PLAN_EAST TRUCK YARD



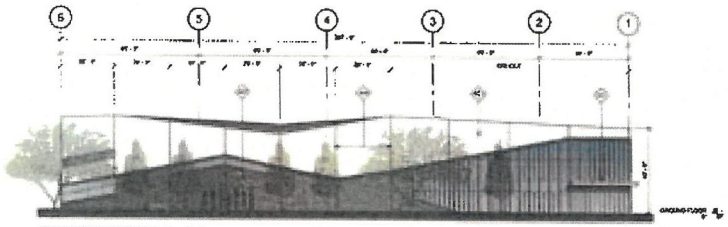
PATRIOT PARTNERS 5TH AND CENTRAL
HIGHLAND, CA

PROJECT
2ND PLANNING SUBMITTAL

HERDMAN
ARCHITECTURE + DESIGN

GROUND LEVEL FLOOR PLANS

A2



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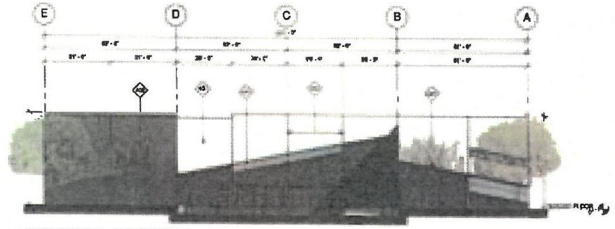

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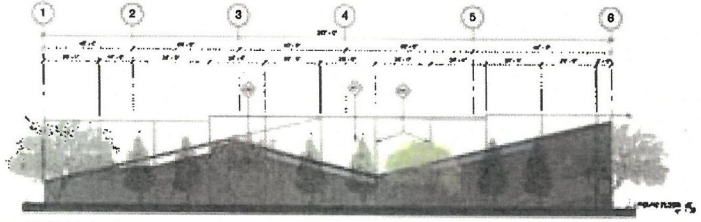

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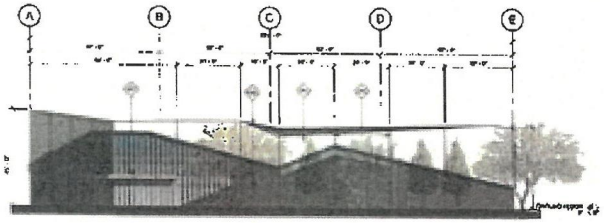


4 PROPOSED WEST ELEVATION



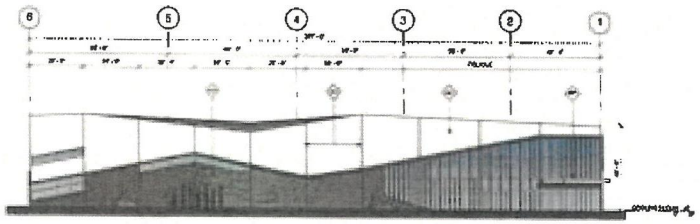
PATRIOT PARTNERS 5TH AND CENTRAL
HIGHLAND, CA

PROJECT
2ND PLANNING SUBMITTAL

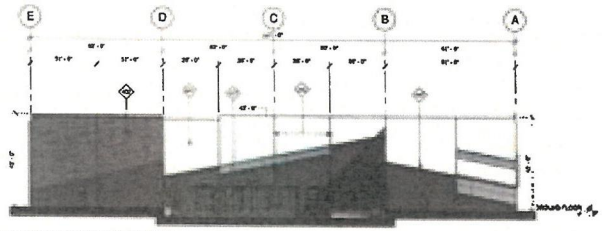
HERDMAN
ARCHITECTURE + DESIGN

EXTERIOR ELEVATIONS

A4



1 PROPOSED NORTH ELEVATION



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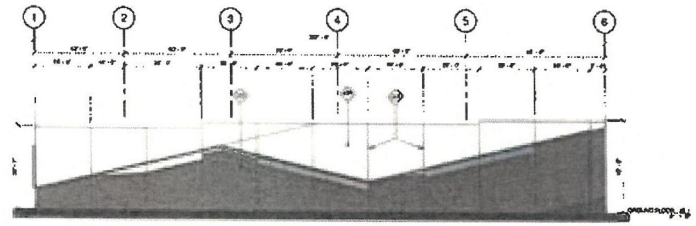

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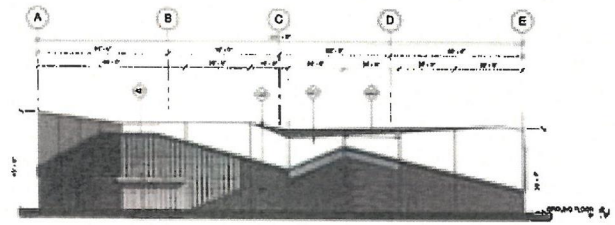


4 PROPOSED WEST ELEVATION



PATRIOT PARTNERS 5TH AND CENTRAL
HIGHLAND, CA

PROJECT
2ND PLANNING SUBMITTAL

HERDMAN
ARCHITECTURE + DESIGN
AZZ 2227
06 19 2023

EXTERIOR ELEVATION

A4_1

EXTERIOR PAINT

A. SW 6995
SUPERWHITE

EXTERIOR PAINT

B. SW 7674
PEPPERCORN

EXTERIOR PAINT

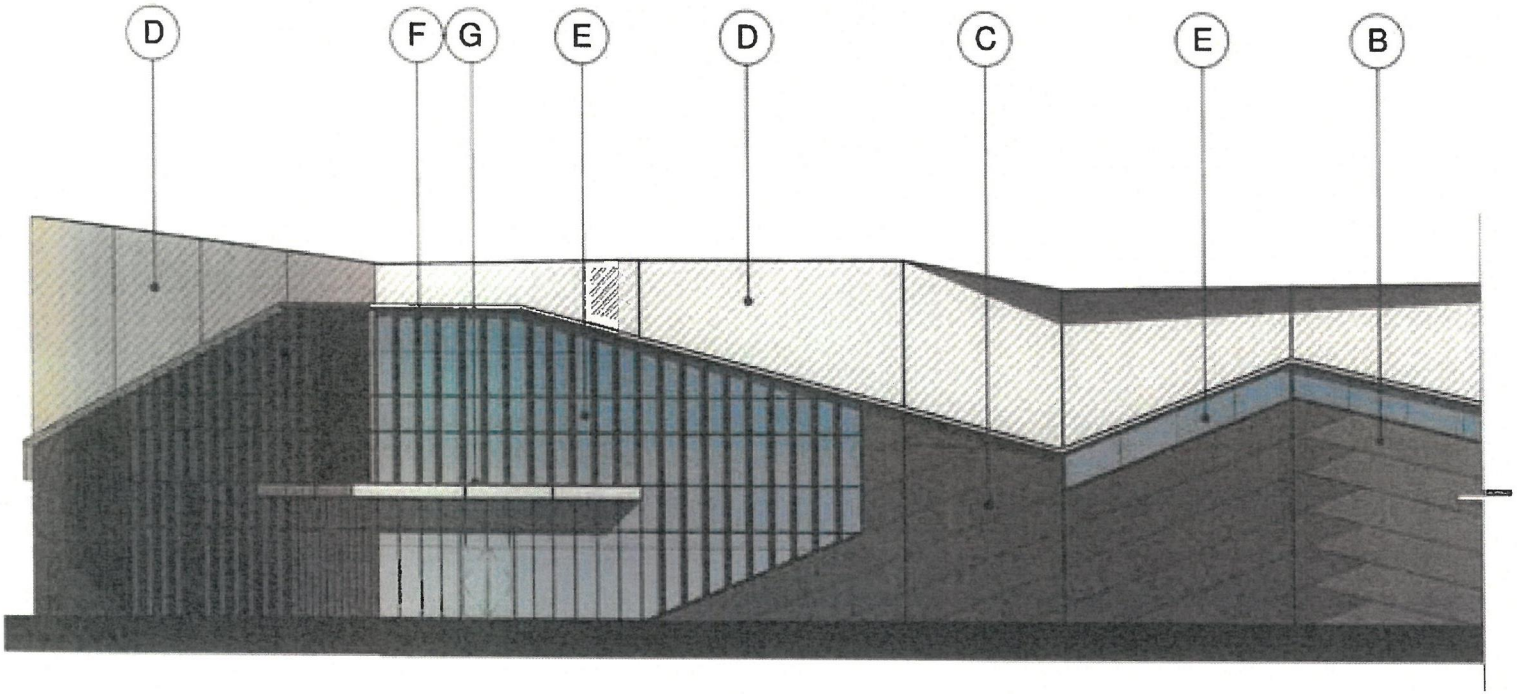
C. SW 7069
IRON ORE

D. FORMLINER

E. STOREFRONT
MEDIUM PERFORMANCE
BLUE REFLECTED GLAZING
BLACK ANODIZED MULLION

F. BLACK ANODIZED
STOREFRONT CAP EXTENSION

G. CLEAR ANODIZED
METAL EYE BROW



ENLARGED VIEW @ OFFICE CORNER

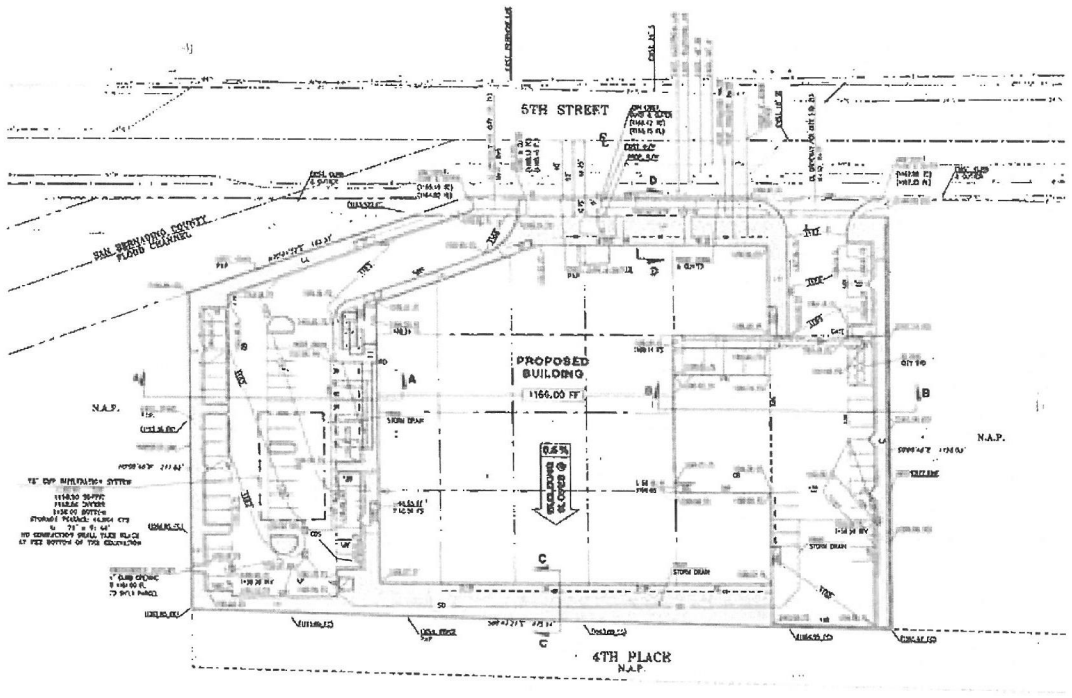
PATRIOT PARTNERS 5TH AND CENTRAL
HIGHLAND, CA

PROJECT
2ND PLANNING SUBMITTAL

HERDMAN
ARCHITECTURE - DESIGN

COLOR BOARD

A5





LEGEND

50	PROPOSED STORM DRAIN
S	PROPOSED SEWER
W	PROPOSED WATER
GB	GRADE BREAK
	RIDGE LINE
	PROPERTY LINE
	CL
	EXISTING R/W
	PROPOSED R/W
	LINE OF SIGHT
	LANDSCAPE EASEMENT
	PROPOSED CURB OPENING INLET
	PROPOSED STREET SIGN
C/G	CURB FACE
DB	DITCH BASIN
DIB	DUMB or DUTCH
EOC	EDGE OF CONCRETE
EL	ELEVATION
DWY	DRIVEWAY
EXIST	EXISTING
EP	EDGE OF PAVEMENT
EG	EXISTING GROUND
FF	FINISHED FLOOR
FS	FINISHED SURFACE
P	PAVEMENT
GB	GRADE BREAK
HP	HYDRANT
LA	LANDSCAPING AREA
LP	LOW POINT
LT	LOT
MH	MAN HOLE
P.I.P.	PROJECT IN PLACE
PP	POWER POLE
PL	PROPERTY LINE
PROP	PROPOSED
RD	ROOF DRAIN
RR	RIDGE
R/W	RIGHT-OF-WAY
STD	STANDARD
ST	STREET LIGHT
TE	TRASH ENCLOSURE
TP	TOP OF PARAPET
TC	TOP OF CURB
TG	TOP OF GRADE
EP	LOCK OF EASEMENT
WSE	WATER SURFACE ELEVATION

EARTHWORK VOLUMES

	CUT (CY)	FILL (CY)
4% VF	2,581	4,135
OVEREXCAVATION	8,118	3,074
SUBTOTAL	2,349	6,410
SHRINKAGE 10%	942	
SUBTOTAL 0.2		942
SPOILS	170	–
TOTAL	10,647	15,493

EXPORT CY SPOILS

NOTE
EARTHWORK ESTIMATE IS PRELIMINARY AND BASED ON CONCEPTUAL DESIGN ONLY AND FACES INTO ACCOUNT PRELIMINARY ZONES PARAMETERS PROVIDED BY THE SOILS ENGINEER. ADJUSTMENTS MAY BE REQUIRED BASED ON FINAL DESIGN OF SITE PAVING PROPOSED. ADDITIONAL ADJUSTMENTS MAY BE REQUIRED BASED ON SITE SOIL CHARACTERISTICS EXPERIENCED DURING CONSTRUCTION.

LEGAL DESCRIPTION

ALL THAT CERTAIN REAL PROPERTY SITUATED IN THE COUNTY OF SAN BERNARDINO, STATE OF CALIFORNIA, DESCRIBED AS FOLLOWS:

PARCEL NO. 1:

THE WEST 175 FEET OF LOT 27, CUMMINGHAM SUBDIVISION, IN THE CITY OF HIGHLAND, COUNTY OF SAN BERNARDINO, STATE OF CALIFORNIA, AS PER PLAT RECORDED IN BOOK 3, PAGE 33 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

EXCEPT THEREFROM THE EAST 65 FEET THEREOF.

ALSO EXCEPTING THEREFROM THE NORTH 82.5 FEET AND EXCEPTING THEREFROM THE SOUTH 330 FEET.

ALSO EXCEPTING THEREFROM THAT PORTION OR HIGHWAY HEREIN CONVEYED TO SAN BERNARDINO CO. FLOOD CONTROL DISTRICT, RECORDED JUNE 11, 1963 IN BOOK 7826, PAGE 346 OF OFFICIAL RECORDS.

PARCEL NO. 2:

A RIGHT OF WAY OVER AND ACROSS THE NORTH 40 FEET OF THE SOUTH 330 FEET OF LOT 27, CUMMINGHAM SUBDIVISION, IN THE CITY OF HIGHLAND, COUNTY OF SAN BERNARDINO, STATE OF CALIFORNIA, AS PER PLAT RECORDED IN BOOK 3, PAGE 33 OF MAPS, RECORDS OF SAID COUNTY, FOR ROAD PURPOSES AND FOR CONSTRUCTING WATER LINES FROM THE WATER MAIN RUNNING ALONG THE NORTH LINE OF THE SOUTH 330 FEET OF SAID LOT.

APN: 1192-561-04-0-000, APN: 1192-561-05-0-000, APN 1192-561-06-0-000

PARCEL NO. 3:

THE EAST 65 FEET OF THE WEST 175 FEET OF LOT 27, CUMMINGHAM SUBDIVISION IN THE CITY OF HIGHLAND, COUNTY OF SAN BERNARDINO, STATE OF CALIFORNIA, AS PER PLAT RECORDED IN BOOK 3, PAGE 33 OF MAPS, RECORDS OF SAID COUNTY.

EXCEPTING THEREFROM THE NORTH 82.5 FEET AND EXCEPTING THEREFROM THE SOUTH 330 FEET.

PARCEL NO. 4:

A RIGHT OF WAY OVER AND ACROSS THE NORTH 40 FEET OF THE SOUTH 330 FEET OF LOT 27, CUMMINGHAM SUBDIVISION, IN THE CITY OF HIGHLAND, COUNTY OF SAN BERNARDINO, STATE OF CALIFORNIA, AS PER PLAT RECORDED IN BOOK 3, PAGE 33 OF MAPS, RECORDS OF SAID COUNTY, FOR ROAD PURPOSES AND FOR CONNECTING WATER LINES FROM THE WATER MAIN RUNNING ALONG THE NORTH LINE OF THE SOUTH 330 FEET OF SAID LOT.

APN: 1192-561-07-0-000



ARCHITECTURE
HERMAN ARCHITECTURE
100 BAYVIEW CROSS SUITE 100
NEWPORT BEACH, CALIFORNIA 92660
PHONE (949) 400-9000
CONTACT: CAROL DAVIS

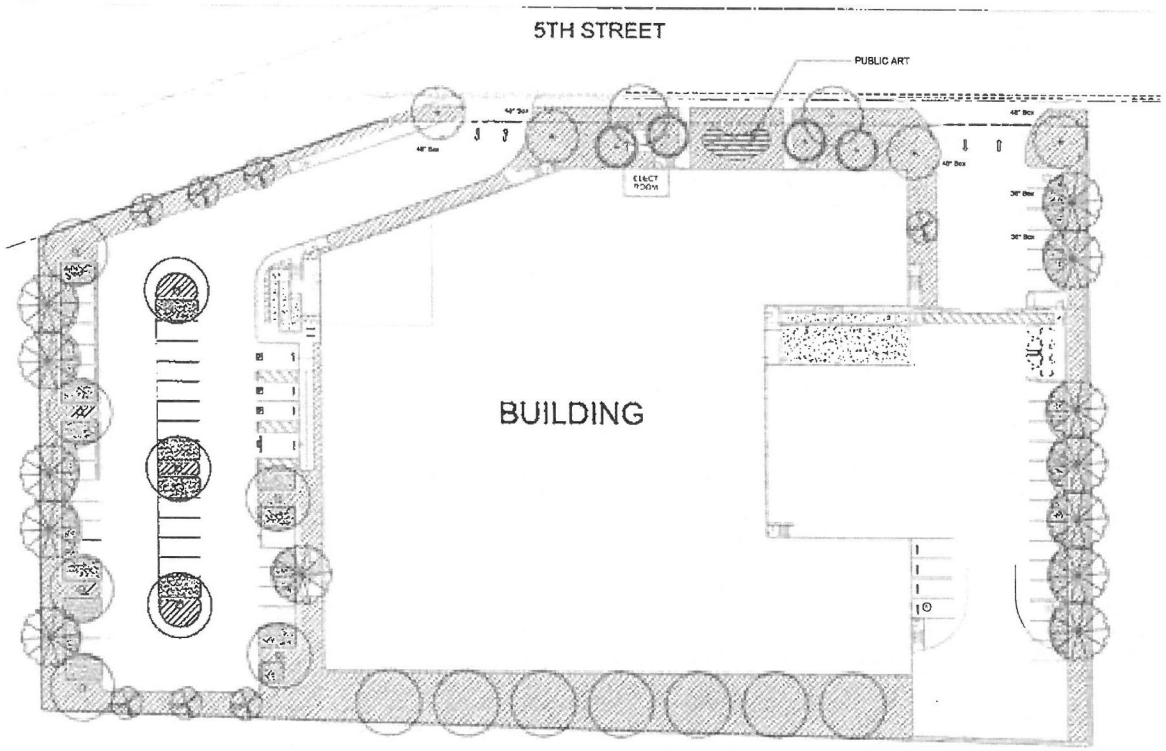
ENGINEER
HUITT-ZOLLARS
3990 CONCOURS, SUITE 320
ONTARIO, CALIFORNIA 91764
PHONE (909) 941-7799
CONTACT: BRIAN KELLY

OWNER
PATRIOT DEVELOPMENT PARTNERS
140 ADD AVENUE
RIVERSIDE, CA 92501
PHONE (951) 956-1134
CONTACT: BRIAN ADEE

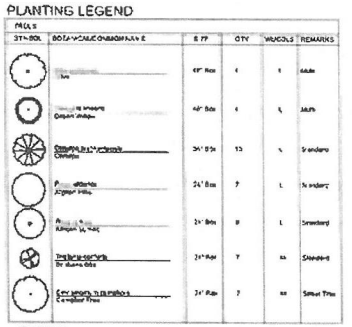
BENCH MARK	BASIS OF BEARING
BENCHMARK 1 (HB) ELEVATION = 1166.00 FEET, BEING THE NORTHEAST CORNER OF THE SAN BERNARDINO COUNTY FLOOD CONTROL DISTRICT PARCEL NO. 0281-031-01-0000, LOCATED ON THE WEST SIDE OF CAMPUS AVENUE, 30 FEET WEST OF THE EAST LINE OF THE NORTHEAST QUARTER OF SECTION 28, T.1 S., R.3 W., S.B.B. & M., 2.5 FEET NORTH OF THE TOP YELLOW CAP MONUMENT.	BASIS OF BEARINGS FOR THIS SURVEY IS THE NORTH 89°42'21" EAST LINE OF THE NORTHEAST QUARTER OF SECTION 28, T.1 S., R.3 W., S.B.B. & M., AS SHOWN ON RECORD OF SURVEY 61-167/1, 2, 3, 4, 5 & 6.

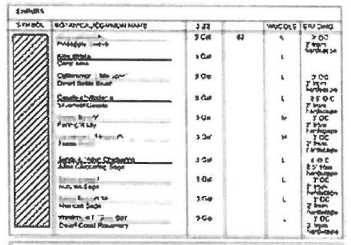
CONCEPTUAL GRADING PLAN
FOR
5TH AT CENTRAL INDUSTRIAL
CITY OF HIGHLAND

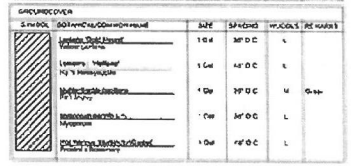
HUITT-ZOLLARS



PLANTING LEGEND











Landscape Plan - Sheet 1

5th and Central

23-030
03.22.23
09.07.23
05.18.23

Patriot Partners

Highland, California

HUNTER LANDSCAPE





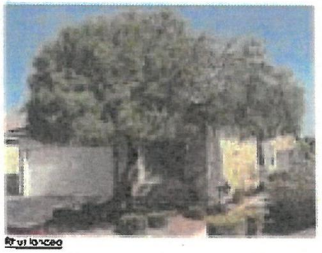
Chilopsis linearis



Chitalpa tashkentensis



Pinus eldarica



Pyrus kawakamii



Tristania conferta



Cinnamomum camphora



Acacia [illegible]na



Callistemon 'Little John'



Cassia artemisioides



[illegible]scolor



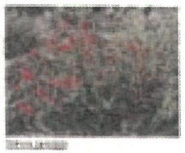
Lagerstroemia 'Tuscarora'



Muhlenbergia capillaris



Salvia c. 'Argen Circassia'





Salvia leucantha



Westringia f. 'Gre[illegible]



Aloe sirgea



Lantana 'Gold Mound'



Lantana 'Hallana'





Rosmarinus 'Huntington Carpet'

5th and Central

23-030
09.22.23
08.09.23
08.18.23

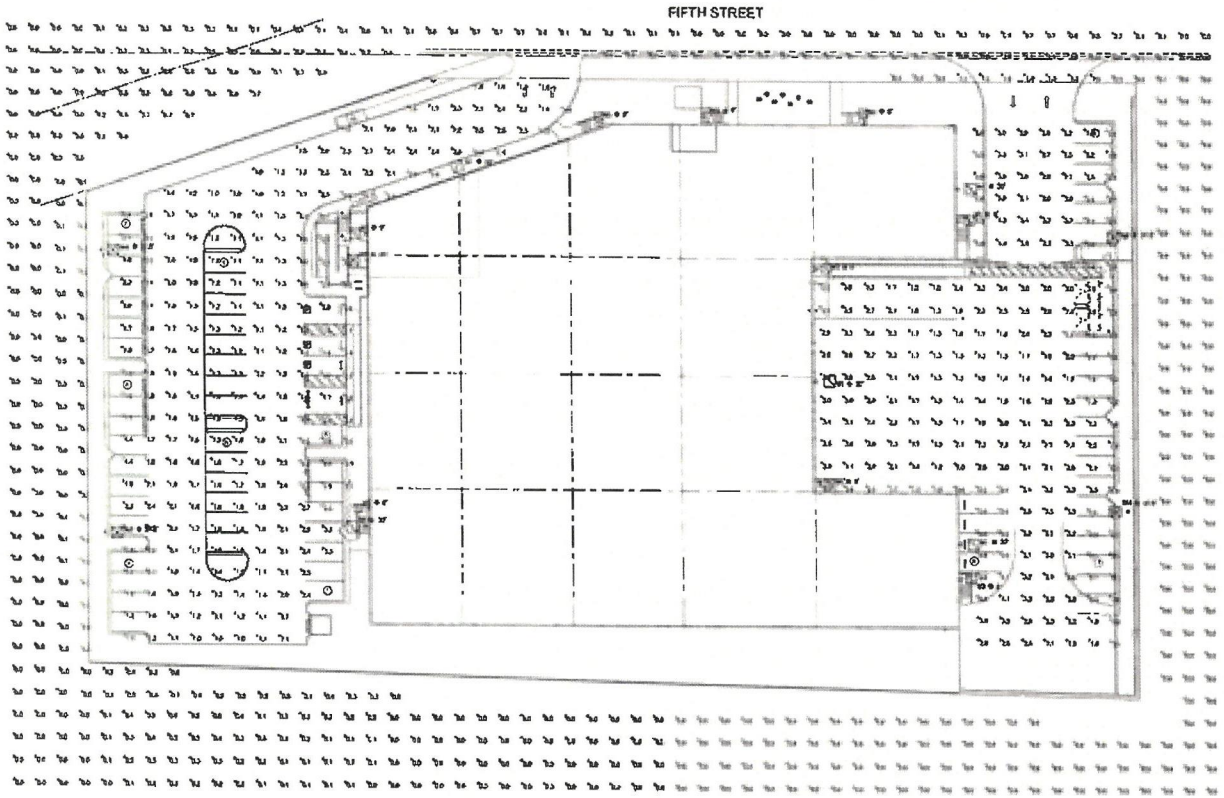
Patriot Partners

Highland, California

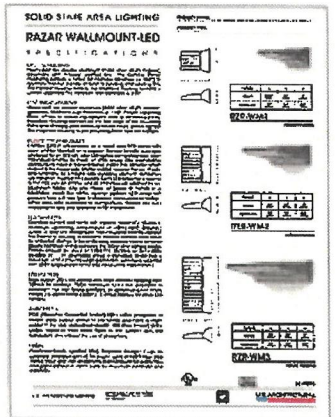
Plant Imagery - Sheet 2

HUNTER LANDSCAPE

211 FIG ANA STREET PLACENTIA, CA 92870
714.986.2400 FAX 714.986.3456



ELECTRICAL SITE PHOTOMETRIC PLAN 1





Symbol	Label	Qty	Description	Catalog Number	Description	Lamp	Number Lamps	Lumens per Lamp	LLF	Wattage
⊘	W3	9								
⊠	W2	1								
⊘	W1	5								
⊠	SA4	4								

Statistics						
Description	Symbol	Avg	Max	Min	Max/Min	Avg/Min

PROJECT
PATRIOT PARTNERS 5TH AND CENTRAL
HIGHLAND, CA
157 PLANNING SUBMITTAL

HERDMAN
ARCHITECTURE + DESIGN

SITE PHOTOMETRIC PLAN

FC-1.0

RPM

Attachment 8

Resolution No. 2023 –

Approving IS/MND & MMRP

PC RESOLUTION NO. 2023 –

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF HIGHLAND, CALIFORNIA, ADOPTING A MITIGATED NEGATIVE DECLARATION AND MITIGATION MONITORING AND REPORTING PROGRAM FOR THE DEVELOPMENT OF A 53,665 SQUARE FOOT WAREHOUSE AND ASSOCAITED IMPROVEMENTS LOCATED ON THE SOUTH SIDE OF 5TH STREET, 250' WEST OF CENTRAL AVENUE. RELATED ENTITLEMENTS INCLUDE CONDITIONAL USE PERMIT (CUP-23-003), DESIGN REVIEW APPLICATION (DRA-23-004), AND VARIANCE (VAR-23-001). APN: 1192-561-04, -05, -06 and -07

APPLICANT: PATRIOT 5TH & CENTRAL, LLC (PATRIOT PARTNERS)

A. RECITALS

1. On March 23, 2023, the Applicant filed an application for Conditional Use Permit (CUP-23-003) to develop a 53,665 square foot industrial warehouse and associated improvements including loading docks, passenger vehicle parking spaces, a stormwater detention/infiltration basin, and landscape area. Related applications were also filed for Design Review (DRA-23-004) including a Site Plan, Building Elevations, Conceptual Grading Plan, Conceptual Landscape Plan; Variance (VAR-23-001) to increase the maximum building height permitted to 45'.

2. The site is located on an approximately 2.86 acres at the south side of 5th Street, west of Central Avenue in the City's Business Park Zoning and General Plan Designations.

3. Pursuant to the provision of the California Environmental Quality Act (CEQA) and State and Local CEQA Guidelines, the City of Highland is the Lead Agency, and is charged with the responsibility of deciding whether or not to approve the proposed Project.

4. The Initial Study prepared for the Project was made available for public review from July 14, 2023 to August 14, 2023.

5. The Initial Study also finds that the issues of Air Quality, Biological Resources, Cultural Resources, Geology and Soils, and Tribal Cultural Resources require the implementation of mitigation measures to reduce impacts to a less than significant level, and a Mitigated Negative Declaration is the appropriate document for this project.

6. On September 19, 2023, the Planning Commission of the City of Highland, conducted a Public Hearing on the subject Project and concluded the Hearing on that date.

7. All legal prerequisites to the adoption of this Resolution have occurred.

B. RESOLUTION

NOW THEREFORE, it is hereby found, determined and resolved by the Planning Commission of the City of Highland as follows:

Section 1. The Planning Commission finds that all of the facts set forth in the Recitals, Part "A" of this Resolution, are true and correct.

Section 2. Based upon substantial evidence presented to the Planning Commission during the September 19, 2023, Public Hearing, including public testimony and written and oral Staff Reports, the Planning Commission finds as follows:

a. All necessary Public Meetings and opportunities for public testimony and comment have been conducted in compliance with State Law and the Municipal Code of the City of Highland.

Section 3 The Planning Commission hereby adopts the Mitigated Negative Declaration and Mitigation Monitoring and Reporting Program, both of which are attached hereto and incorporated herein by reference.

Section 4. The Planning Commission hereby instructs City staff to file a Notice of Determination with the Clerk of the Board of the Supervisors of the County of San Bernardino, pursuant to the Public Resources Code and State CEQA Guidelines.

C. ADOPTION OF RESOLUTION.

The City Clerk shall certify to the adoption of this Resolution and shall cause the same to be published or posted in the manner prescribed by law.

PASSED, APPROVED AND ADOPTED this 19th day of September, 2023.

ATTEST:

Randall Hamerly, Chairman
Planning Commission

Lawrence A. Mainez,
Community Development Director

Final
Initial Study/Mitigated Negative Declaration

Southwest Corner of 5th Street and Central Avenue Warehouse Project

August 2023

Prepared for:

City of Highland
27215 Base Line
Highland, California
92346

CONTACT:
Kim Stater



Prepared by:

DUDEK

605 Third Street
Encinitas, California 92024

CONTACT:
Hayley Ward

FINAL

Initial Study/Mitigated Negative Declaration

Southwest Corner of 5th Street and Central Avenue Warehouse Project

AUGUST 2023

Prepared for:

CITY OF HIGHLAND California

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27215 Base Line
Highland, California 92346
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Acronyms and Abbreviations

Acronym/Abbreviation	Definition
AB	Assembly Bill
ACM	asbestos-containing materials
ADA	Americans with Disabilities Act
AERMOD	American Meteorological Society/Environmental Protection Agency Regulatory Model
APN	Assessor's Parcel Number
AQMP	Air Quality Management Plan
bgs	below ground surface
BMP	best management practice
BP	business park
CAAQS	California Ambient Air Quality Standards
CAL FIRE	California Department of Forestry and Fire Protection
CalEEMod	California Emissions Estimator Model
CalRecycle	California Department of Resources Recycling and Recovery
CARB	California Air Resources Board
CEQA	California Environmental Quality Act
CH_4	methane
CHRIS	California Historical resources Information System
City	City of Highland
CMP	Congestion Management Program
CNEL	Community Noise Equivalent Level
CO	carbon monoxide
CO_2	carbon dioxide
CO_2e	carbon dioxide equivalent
CRHR	California Register of Historic Resources
dB	decibels
dBA	A-weighted decibel
DBH	diameter at breast height
DPM	diesel particulate matter
EPA	U.S. Environmental Protection Agency
EV	electric vehicle
EVWD	East Valley Water District
FICON	Federal Interagency Committee on Noise
FTA	Federal Transit Administration
GHG	greenhouse gas
GWP	global warming potential
HARP2	Hotspots Analysis and Reporting Program Version 2
HRA	health risk assessment
HVAC	heating, ventilation, and air conditioning
I	Interstate

Acronym/Abbreviation	Definition
IS	initial study
LACM	Los Angeles County Museum
L_{dn}	day–night average noise level
LDV	light-duty vehicle
L_{eq}	equivalent noise level over a given period
LOS	level of service
LST	localized significance threshold
MDV	medium-duty vehicle
MM	Mitigation Measure
MND	mitigated negative declaration
MS4	Municipal Separate Storm Sewer System
MT	metric tons
N_2O	nitrous oxide
NAAQS	National Ambient Air Quality Standards
NAHC	Native American Heritage Commission
NO_2	nitrogen dioxide
NO_x	oxides of nitrogen
NPDES	National Pollution Discharge Elimination System
NRHP	National Register of Historic Places
O_3	ozone
OEHHA	Office of Environmental Health Hazard Assessment
OSHA	Occupational Safety and Health Administration
PCE	passenger car equivalent
PM_{10}	particulate matter with an aerodynamic diameter equal to or less than 10 microns
$PM_{2.5}$	particulate matter with an aerodynamic diameter equal to or less than 2.5 microns
PPV	peak particle velocity
PRC	California Public Resources Code
PRIMP	Paleontological Resources Impact Mitigation Program
project	5th Street and Central Avenue Warehouse Project
REL	reference exposure level
ROW	right-of-way
RTP	Regional Transportation Plan
SB	Senate Bill
SBIA	San Bernardino International Airport and Trade Center
SBSD	San Bernardino County Sheriff's Department
SCAB	South Coast Air Basin
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SCE	Southern California Edison
SCS	Sustainable Communities Strategy
SLF	Sacred Lands File
SO_x	sulfur oxides
SR	State Route

Acronym/Abbreviation	Definition
SVP	Society of Vertebrate Paleontology
SWPPP	stormwater pollution prevention plan
SWRCB	State Water Resources Control Board
TAC	toxic air contaminant
TCR	tribal cultural resource
VMT	vehicle miles traveled
VOC	volatile organic compound
WQMP	Water Quality Management Plan
WRP	Water Reclamation Plant
YSMN	Yuhaaviatam of San Manuel Nation
ZEV	zero emission vehicle

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Preface

This Initial Study/Mitigated Negative Declaration (IS/MND) was prepared for the proposed Southwest Corner of 5th Street and Central Avenue Warehouse Project (project) and made available for public comment for a public review period from July 14, 2023, through August 14, 2023. In accordance with the California Environmental Quality Act (CEQA) Guidelines, Section 15074(b) (14 CCR 15074(b)), before approving the proposed project, the City of Highland (City), as the lead agency under CEQA, will consider the IS/MND with any comments received during this public review period. Specifically, Section 15074(b) of the CEQA Guidelines (14 CCR 15074(b)) states the following:

Prior to approving a project, the decision-making body of the lead agency shall consider the proposed negative declaration or mitigated negative declaration together with any comments received during the public review process. The decision-making body shall adopt the proposed negative declaration or mitigated negative declaration only if it finds on the basis of the whole record before it (including the initial study and any comments received), that there is no substantial evidence that the project will have a significant effect on the environment and that the negative declaration or mitigated negative declaration reflects the lead agency's independent judgment and analysis.

No comment letters were received for this project.

Lastly, a Mitigation Monitoring and Reporting Program has been appended to this Final IS/MND as Appendix K.

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1 Introduction

1.1 Project Overview

The City of Highland (City) received an application from Patriot Development Partners (project applicant) requesting the following approvals for development of the Southwest Corner of 5th Street and Central Avenue Warehouse Project (project) located at the southwest corner of 5th Street and Central Avenue in Highland, California:

- Conditional Use Permit
- Design Review
- Variance

The project includes design review for the construction of an approximately 53,665-square-foot, one story industrial/warehouse building on an approximately 2.43-acre (gross) property located in the southern part of the City. The project site consists of Assessor's Parcel Numbers (APNs) 1192-561-04, 1192-561-05, 1192-561-06, 1192-561-07, in addition to small portions of parcels 1192-561-01, 1192-561-03, and 1192-561-10, under separate ownership. In addition to the industrial/warehouse building, the project would include a landscaping area, passenger vehicle parking spaces, and tractor-trailer loading docks.

1.2 California Environmental Quality Act Compliance

The City is the lead California Environmental Quality Act (CEQA) agency responsible for the review and approval of the proposed project. Based on the findings of the Initial Study (IS), the City has made the determination that a Mitigated Negative Declaration (MND) is the appropriate environmental document to be prepared in compliance with CEQA (California Public Resources Code, Section 21000 et seq.). As stated in CEQA Section 21064, an MND may be prepared for a project subject to CEQA when an IS has identified no potentially significant effects on the environment.

This draft Initial Study/Mitigated Negative Declaration (IS/MND) has been prepared by the City as lead agency and is in conformance with Section 15070(a) of the CEQA Guidelines (14 CCR 15000 et seq.). The purpose of the MND and the IS Checklist is to determine any potentially significant impacts associated with the proposed project and to incorporate mitigation measures into the project design, as necessary, to reduce or eliminate the significant or potentially significant effects of the project.

1.3 Public Review Process

In accordance with CEQA, a good faith effort has been made during the preparation of this IS/MND to contact affected agencies, organizations, and persons who may have an interest in this project.

In reviewing the IS/MND, affected public agencies and the interested public should focus on the sufficiency of the document in identifying and analyzing the project's possible impacts on the environment. The Draft IS/MND and related documents are available for review on City's website (https:// https://www.cityofhighland.org/209/Public-Notices).

Comments on the IS/MND may be made in writing before the end of the public review period. Following the close of the public comment period, the City will consider this IS/MND and comments thereto in determining whether to approve the proposed project.

Written comments on the IS/MND should be sent to the following address by August 14, 2023.

City of Highland
Planning Department
27215 Base Line
Highland, California 92346
Contact: Kim Stater
Email: kstater@cityofhighland.org

1.4 Initial Study Checklist

Dudek, under the City's guidance, prepared the project's Environmental Checklist (i.e., IS) per CEQA Guidelines Sections 15063-15065. The CEQA Guidelines include a suggested checklist to indicate whether a project would have an adverse impact on the environment. The checklist is found in Section 3 of this document. Following the Environmental Checklist, Sections 3.1 through 3.21 include an explanation and discussion of each significance determination make in the checklist for the project.

For this IS/MND, the following four possible responses to each individual environmental issue area are included in the checklist:

- Potentially Significant Impact
- Less-than-Significant Impact with Mitigation Incorporated
- Less-than-Significant Impact
- No Impact

The checklist and accompanying explanation of checklist responses provide the information and analysis necessary to assess relative environmental impacts of the project. In doing so, the City will determine the extent of additional environmental review, if any, for the project.

2 Project Description

2.1 Project Location

The project site is located in the southwestern area of the City in western San Bernardino County. The City is bounded by the San Bernardino National Forest to the north and to the east, the City of Redlands to the south, and the City of San Bernardino to the west. The project site is located at the southwest corner of 5th Street and Central Avenue, north of 3rd Street, east of Victoria Avenue, south of 5th Street, and west of Central Avenue (Figure 1, Project Location).

The project site consists of Assessor's Parcel Numbers 1192-561-04, 1192-561-05, 1192-561-06, 1192-561-07, in addition to small portions of parcels 1192-561-01, 1192-561-03 and 1192-561-10, under separate ownership (Figure 2, Aerial Overview). Regional access to the project area is provided by Interstate (I) 10 to the south, I-215 to the west, and State Route (SR) 210 to the east. The site is bounded to the north by scattered low-density residential and commercial land uses, to the west by vacant land, to the east by business park uses, and to the south by the City boundary, with the City of San Bernardino and the San Bernardino Airport located beyond the City limits.

2.2 Environmental Setting

City of Highland

The City of Highland is a mid-sized California city with approximately 55,000 residents and 18 square miles of territory. Within the City, the pattern of land use transitions from predominantly single and multi-family residential and industrial near the San Bernardino International Airport to predominately single-family residential, commercial, service and civic center uses to the north. The eastern areas of the City are mostly made up of planned development areas with various residential types, parks and open space.

Project Site

The approximately 2.43-acre rectangular-shaped project site is located on the southwestern corner of 5th Street and Central Avenue. The project site consists of a partially developed and vacant parcel, a residence, and storage uses. The existing site contains a residential home, paved parking lot, trees, garage type covered structure and a garage type closed structure. The remainder of the site is vacant with landscaping, trees, and loose grass/shrubbery. Vegetation and land covers on the project site consist of developed land with asphalt and disturbed habitat.

The project site is relatively flat with an elevation of approximately 1,165 feet above mean sea level with a regional slope to the west. Soils on site consist of both fill soils and natural soils. Fill soils are present approximately 1 to 2 feet deep and classify as silty sand with occasional gravel to a slightly silty and grained sand with gravel and occasional small cobble. Natural soils on site classify as fine to medium grained silty sand with gravel and occasional cobble. The native soils as encountered were classified to be medium dense and dry to damp.

The City's General Plan Land Use Map designates the project site as Business Park, and the project site is zoned as Business Park within the Airport Influence Zone (Figure 3, General Plan Land Use, and Figure 4, Zoning).

Surrounding Land Uses

The project site is within a developed part of the City and is surrounded by a mix of urbanized land uses. Specific land uses in the immediate project area are depicted in Table 2-1, Surrounding Land Uses.

Table 2-1. Surrounding Land Uses

Direction	Existing Use	General Plan	Zoning Designation
North	5th Street, undeveloped land, and single-family residentials	Low Density, Planned Development, and Business Park	Single Family Residential, Planned Development, and Business Park
East	Industrial uses	Business Park	Business Park
South	3rd Street, undeveloped land, and the San Bernardino International Airport	Business Park	Business Park
West	Vacant parcel & City Creek Bypass Channel	Business Park	Business Park

Note: See Figure 3, General Plan Land Use, and Figure 4, Zoning.

The project site is within the boundary of the proposed Airport Gateway Specific Plan. The Airport Gateway Specific Plan is a public-private partnership project proposed by the Inland Valley Development Agency, a Joint Powers Authority composed of members from the County of San Bernardino, the City of Loma Linda, the City of San Bernardino, and the City of Colton. The Airport Gateway Specific Plan area encompasses 670 acres, inclusive of parcels in the City of Highland and the City of San Bernardino, that would be designated for a mix of industrial uses. The Airport Gateway Specific Plan would be bound by 6th Street to the north, 3rd Street and the San Bernardino International Airport to the south, SR-210 to the east, and Tippecanoe Avenue on the west. The proposed Airport Gateway Specific Plan would border the project site to the south, with industrial uses replacing the existing residential uses in the area (Figure 5, Airport Gateway Specific Plan). This project is currently undergoing environmental review.

2.3 Project Characteristics

The project would include the demolition of one existing structure and construction of an approximately 53,665 square-foot (gross area, inclusive of mezzanine/office spaces), one-story warehouse building on an approximately 2.43-acre site (gross area). The warehouse building would be composed of approximately 49,665 square feet of warehouse space and 4,000 square feet of mezzanine/office space (Figure 6, Site Plan; Figure 7, Conceptual Elevations; and Figure 8, Conceptual Rendering). The warehouse building would have a maximum height of 42.5 feet when measured from grade. Given that the City's Municipal Code allows for a maximum height of 35 feet in the Business Park zone, a minor variance (Variance No. VAR 23-001) is being requested to accommodate the project's height. Internally, the project would have a clear height of 45 feet and would not contain any cold storage space.

Operational Characteristics

The project would support a variety of activities associated with the industrial/warehouse building, including the ingressing and egressing of passenger vehicles and trucks, the loading and unloading of trucks with designated

truck courts/loading areas, and the internal and external movement of materials around the project site via forklifts, pallet jacks, yard hostlers, and similar equipment. In addition, the office space would support general internal office activities related to the industrial/warehouse uses.

On- and Off-Site Improvements

The project would also include improvements along the project's street frontage, including landscaping, fencing, and street and sidewalk improvements. A variety of trees, shrubs, and groundcovers would be planted within the project frontage's landscape setback area, within the landscape areas found around the warehouse building, and throughout the project site (Figure 9, Landscaping Plan).

Site Access and Parking

Access to the project site would be provided by two driveways on the northern portion of the site on 5th Street.

The project would include a total of 66 passenger parking stalls and 5 high dock door parking stalls. A summary of passenger vehicle parking is provided in Table 2-2.

Table 2-2. Summary of Passenger Parking Stalls

Passenger Parking Stall Type	Number of Stalls
Standard	50
Van ADA	1
ADA	2
EV Van ADA	1
EV ADA	2
EV	10
Total Passenger Parking Stalls	66
Trailer Provided (High Dock Doors)	5
Passenger Parking Stalls Required	65.7

Note: ADA = Americans Disability Act, EV = Electric Vehicle.

Utility Improvements

The project site is currently served by domestic water, sanitary sewer, electrical, natural gas, and telecommunication service. The project would connect to the existing facilities located on and in the immediate vicinity of the project site.

Domestic Water

Domestic water would be provided to the project site by the East Valley Water District (EVWD). The EVWD provides domestic water for the City and for portions of both the City and County of San Bernardino. Water service is provided for residential, commercial, industrial, governmental, and landscaping purposes (City of Highland 2006). The project would connect to the existing 30-inch water line and to the proposed domestic water line, both within 5th Street.

Sanitary Sewer

The project site is currently served by the City's sanitary sewer system, EVWD, which has joint powers with the City of San Bernardino to accept all sewage generated within the EVWD's boundaries. The sewage from Highland is treated at the San Bernardino Water Reclamation Plant (WRP), operated by the San Bernardino City Municipal Water District (City of Highland 2006). An existing 24-inch sewer line would connect to the existing sewer line within 5th Street. Future Treatment will take place at the EVWD Sterling Natural Resources Plant, located at the intersection of Del Rosa Drive, between 5th and 6th Streets.

Natural Gas, Electrical Service, and Telecommunications

Southern California Edison would provide electric service. The project would connect to existing electrical lines within 5th Street. Telecommunication services are provided by AT&T. The project would connect to these existing facilities within 5th Street.

Storm Drainage

The project site is currently served by curbs and gutters that direct storm drainage to the two existing storm drain lines within 5th Street (18-inch and 48-inch diameter lines). Under the existing conditions, the western portion of the site is for a residential home and the eastern portion is vacant with scattered grass. The site slopes down by approximately 1.4% from the northeast corner to the southwest corner toward 5th Street. Existing runoff sheet flows onto 5th Street and discharges to the 5th Street storm drain system, and ultimately discharges to the City Creek Bypass Channel, Santa Ana River, and finally to the Prado Basin.

The project would involve the construction of a new engineered storm drain system to collect and treat on-site and off-site stormwater runoff. On-site stormwater will be collected via a series of roof drains, curbs, and gutters, and catch basins before being conveyed to an on-site underground infiltration basin located in the western portion of the site. Prior to entering the infiltration basins, stormwater would be pretreated via a continuous deflection separation system, which separates and traps debris, sediment, oil, and grease from stormwater runoff. The infiltration basins would be designed to allow for stormwater flows to infiltrate into the soils. The infiltration basin would be sized to capture and infiltrate flows for a 100-year design storm, consistent with the San Bernardino County Hydraulics Manual. During an extreme storm event greater than a 100-year storm, flows would be discharged through a proposed 4-inch drain pipe that connects to the existing curb outlet in 5th Street that would lead to the existing 5th Street storm drain system that would serve as an emergency spillway.[1]

2.4 Project Construction and Phasing

The project applicant intends to commence construction on or around January 2024. It is anticipated that construction would take approximately 13 months, concluding in January 2025.[2] Table 2-3 provides a tentative project construction schedule, as used in air quality and greenhouse gas (GHG) emissions impact analysis (refer to

1 As discussed in further detail in Section 3.10, Hydrology and Water Quality, flows that would be discharged under emergency conditions would be less than what would normally be discharged under the existing conditions.

2 The analysis assumes a construction start date of January 2024, which represents the earliest date construction would initiate. Assuming the earliest start date for construction represents the worst-case scenario for criteria air pollutant and GHG emissions, because equipment and vehicle emission factors for later years would be slightly less due to more stringent standards for in-use off-road equipment and heavy-duty trucks, as well as fleet turnover replacing older equipment and vehicles in later years.

Section 3.3 Air Quality, and Section 3.8, Greenhouse Gas Emissions, of this IS/MND; also see Appendix A-1, Air Quality, Greenhouse Gas Emission, and Energy Modeling Inputs and Outputs).

Table 2-3. Anticipated Project Construction Schedule

Construction Phase	Duration	Phase Start Date	Phase End Date
Demolition	4 weeks	January 2024	January 2024
Site Preparation	1 week	February 2024	February 2024
Grading	2 weeks	February 2024	February 2024
Building Construction	10 months	February 2024	December 2024
Paving	2 weeks	December 2024	January 2025
Architectural Coating	2 weeks	January 2025	January 2025

2.5 Project Approvals

The actions and/or approvals that the City needs to consider for the proposed project include, but are not limited to, the following. This list is preliminary, and may not be comprehensive:

Lead Agency Approvals

- Conditional Use Permit
- Design Review
- Variance

Subsequent non-discretionary approvals (which would require separate processing through the City) would include, but may not be limited to, a demolition permit, grading permit, tentative parcel map, building permits, and occupancy permits.

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3 Initial Study Checklist

1. **Project title:**

   Southwest Corner of 5th Street and Central Avenue Warehouse Project

2. **Lead agency name and address:**

   City of Highland, Planning Department
   27215 Base Line
   Highland, California 92346

3. **Contact person and phone number:**

   Kim Stater, Assistant Community Development Director
   27215 Base Line
   Highland, California 92346
   909.864.6861, ext. 258
   909.862.3180 (fax)
   atafolla@cityofhighland.org

4. **Project location:**

   The project site is a 2.43-acre property at the southwest corner of 5th Street and Central Avenue in the City of Highland, California. The project site consists of Assessor's Parcel Numbers 1192-561-04, 1192-561-05, 1192-561-06, 1192-561-07, in addition to small portions of parcels 1192-561-01, 1192-561-03 and 1192-561-10, under separate ownership. The project site is located at the northwestern corner of 5th Street and Central Avenue, north of 3rd Street, east of Victoria Avenue, south of 5th Street, and west of Central Avenue.

5. **Project sponsor's name and address:**

   Patriot Development Partners
   12126 West Sunset Boulevard
   Los Angeles, California 90049

6. **General plan designation:**

   Business Park

7. **Zoning:**

   Business Park

8. **Description of project. (Describe the whole action involved, including but not limited to later phases of the project, and any secondary, support, or off-site features necessary for its implementation. Attach additional sheets if necessary):**

   The project would include the construction of an approximately 53,665-square-foot (gross area, inclusive of mezzanine/office spaces), one-story warehouse building on an approximately 2.43-acre site (gross area). The warehouse building would be composed of approximately 49,665-square-feet of warehouse space and 4,000 square feet of mezzanine/office space.

9. **Surrounding land uses and setting: Briefly describe the project's surroundings:**

   The project site is located within a developed part of the City and is surrounded by a mix of urbanized land uses. Specific land uses in the immediate project area include the following:

   - **North:** Commercial uses and single-family homes
   - **East:** Industrial uses
   - **South:** 3rd Street, undeveloped land, the San Bernardino International Airport, and the City of San Bernardino
   - **West:** Vacant parcel and City Creek Bypass Flood Control Channel

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

    No outside public agency approvals are required.

11. **Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code section 21080.3.1? If so, is there a plan for consultation that includes, for example, the determination of significance of impacts to tribal cultural resources, procedures regarding confidentiality, etc.?**

    Please refer to Section 3.5, Cultural Resources, and 3.18, Tribal Cultural Resources, of this IS/MND.

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 and Soils	☐ Greenhouse Gas Emissions	☐ Hazards and Hazardous Materials
☐ Hydrology and Water Quality	☐ Land Use and Planning	☐ Mineral Resources
☐ Noise	☐ Population and Housing	☐ Public Services
☐ Recreation	☐ Transportation	☐ Tribal Cultural Resources
☐ Utilities and Service Systems	☐ Wildfire	☐ Mandatory Findings of Significance

Determination (To be completed by the Lead Agency)

On the basis of this initial evaluation:

☐ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

☒ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

☐ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

☐ I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect (1) has been adequately analyzed in an earlier document pursuant to applicable legal 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.

☐ I find that 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 ENVIRONMENTAL IMPACT REPORT or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier ENVIRONMENTAL IMPACT REPORT or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Kim Slater — Signature

7/6/23 — 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 would 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 Environmental Impact Report (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.
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

3.1 Aesthetics

		Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
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 and 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?	☐	☐	☒	☐

a) Would the project have a substantial adverse effect on a scenic vista?

No Impact. Scenic vistas and other important visual resources are typically associated with natural landforms such as mountains, foothills, ridgelines, and coastlines. The project site is located within in an area with generally flat terrain near the San Bernardino International Airport. Major scenic vistas that are visible from the project site are the San Bernardino and San Gabriel Mountain ranges. They are located approximately 4 miles northeast and 17 miles northwest of the project site, respectively. The City of Highland's General Plan aims to preserve the views of the San Bernardino Mountains and stretches of open space along City Creek and the Santa Ana River (City of Highland 2006). The project site is 1.5 miles away from the nearest stretches of open space along City Creek and the Santa Ana River. Based on these distances, as well as the presence of existing intervening natural topographical variations and human-made urban features, the project site is not located within the direct viewshed of these scenic vistas. Overall, the project site is located well outside the viewshed of any scenic vistas or other important visual resources. Therefore, no impacts associated with scenic vistas would occur.

b) ***Would the project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?***

No Impact. Scenic highways and routes are a unique component of the circulation system, as they traverse areas of unusual scenic or aesthetic value. The closest officially designated State Scenic Highway is California SR 38, located approximately 3.2 miles east of the project site (Caltrans 2018). Based on this distance and intervening natural topography and human-made development, the project site is not located within the viewshed of this officially designated state scenic highway. Therefore, no impacts associated with state scenic highways would occur.

c) ***In non-urbanized areas, would the project 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 and other regulations governing scenic quality?***

Less-than-Significant Impact. Visual character describes the aesthetic setting of a project area. The project is located within an urbanized area of the City and is surrounded by similar light industrial/business park land uses. Section 20171 of the California Public Resources Code defines an "urbanized area" as "an incorporated city that meets either of the following criteria: (1) Has a population of at least 100,000 persons, or (2) Has a population of less than 100,000 persons if the population of that city and not more than two contiguous incorporated cities combined equals at least 100,000 persons." As of January 1, 2022, the California Department of Finance estimated the population of Highland to be 56,546 persons (DOF 2022a). However, because the City of Highland is bordered by the City of San Bernardino, which has a population that exceeds 100,000 persons, regarding the determination of significance under this threshold, the project would be considered to result in a significant adverse impact if the project design would conflict with applicable zoning and other regulations governing scenic quality. The proposed project would be consistent with the designated business park zoning per the City's Zoning Map.

To ensure that both current and future development within the City is designed and constructed to conform to existing visual character and quality of the surrounding built environment, the City's Municipal Code includes design standards related to building size, height, and setbacks, as well as landscaping, signage, and other visual considerations. The project is consistent with all applicable regulations outlined in the City's Municipal Code related to scenic quality with the exception of Section 16.24.040, which states that building heights are not to exceed 35 feet within the Business Park zone. The proposed warehouse building would have a maximum height of 45 feet. Given that the City's Municipal Code allows for a maximum height of 35 feet in the Business Park Zone, a minor variance (Variance No. VAR 23-001) is being requested to accommodate the project's height. This request for additional height is consistent with other industrial uses in the vicinity. With approval of the minor variance, the project would not conflict with the City's Municipal Code.

The project is required to apply for a Major Design Review by the City's planning commission. This Design Review is intended to ensure that the proposed project would not interfere with existing or future development within the City, and to ensure the project is consistent with the applicable elements of the general plan. Views of utilitarian project components, such as loading areas and mechanical equipment, would be screened from public view to the maximum extent practicable through the project's site plan

design. Parkway and setback landscape areas along the public right-of-way (ROW) would soften views of the project site and enhance the visual quality of the project.

These project components, as well as the City's review of the project's design, would ensure that the project would not degrade the existing visual character and quality of the area. Therefore, impacts would be less than significant.

d) ***Would the project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?***

Short-Term Construction Impacts

No Impact. In accordance with the City's Municipal Code, and the project's proximity to sensitive receptors would limit construction from 7:00 a.m. to 10:00 p.m. (see Section 3.13, Noise, for more details). As such, project construction would be limited to daytime hours and nighttime lighting would not be required until the project is operational. Therefore, no short-term construction impacts associated with light and glare would occur.

Long-Term Operational Impacts

Less-than-Significant Impact. Consistent with Section 16.40.160 of the City's Development Code, all lighting used on the project site is required to be directed and/or shielded to prevent the light from adversely affecting adjacent parcels, and no structures or features that create adverse glare effects are permitted. Thus, all exterior lighting would be shielded/hooded to prevent light trespass onto nearby properties. A Photometrics Plan, prepared by a certified engineer, must be approved by the Planning Commission in conjunction with the Conditional Use Permit. Additionally, the project would use a variety of non-reflective materials, and although some new reflective improvements (i.e., windows and building front treatments) would be introduced onto the project site, the project as a whole would not be considered a source of glare in the project area. Therefore, long-term impacts associated with light and glare would be less than significant.

3.2 Agriculture and Forestry Resources

		Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
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. 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?	☐	☐	☐	☒

a) ***Would the project 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. The project site is located in a developed portion of the City. According to the California Department of Conservation's California Important Farmland Finder, the project site and surrounding area are identified as Other Land (DOC 2018). "Other Land" is the designation of vacant and nonagricultural land surrounded on all sides by urban development and greater than 40 acres (DOC 2018). The project site is not located on or adjacent to any parcels identified as Prime Farmland, Unique Farmland, or

Farmland of State Importance (collectively called Important Farmland). Because no Important Farmland is located on the project site and the surrounding area, development of the project would not convert or otherwise impact any Important Farmland. Therefore, no impacts associated with conversion of Important Farmland would occur.

b) ***Would the project conflict with existing zoning for agricultural use, or a Williamson Act contract?***

No Impact. Refer to Section 3.2(a).

c) ***Would the project 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. Refer to Section 3.2(a). The project site is zoned as Business Park and is within a developed area. There are no areas zoned for forest land within the vicinity of the project site. Therefore, no impacts associated with forest land would occur.

d) ***Would the project result in the loss of forest land or conversion of forest land to non-forest use?***

No Impact. Refer to Section 3.2(c). The proposed project would not involve the conversion of forest land to non-forest use. Therefore, no impact with forest land would occur.

e) ***Would the project 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. Refer to Section 3.2(a). The project site is zoned as Business Park and is located within a developed area. Further, no off-site improvement associated with the project would result in changes to other properties designated as Farmland or forest land. There are no areas zoned for agricultural use or identified as forest land within the vicinity of the project site. Therefore, no impacts associated with forest land would occur.

3.3 Air Quality

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
III. **AIR QUALITY** – Where available, the significance criteria established by the applicable air quality management district 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?	☐	☐	☒	☐

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
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?	☐	☐	☒	☐

a) Would the project 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 includes the non-desert portions of Los Angeles, Riverside, San Bernardino Counties, and all of Orange County, and is within the jurisdictional boundaries of the South Coast Air Quality Management District (SCAQMD).

SCAQMD administers SCAB's Air Quality Management Plan (AQMP), which is a comprehensive document outlining an air pollution control program for attaining the California Ambient Air Quality Standards (CAAQS) and National Ambient Air Quality Standards (NAAQS). The 2022 AQMP (SCAQMD 2022) was adopted by the SCAQMD Governing Board in December 2022. The SCAQMD 2022 AQMP was developed to address the attainment of the 2015 national 8-hour ozone ambient air quality standard (70 parts per billion) for the SCAB and Coachella Valley. The 2022 AQMP provides actions, strategies, and steps needed to reduce air pollutant emissions and meet the ozone standard by 2037 (SCAQMD 2022).

The purpose of a consistency finding with regard to the AQMP is to determine if a project is consistent with the assumptions and objectives of the 2022 AQMP and if it would interfere with the region's ability to comply with federal and state air quality standards. SCAQMD has established criteria for determining consistency with the currently applicable AQMP in Chapter 12, Sections 12.2 and 12.3, of the SCAQMD CEQA Air Quality Handbook. These criteria are as follows (SCAQMD 1993):

- **Consistency Criterion No. 1:** Whether the project would result in an increase in the frequency or severity of existing air quality violations, cause or contribute to new violations, or delay timely attainment of the ambient air quality standards or interim emission reductions in the AQMP.
- **Consistency Criterion No. 2:** Whether the project would exceed the assumptions in the AQMP or increments based on the year of project buildout and phase.

To address the first criterion, project-generated criteria air pollutant emissions have been estimated and analyzed for significance and are addressed under Section 3.3(b). Detailed results of this analysis are included in Appendix A-1. As presented in Section 3.3(b), the project would not generate construction or

operational criteria air pollutant emissions that exceed the SCAQMD's thresholds, and the project would therefore be consistent with Criterion No. 1.

The second criterion regarding the potential of the project to exceed the assumptions in the AQMP or increments based on the year of project buildout and phase is primarily assessed by determining consistency between the project's land use designations and its potential to generate population growth. In general, projects are considered consistent with, and not in conflict with or obstructing implementation of, the AQMP if the growth in socioeconomic factors is consistent with the underlying regional plans used to develop the AQMP (SCAQMD 1993). SCAQMD primarily uses demographic growth forecasts for various socioeconomic categories (e.g., population, housing, and employment by industry) developed by Southern California Association of Governments (SCAG) for its 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) (SCAG 2020). SCAQMD uses this document, which is based on general plans for cities and counties in the SCAB, to develop the AQMP emissions inventory (SCAQMD 2022). The SCAG RTP/SCS and associated Regional Growth Forecast are generally consistent with the local plans; therefore, the 2022 AQMP is generally consistent with local government plans.

The City's Zoning Map designates the project site as Business Park (BP). According to Section 16.24.020 (A), the primary purpose of the BP District is to provide appropriate regulations and suitable locations for light industrial, research and development, and office-based firms seeking pleasant and attractive working environments, and for business support services and commercial uses requiring large parcels. The Municipal Code identifies Warehousing and Wholesaling as permitted, subject to a conditional use permit application. Therefore, the project would be consistent with the existing zoning of the project site and does not propose a change in land use designation. As such, since the proposed project is not anticipated to result in residential population growth or generate an increase in employment that would conflict with existing employment-population projections, it would not conflict with or exceed the assumptions in the 2022 AQMP. Accordingly, the project is consistent with the SCAG RTP/SCS forecasts used in development of the SCAQMD AQMP.

In summary, based on the considerations presented for the two criteria, impacts relating to the project's potential to conflict with or obstruct implementation of the applicable AQMP would be less than significant.

b) ***Would the project 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 is largely a cumulative impact. The nonattainment status of regional pollutants is a result of past and present development, and the SCAQMD develops and implements plans for future attainment of ambient air quality standards. Based on these considerations, project-level thresholds of significance for criteria pollutants are used to determine whether a project's individual emissions would have a cumulatively considerable contribution to air quality. If a project's emissions would exceed the SCAQMD significance thresholds, it would be considered to have a cumulatively considerable contribution. Conversely, projects that do not exceed the project-specific thresholds are generally not considered to be cumulatively significant (SCAQMD 2003a).

A quantitative analysis was conducted to determine whether the project might result in emissions of criteria air pollutants that may cause exceedances of the NAAQS or CAAQS or cumulatively contribute to existing nonattainment of ambient air quality standards. Criteria air pollutants include ozone (O_3), nitrogen dioxide

(NO_2), carbon monoxide (CO), sulfur dioxide, particulate matter with an aerodynamic diameter less than or equal to 10 microns (PM_{10}), particulate matter with an aerodynamic diameter less than or equal to 2.5 microns ($PM_{2.5}$), and lead. Pollutants that are evaluated herein include volatile organic compounds (VOCs) and oxides of nitrogen (NO_x), which are important because they are precursors to O_3, as well as CO, sulfur oxides (SO_x), PM_{10}, and $PM_{2.5}$.

Regarding NAAQS and CAAQS attainment status,[3] the SCAB is designated as a nonattainment area for federal and state O_3 and $PM_{2.5}$ standards (CARB 2022; EPA 2023a). The SCAB is also designated as a nonattainment area for state PM_{10} standards; however, it is designated as an attainment area for federal PM_{10} standards. The SCAB is designated as an attainment area for federal and state CO and NO_2 standards, as well as for state sulfur dioxide standards. Although the SCAB has been designated as nonattainment for the federal rolling 3-month average lead standard, it is designated attainment for the state lead standard.[4]

The project would result in emissions of criteria air pollutants for which the California Air Resources Board (CARB) and U.S. Environmental Protection Agency (EPA) have adopted ambient air quality standards (i.e., the NAAQS and CAAQS). Projects that emit these pollutants have the potential to cause, or contribute to, violations of these standards. The SCAQMD CEQA Air Quality Significance Thresholds, as revised in March 2023, set forth quantitative emission significance thresholds for criteria air pollutants, which, if exceeded, would indicate the potential for a project to contribute to violations of the NAAQS or CAAQS. Table 3.3-1 lists the revised SCAQMD Air Quality Significance Thresholds (SCAQMD 2023a).

Table 3.3-1. South Coast Air Quality Management District Air Quality Significance Thresholds

Criteria Pollutants Mass Daily Thresholds		
Pollutant	**Construction (Pounds per Day)**	**Operation (Pounds per Day)**
VOCs	75	55
NO_x	100	55
CO	550	550
SO_x	150	150
PM_{10}	150	150
$PM_{2.5}$	55	55
Lead[a]	3	3
TACs and Odor Thresholds		
TACs[b]	Maximum incremental cancer risk ≥10 in 1 million Cancer Burden >0.5 excess cancer cases (in areas ≥1 in 1 million) Chronic and acute hazard index ≥1.0 (project increment)	
Odor	Project creates an odor nuisance pursuant to SCAQMD Rule 402	

Source: SCAQMD 2023a.

3 An area is designated as in attainment when it is in compliance with the NAAQS and/or the CAAQS. These standards for the maximum level of a given air pollutant that can exist in the outdoor air without unacceptable effects on human health or the public welfare are set by the EPA and CARB, respectively. Attainment = meets the standards; attainment/maintenance = achieves the standards after a nonattainment designation; nonattainment = does not meet the standards.

4 Re-designation of the lead NAAQS designation to attainment for the Los Angeles County portion of the SCAB is expected based on current monitoring data. The phase-out of leaded gasoline started in 1976. Since gasoline no longer contains lead, the project is not anticipated to result in impacts related to lead; therefore, it is not discussed in this analysis.

Notes: VOC = volatile organic compounds; NO_x = oxides of nitrogen; CO = carbon monoxide; SO_x = sulfur oxides; PM_{10} = coarse particulate matter; $PM_{2.5}$ = fine particulate matter; TAC = toxic air contaminant; SCAQMD = South Coast Air Quality Management District.
GHG emissions thresholds for industrial projects, as added in the March 2015 revision to the SCAQMD Air Quality Significance Thresholds, were not include included in this table as they are addressed within the GHG emissions analysis and not the air quality analysis.

[a] The phase out of leaded gasoline started in 1976. Since gasoline no longer contains lead, the project is not anticipated to result in impacts related to lead; therefore, it is not discussed in this analysis.

[b] TACs include carcinogens and noncarcinogens.

The project would result in a cumulatively considerable net increase for O_3, which is a nonattainment pollutant, if the project's construction or operational emissions would exceed the SCAQMD VOC or NO_x thresholds shown in Table 3.3-1. These emission-based thresholds for O_3 precursors are intended to serve as a surrogate for an O_3 significance threshold (i.e., the potential for adverse O_3 impacts to occur) because O_3 itself is not emitted directly, and the effects of an individual project's emissions of O_3 precursors (i.e., VOCs and NO_x) on O_3 levels in ambient air cannot be determined through air quality models or other quantitative methods.

The California Emissions Estimator Model (CalEEMod) Version 2022.1.1.13 was used to estimate emissions from construction and operation of the project.[5] The following discussion quantitatively evaluates project-generated construction and operational emissions and impacts that would result from implementation of the project.

Construction Emissions

Construction of the project would result in the temporary addition of pollutants to the local airshed caused by on-site sources (e.g., off-road construction equipment, soil disturbance, and VOC off-gassing from architectural coatings and asphalt pavement application) and off-site sources (e.g., vendor trucks, haul trucks, and worker vehicle trips). Specifically, entrained dust results from the exposure of earth surfaces to wind from the direct disturbance and movement of soil, resulting in PM_{10} and $PM_{2.5}$ emissions. Internal combustion engines used by construction equipment, haul trucks, vendor trucks (i.e., delivery trucks), and worker vehicles would result in emissions of VOC, NO_x, CO, PM_{10}, and $PM_{2.5}$. Construction emissions can vary substantially from day to day depending on the level of activity, the specific type of operation, and, for dust, the prevailing weather conditions.

Emissions from the construction phase of the project were estimated using CalEEMod default values. For the purpose of conservatively estimating project emissions, construction was modeled beginning in January 2024 and concluding in January 2025[6] and lasting approximately 13 months. The analysis contained herein is based on the following schedule assumptions (duration of phases is approximate):

- Demolition: 4 weeks (January 2024)
- Site preparation: 1 week (February 2024)
- Grading: 2 weeks (February 2024)
- Building construction: 10 months (February 2024–December 2024)

[5] CalEEMod is a statewide computer model developed in cooperation with air districts throughout the state to quantify criteria air pollutant emissions associated with construction and operational activities from a variety of land use projects, including warehouses.

[6] The analysis assumes a construction start date of January 2024, which represents the earliest date construction would initiate. Assuming the earliest start date for construction represents the worst-case scenario for criteria air pollutant and GHG emissions, because equipment and vehicle emission factors for later years would be slightly less due to more stringent standards for in-use off-road equipment and heavy-duty trucks, as well as fleet turnover replacing older equipment and vehicles in later years.

- Paving: 2 weeks (December 2024–January 2025)
- Application of architectural coatings: 2 weeks (January 2025)

Construction modeling assumptions for equipment and vehicles are provided in Table 3.3-2. Equipment mix and horsepower were based on CalEEMod default values, including equipment load factor. For the analysis, it was generally assumed that heavy-duty construction equipment would be operating at the site 5 days per week.

Table 3.3-2. Construction Scenario Assumptions

	One-Way Vehicle Trips			Equipment		
Construction Phase	Average Daily Worker Trips	Average Daily Vendor Truck Trips	Daily Haul Truck Trips	Equipment Type	Quantity	Usage Hours
Demolition	14	4	2	Concrete/Industrial Saws	1	8
				Excavators	3	8
				Rubber Tired Dozers	2	8
Site Preparation	6	4	0	Rubber Tired Dozers	3	8
				Tractors/Loaders/Backhoes	4	8
Grading	10	4	12	Graders	1	8
				Rubber Tired Dozers	1	8
				Tractors/Loaders/Backhoes	2	8
Building Construction	24	10	0	Cranes	1	7
				Forklifts	1	6
				Generator Sets	1	8
				Tractors/Loaders/Backhoes	1	6
				Welders	3	8
Paving	14	0	0	Cement and Mortar Mixers	1	8
				Pavers	1	8
				Paving Equipment	1	8
				Rollers	1	7
				Tractors/Loaders/Backhoes	1	8
Architectural Coating	6	0	0	Air Compressors	1	6

Emissions generated during construction (and operation) of the project are subject to the rules and regulations of the SCAQMD. Rule 403, Fugitive Dust, requires the implementation of measures to control the emission of visible fugitive/nuisance dust, such as wetting soils that would be disturbed. It was assumed that the active sites would be watered at least two times daily in compliance with requirements of SCAQMD standard dust control measures in Rule 403. The application of architectural coatings, such as exterior/interior paint and other finishes, and the application of asphalt pavement would also produce VOC

emissions; however, the contractor is required to procure architectural coatings that comply with the requirements of SCAQMD's Rule 1113, Architectural Coatings.[7]

Table 3.3-3 shows the estimated maximum daily construction emissions associated with the construction phase of the project.

Table 3.3-3. Estimated Maximum Daily Construction Criteria Air Pollutant Emissions

Year	VOC	NO_x	CO	SO_x	PM_{10}	$PM_{2.5}$
	Pounds Per Day					
2024	2.16	17.1	18.7	0.03	3.89	2.13
2025	0.05	4.69	7.23	0.01	0.37	0.22
SCAQMD Threshold	*75*	*100*	*550*	*150*	*150*	*55*
Threshold Exceeded?	No	No	No	No	No	No

Source: Appendix A-1.
Notes: VOC = volatile organic compound; NO_x = oxides of nitrogen; CO = carbon monoxide; SO_x = sulfur oxides; PM_{10} = coarse particulate matter; $PM_{2.5}$ = fine particulate matter; SCAQMD = South Coast Air Quality Management District.
The values shown are the maximum summer or winter daily emissions results from CalEEMod.
These estimates reflect control of fugitive dust required by SCAQMD Rule 403.

As shown in Table 3.3-3, daily construction emissions would not exceed the SCAQMD significance thresholds for VOC, NO_x, CO, SO_x, PM_{10}, or $PM_{2.5}$ during project construction, and short-term construction impacts would be less than significant.

Operational Emissions

Emissions from the operational phase of the project were estimated using CalEEMod 2022.1.1.13. Operational year 2025 was assumed following completion of construction.

Area Sources

CalEEMod was used to estimate operational emissions from area sources, including emissions from consumer product use, architectural coatings, and landscape maintenance equipment. Emissions associated with natural gas usage in space heating and water heating are calculated in the building energy use module of CalEEMod, as described in the following text.

Consumer products are chemically formulated products used by household and institutional consumers, including detergents; cleaning compounds; polishes; floor finishes; cosmetics; personal care products; home, lawn, and garden products; disinfectants; sanitizers; aerosol paints; and automotive specialty products. Other paint products, furniture coatings, or architectural coatings are not considered consumer products (CAPCOA 2021). Consumer product VOC emissions were estimated in CalEEMod based on the floor area of buildings and default factor of pounds of VOC per building square foot per day. The CalEEMod default values for consumer products were assumed.

7 SCAQMD Rule 1113, Architectural Coatings, requires manufacturers, distributors, and end users of architectural and industrial maintenance coatings to reduce VOC emissions from the use of these coatings, primarily by placing limits on the VOC content of various coating categories.

VOC off-gassing emissions result from evaporation of solvents contained in surface coatings, such as in paints and primers used during building maintenance. CalEEMod calculates the VOC evaporative emissions from the application of surface coatings based on the VOC emission factor, the building square footage, the assumed fraction of surface area, and the reapplication rate. The VOC emissions factor is based on the VOC content of the surface coatings, and SCAQMD's Rule 1113, Architectural Coatings, governs the VOC content for interior and exterior coatings. This rule requires manufacturers, distributors, and end users of architectural and industrial maintenance coatings to reduce VOC emissions from the use of these coatings, primarily by placing limits on the VOC content of various coating categories (SCAQMD 2022). CalEEMod default values were assumed, including the surface area to be painted, the VOC content of architectural coatings, and the reapplication rate of 10% of area per year.

Landscape maintenance includes fuel combustion emissions from equipment such as lawn mowers, rototillers, shredders/grinders, blowers, trimmers, chainsaws, and hedge trimmers. The emissions associated with landscape equipment use were estimated based on CalEEMod default values for emission factors (grams per square foot of building space per day) and number of summer days (when landscape maintenance would generally be performed) and winter days.

Mobile Sources

Following the completion of construction activities, the project would generate criteria pollutant emissions from mobile sources (vehicular traffic) as a result of employees and visitors of the project. Based on the trip generation for the project (as shown in Section 3.17), there would be 92 total vehicle trips per day, 25 of which are trucks and 67 are passenger cars. The truck breakdown by axle was also taken from the SCAQMD Warehouse Truck Trip Study Data Results and Usage, July 2014. CalEEMod was used to estimate emissions from proposed vehicular sources (refer to Appendix A-1). CalEEMod default data, trip characteristics, variable start information, and emissions factors, were used for the model inputs. Project-related traffic was assumed to include a mixture of vehicles in accordance with the associated use (as discussed below), as modeled within CalEEMod, which is based on the California Air Resources Board (CARB) EMFAC2021 model. Emission factors representing the vehicle mix and emissions for 2025 were used to estimate emissions associated with vehicular sources. Two land uses in CalEEMod were used to model emissions from mobile sources. The "unrefrigerated warehouse-no rail" land use was used to model passenger vehicles and the "unrefrigerated warehouse- rail" was used to model larger trucks. The trip rates (as stated above) were apportioned to each land use accordingly. The fleet mix for trucks was determined based off the SCAQMD Warehouse study and included the following vehicle categories: 2-axle trucks (50% LHD1 and 50% LHD2), 3-axle trucks (MHD), and 4-axle trucks (HHD). The fleet mix for passenger vehicles was assumed consistent with the EMFAC fleet mix for the air basin for the following vehicle categories: LDA, LDT1, and LDT2. Vehicle trip lengths were assumed to be 40 miles for truck trips (in accordance with SCAQMD guidance) and the CalEEMod defaults for passenger car trips.

Off-Road Equipment (Forklifts)

The exact operational off-road equipment is unknown at this time; however, in a good faith effort to include anticipated forklifts, forklifts were estimated based on the warehouse square footage and the SCAQMD study, as described below.

The SCAQMD published a summary of operational survey results from 34 operating high-cube warehouses (SCAQMD 2014). The SCAQMD survey reported an average of 0.12 forklifts/pallet jacks per 1,000 square

feet of building area, which was applied to the project. Note that this estimate is for total forklifts and pallet jacks. Pallet jacks are small as they are primarily used to lift small loads in tight quarters (and are electric or manual); therefore, assuming all pieces of equipment are forklifts is conservative. For the project, total of 7 forklifts the forklifts were modeled as diesel All 7 forklifts were assumed to operate 24 hours per day and 7 days per week at the project site. CalEEMod was used to estimate emissions from diesel powered forklifts, see Appendix A-1.

Table 3.3-4 presents the maximum daily emissions associated with operation of the project in 2025 at buildout. The values shown are the maximum summer and winter daily emissions results from CalEEMod. Complete details of the emissions calculations are provided in Appendix A-1.

Table 3.3-4. Estimated Maximum Daily Operation Criteria Air Pollutant Emissions

Emissions Source	VOC	NO_x	CO	SO_x	PM_{10}	$PM_{2.5}$
	Pounds per Day					
Proposed Project						
Mobile	0.51	3.35	4.77	0.03	0.81	0.21
Area	1.29	0.00	0.00	0.00	0.00	0.00
Energy	0.09	0.82	0.69	<0.01	0.06	0.06
Off-road (Forklifts)	1.95	15.5	21.9	0.03	0.82	0.75
Total	2.54	19.7	26.30	0.07	1.69	1.02
SCAQMD Threshold	*55*	*55*	*550*	*150*	*150*	*55*
Threshold Exceeded?	No	No	No	No	No	No

Notes: VOC = volatile organic compound; NO_x = oxides of nitrogen; CO = carbon monoxide; SO_x = sulfur oxides; PM_{10} = coarse particulate matter; $PM_{2.5}$ = fine particulate matter; SCAQMD = South Coast Air Quality Management District; <0.01 = reported value less than 0.01.
See Appendix A-1 for complete results.

As shown in Table 3.3-4, maximum daily operational emissions of VOC, NO_x, CO, SO_x, PM_{10}, and $PM_{2.5}$ generated by the project would not exceed the SCAQMD's significance thresholds, and long-term operational impacts would be less than significant.

As previously discussed, the SCAB has been designated as a federal nonattainment area for O_3 and $PM_{2.5}$ and a state nonattainment area for O_3, PM_{10}, and $PM_{2.5}$. However, as indicated in Tables 3.3-3 and 3.3-4, project-generated construction and operational emissions would not exceed the SCAQMD emission-based significance thresholds for VOCs, NO_x, PM_{10}, or $PM_{2.5}$.

Cumulative localized impacts would potentially occur if a project were to occur concurrently with another off-site project. Schedules for potential future projects near the project area are currently unknown; therefore, potential impacts associated with two or more simultaneous projects would be considered speculative.[8] However, future projects would be subject to CEQA and would require air quality analysis and, where necessary, mitigation. Criteria air pollutant emissions associated with construction activity of future projects would be reduced through implementation of control measures required by the SCAQMD. Cumulative PM_{10} and $PM_{2.5}$ emissions would be reduced because all future projects would be subject to

8 The CEQA Guidelines state that if a particular impact is too speculative for evaluation, the agency should note its conclusion and terminate discussion of the impact (14 CCR 15145).

SCAQMD Rule 403 (Fugitive Dust), which sets forth general and specific requirements for all sites in the SCAQMD. Additionally, cumulative VOC emissions would be reduced because all future projects would be subject VOC content of the surface coatings, SCAQMD's Rule 1113, Architectural Coatings, governs the VOC content for interior and exterior coatings.

Therefore, the project would not result in a cumulatively considerable increase in emissions of nonattainment pollutants, and impacts would be less than significant during construction and operation.

Health Effects of Criteria Air Pollutants

Construction and operation of the project would generate criteria air pollutant emissions; however, estimated construction and operational emissions would not exceed the SCAQMD mass-emission daily thresholds as shown in Tables 3.3-3 and 3.3-4, respectively. As previously discussed, the SCAB has been designated as a federal nonattainment area for O_3 and $PM_{2.5}$ and a state nonattainment area for O_3, PM_{10}, and $PM_{2.5}$.

Health effects associated with O_3 include respiratory symptoms, worsening of lung disease leading to premature death, and damage to lung tissue (CARB 2021). VOCs and NO_x are precursors to O_3, for which the SCAB is designated as nonattainment with respect to the NAAQS and CAAQS. The contribution of VOCs and NO_x to regional ambient O_3 concentrations is the result of complex photochemistry. The increases in O_3 concentrations in the SCAB due to O_3 precursor emissions tend to be found downwind from the source location to allow time for the photochemical reactions to occur. However, the potential for exacerbating excessive O_3 concentrations would also depend on the time of year that the VOC emissions would occur because exceedances of the O_3 ambient air quality standards tend to occur between April and October when solar radiation is highest. The holistic effect of a single project's emissions of O_3 precursors is speculative because of the lack of quantitative methods to assess this impact. Because construction and operation of the project would not result in O_3 precursor emissions (i.e., VOCs or NO_x) that would exceed the SCAQMD thresholds, as shown in Tables 3.3-3 and 3.3-4, the project is not anticipated to substantially contribute to regional O_3 concentrations and their associated health impacts.

Health effects associated with NO_x include lung irritation and enhanced allergic responses (CARB 2021). Construction and operation of the project would not generate NO_x emissions that would exceed the SCAQMD mass daily thresholds; therefore, construction and operation of the project is not anticipated to contribute to exceedances of the NAAQS and CAAQS for NO_2 or contribute to associated health effects. In addition, the SCAB is designated as in attainment of the NAAQS and CAAQS for NO_2, and the existing NO_2 concentrations in the area are well below the NAAQS and CAAQS standards.

Health effects associated with CO include chest pain in patients with heart disease, headache, light-headedness, and reduced mental alertness (CARB 2021). CO tends to be a localized impact associated with congested intersections. CO hotspots were discussed previously as a less-than-significant impact. Thus, the project's CO emissions would not contribute to the health effects associated with this pollutant.

Health effects associated with PM_{10} and $PM_{2.5}$ include premature death and hospitalization, primarily for worsening of respiratory disease (CARB 2021). As with O_3 and NO_x, and as shown in Tables 3.3-3 and 3.3-4, the project would not generate emissions of PM_{10} or $PM_{2.5}$ that would exceed the SCAQMD's thresholds. Accordingly, the project's PM_{10} and $PM_{2.5}$ emissions are not expected to cause an increase in related health effects for this pollutant.

c) *Would the project expose sensitive receptors to substantial pollutant concentrations?*

Less-than-Significant Impact with Mitigation Incorporated. The project would not expose sensitive receptors to substantial pollutant concentrations, as evaluated below.

Sensitive Receptors

Sensitive receptors are those individuals more susceptible to the effects of air pollution than the population at large. People most likely to be affected by air pollution include children, the elderly, and people with cardiovascular and chronic respiratory diseases. According to the SCAQMD, sensitive receptors include sites such as residences, schools, playgrounds, childcare centers, long-term healthcare facilities, rehabilitation centers, convalescent centers, and retirement homes (SCAQMD 1993). The nearest sensitive receptors are a childcare center immediately east of the project site and a residence immediately south east of the project site.

Localized Significance Thresholds

The SCAQMD recommends a localized significance threshold (LST) analysis to evaluate localized air quality impacts to sensitive receptors in the immediate vicinity of the project as a result of project activities. The impacts were analyzed using methods consistent with those in the SCAQMD's Final Localized Significance Threshold Methodology (SCAQMD 2009). The project is located within Source-Receptor Area 34 (Central San Bernardino Valley). This analysis applies the SCAQMD LST values for a 2-acre site within Source-Receptor Area 34 with a receptor distance of 25 meters (82 feet), which is the shortest available distance provided in the SCAQMD's methodology.

Project construction activities would result in temporary sources of on-site criteria air pollutant emissions associated with off-road equipment exhaust and fugitive dust generation. According to the Final Localized Significance Threshold Methodology, "off-site mobile emissions from the project should not be included in the emissions compared to the LSTs" (SCAQMD 2009). Trucks and worker trips associated with the project are not expected to cause substantial air quality impacts to sensitive receptors along off-site roadways since emissions would be relatively brief in nature and would cease once the vehicles pass through the main streets. Off-site emissions from truck trips were limited to 1,000 feet of estimated on-site activity within the LST analysis. The maximum daily on-site emissions generated by construction of the project in each construction year are presented in Table 3.3-5 and compared to the SCAQMD localized significance criteria for Source-Receptor Area 34 to determine whether project-generated on-site emissions would result in potential LST impacts.

Table 3.3-5. Construction Localized Significance Thresholds Analysis

	NO_2	CO	PM_{10}	$PM_{2.5}$
	Pounds per Day (On Site)			
Maximum	*17.1*	*18.7*	*3.89*	*2.13*
SCAQMD LST Criteria[a]	*170*	*972*	*7*	*4*
Threshold Exceeded?	No	No	No	No

Source: SCAQMD 2009; Appendix A-1.
Notes: NO_2 = nitrogen dioxide; CO = carbon monoxide; PM_{10} = particulate matter with a diameter less than or equal to 10 microns (coarse particulate matter); $PM_{2.5}$ = particulate matter with a diameter less than or equal to 2.5 microns (fine particulate matter); SCAQMD = South Coast Air Quality Management District; LST = localized significance threshold.

Maximum on-site emissions occurred during the overlap of the following phases: grading and site preparation.
[a] LST are shown for a 2-acre disturbed area corresponding to a distance to a sensitive receptor of 25 meters in Source-Receptor Area 34 (Central San Bernardino Valley).

As shown in Table 3.3-5, proposed construction activities would not generate emissions more than site-specific LSTs for NO_x, CO PM_{10} and $PM_{2.5}$. Thus, impacts would be less than significant.

Carbon Monoxide Hotspots

Traffic-congested roadways and intersections have the potential to generate localized high levels of CO. Localized areas where ambient concentrations exceed federal and/or state standards for CO are termed "CO hotspots." The transport of CO is extremely limited, as it disperses rapidly with distance from the source. However, under certain extreme meteorological conditions, CO concentrations near a congested roadway or intersection may reach unhealthy levels, affecting sensitive receptors. Typically, high CO concentrations are associated with severely congested intersections operating at an unacceptable level of service (LOS) (LOS E or worse is unacceptable). Projects contributing to adverse traffic impacts may result in the formation of a CO hotspot. Additional analysis of CO hotspot impacts would be conducted if a project would result in a significant impact or contribute to an adverse traffic impact at a signalized intersection that would potentially subject sensitive receptors to CO hotspots. As discussed in Section 3.17, As the proposed project is forecast to generate 13 AM peak hour trips and 16 PM peak hour trips (PCE-adjusted).

At the time that the SCAQMD Handbook (SCAQMD 1993) was published, the SCAB was designated nonattainment under the CAAQS and NAAQS for CO. In 2007, the SCAQMD was designated in attainment for CO under both the CAAQS and NAAQS as a result of the steady decline in CO concentrations in the SCAB due to turnover of older vehicles, introduction of cleaner fuels, and implementation of control technology on industrial facilities. The SCAQMD conducted CO modeling for the 2003 AQMP[9] (SCAQMD 2003b) for the four worst-case intersections in the SCAB:

1. Wilshire Boulevard and Veteran Avenue
2. Sunset Boulevard and Highland Avenue
3. La Cienega Boulevard and Century Boulevard
4. Long Beach Boulevard and Imperial Highway

At the time the 2003 AQMP was prepared, the intersection of Wilshire Boulevard and Veteran Avenue was the most congested intersection in Los Angeles County, with an average daily traffic volume of about 100,000 vehicles per day. The 2003 AQMP projected 8-hour CO concentrations at these four intersections for 1997 and from 2002 through 2005. From years 2002 through 2005, the maximum 8-hour CO concentration was 3.8 parts per million at the Sunset Boulevard and Highland Avenue intersection in 2002 and the maximum 8-hour CO concentration was 3.4 parts per million at the Wilshire Boulevard and Veteran Avenue in 2002.

Accordingly, CO concentrations at congested intersections would not exceed the 1-hour or 8-hour CO CAAQS unless projected daily traffic would be at least over 100,000 vehicles per day. Because the project is not anticipated to increase daily traffic volumes at any study intersection to more than 100,000 vehicles per day, a CO hotspot is not anticipated to occur.

[9] SCAQMD's CO hotspot modeling guidance has not changed since 2003.

Based on these considerations, the project would not generate traffic that would contribute to potential adverse traffic impacts that may result in the formation of CO hotspots. This conclusion is supported by the analysis in Section 3.17, which demonstrates that traffic impacts would be less than significant. In addition, due to continued improvement in vehicular emissions at a rate faster than the rate of vehicle growth and/or congestion, the potential for CO hotspots in the SCAB is steadily decreasing. Based on these considerations, the project would result in a less-than-significant impact to air quality with regard to potential CO hotspots.

Toxic Air Contaminants

In addition to impacts from criteria pollutants, certain projects may include emissions of pollutants identified by the state and federal government as toxic air contaminants (TACs) or hazardous air pollutants. State law has established the framework for California's TAC identification and control project, which is generally more stringent than the federal project, and is aimed at TACs that are a problem in California. The state has formally identified more than 200 substances as TACs, including the federal hazardous air pollutants, and is adopting appropriate control measures for sources of these TACs.

In an abundance of caution, a voluntary Health Risk Assessment (HRA) was performed for construction and operation of the project, as discussed below is presented in Appendix A-2.

The most recent guidance from the Office of Environmental Health Hazard Assessment (OEHHA) is the 2015 Risk Assessment Guidelines Manual (OEHHA 2015), which was adopted in 2015 to replace the 2003 HRA Guidance Manual. The Children's Environmental Health Protection Act of 1999 (Senate Bill 25), which requires explicit consideration of infants and children in assessing risks from air toxics, required revisions of the methods for both non-cancer and cancer risk assessment and of the exposure assumptions in the 2003 HRA Guidance Manual. Cancer risk parameters, such as age-sensitivity factors, daily breathing rates, exposure period, fraction of time at home, and cancer potency factors were based on the values and data recommended by OEHHA as implemented in HARP2. SCAQMD's Modeling Guidance for American Meteorological Society/Environmental Protection Agency Regulatory Model (AERMOD) (SCAQMD 2018) and Health Risk Assessment Guidance for Analyzing Cancer Risks from Mobile Source Diesel Idling Emissions for CEQA Air Quality Analysis (SCAQMD 2003c) provide guidance to perform dispersion modeling for use in HRAs within the SCAB.

Health effects from carcinogenic air toxics are usually described in terms of cancer risk. The SCAQMD recommends a carcinogenic (cancer) risk threshold of 10 in one million. Some TACs increase noncancer health risk due to long-term (chronic) exposures. The Chronic Hazard Index (HIC) is the sum of the individual substance chronic hazard indices for all TACs affecting the same target organ system. The HIC estimates for all receptor types used the OEHHA-derived calculation method, which uses high end exposure parameters for the inhalation and next top two exposure pathways and mean exposure parameters for the remaining pathways for non-cancer risk estimates. The HIC is the sum of the individual substance chronic hazard indices for all TACs affecting the same target organ system.[10] A hazard index less than 1.0 means that adverse health effects are not expected. Within this analysis, noncarcinogenic exposures of less than 1.0 are considered less than significant. The SCAQMD recommends a HIC significance threshold of 1.0 (project increment) and an acute hazard index of 1.0.

10 The HIC estimates for all receptor types used the OEHHA-derived calculation method (OEHHA 2015).

The greatest potential for TAC exposure from project construction and operation is from diesel particulate matter (DPM), as the exhaust from diesel engines is a complex mixture of gases, vapors, and particles, many of which are known human carcinogens. DPM has established cancer risk factors and relative exposure values for long-term chronic health hazard impacts. No short-term, acute relative exposure values are established and regulated and therefore these are not addressed in this assessment.

The dispersion modeling was performed using AERMOD, which is the model SCAQMD requires for atmospheric dispersion of emissions. AERMOD (Version 21112) is a steady-state Gaussian plume model that incorporates air dispersion based on planetary boundary layer turbulence structure and scaling concepts, including treatment of surface and elevated sources, building downwash, and simple and complex terrain (EPA 2018).

Construction Health Risk

Construction Health Risk Assessment

An HRA was performed to evaluate potential health risk associated with construction of the project. The following discussion summarizes the dispersion modeling and HRA methodology; supporting construction HRA documentation, including detailed assumptions, is presented in Appendix A-2.

For risk assessment purposes, PM_{10} in diesel exhaust is considered DPM, originating mainly from off-road equipment operating at a defined location for a given length of time at a given distance from sensitive receptors. Less-intensive, more-dispersed emissions result from on road vehicle exhaust (e.g., heavy-duty diesel trucks). For the construction HRA, the CalEEMod scenario for the project was adjusted to reduce diesel truck one-way trip distances to 1,000 feet (0.19 miles) to estimate emissions from truck pass-by at proximate receptors.

The air dispersion modeling methodology was based on generally accepted modeling practices of SCAQMD (SCAQMD 2021a). Air dispersion modeling was performed using the EPA's American Meteorological Society/Environmental Protection Agency Regulatory Model (AERMOD) Version 21112 modeling system (computer software) with the Lakes Environmental Software implementation/user interface, AERMOD View Version 11.2 The HRA followed the Office of Environmental Health Hazard Assessment (OEHHA) 2015 guidelines (OEHHA 2015) and SCAQMD guidance to calculate the health risk impacts at all proximate receptors as further discussed below. The dispersion modeling included the use of standard regulatory default options. AERMOD parameters were selected consistent with the SCAQMD and EPA guidance and identified as representative of the project site and project activities. Principal parameters of this modeling are presented in Table 3.3-6.

Table 3.3-6. American Meteorological Society/Environmental Protection Agency Regulatory Model Principal Parameters

Parameter	Details
Meteorological Data	AERMOD-specific meteorological data for the Redlands air monitoring station (RDLD) was used for the dispersion modeling (SCAQMD 2023b). A 5-year meteorological data set from 2012 through 2016 was obtained from the SCAQMD in a preprocessed format suitable for use in AERMOD.
Urban versus Rural Option	Urban dispersion option was selected due to the developed nature of the project area and per SCAQMD guidelines.
Terrain Characteristics	The elevation of the site is 526 feet (481 meters) above sea level.

Table 3.3-6. American Meteorological Society/Environmental Protection Agency Regulatory Model Principal Parameters

Parameter	Details
Elevation Data	Digital elevation data were imported into AERMOD and elevations were assigned to receptors and emission sources, as necessary. Digital elevation data were obtained through the AERMOD View in the United States Geological Survey's National Elevation Dataset format with a resolution of 1 arc-second resolution, consistent with the SCAQMD guidance (SCAQMD 2021a).
Source Release Characterizations	Air dispersion modeling of DPM emissions was conducted assuming the off-road equipment would operate in accordance with the modeling scenario estimated in CalEEMod (Appendix A-1). The construction equipment and on-site truck travel DPM emissions were modeled as a line of adjacent volume sources across the project site to represent project construction with a release height of 3.4 meters, plume height of 6.8 meters, and plume width of 8.6 meters (EPA 2018).

Note: AERMOD = American Meteorological Society/Environmental Protection Agency Regulatory Model; SCAQMD = South Coast Air Quality Management District; DPM = diesel particular matter; CalEEMod = California Emissions Estimator Model.
See Appendix A-1.

Regarding receptors, the construction scenario used a 1-kilometer by 1-kilometer Cartesian receptor grid with 50-meter spacing to establish the impact area and evaluate locations of maximum health risk impact (SCAQMD 2021a). Discrete receptors were placed over residential and daycare facilities in closest proximity to the site.

The health risk calculations were performed using the Hotspots Analysis and Reporting Program Version 2 (HARP2) Air Dispersion and Risk Tool (ADMRT, dated 22118). AERMOD was run with all sources emitting unit emissions (1 gram per second) to obtain the necessary input values for HARP2. The line of volume sources was partitioned evenly based on the 1 gram per second emission rate. The ground-level concentration plot files were then used to estimate the long-term cancer health risk to an individual, and the non-cancer chronic health indices. There is no reference exposure level (REL) for acute health impacts from DPM, and, thus, acute risk was not evaluated.

Cancer risk is defined as the increase in probability (chance) of an individual developing cancer due to exposure to a carcinogenic compound, typically expressed as the increased chances in one million. Maximum Individual Cancer Risk is the estimated probability of a maximally exposed individual potentially contracting cancer as a result of exposure to TACs over a period of 30 years for residential receptor locations. For the purposes of this construction HRA, given the less-than-lifetime exposure period, and the higher breathing rates and sensitivity of children to TACs, the cancer risk calculation assumes that the exposure would affect children early in their lives. The 13-month exposure duration was assumed to start during the third trimester of pregnancy through 13 months of age based on the duration of construction. The exposure pathway for DPM is inhalation only.

The SCAQMD has also established non-carcinogenic risk parameters for use in HRAs since some TACs increase non-cancer health risk due to long-term (chronic) exposures and some TACs increase non-cancer health risk due to short-term (acute) exposures. No short-term, acute relative exposure level has been established for DPM; therefore, acute impacts of DPM are not addressed in the HRA. Chronic exposure is evaluated in the construction HRA. Non-carcinogenic risks are quantified by calculating a hazard index, expressed as the ratio between the ambient pollutant concentration and its toxicity or REL, which is

a concentration at or below which health effects are not likely to occur. The chronic hazard index is the sum of the individual substance chronic hazard indices for all TACs affecting the same target organ system. A hazard index less of than one (1.0) means that adverse health effects are not expected.

The Maximum Individual Cancer Risk and the Chronic Hazard Index for residential receptors as a result of project construction are presented in Table 3.3-7.

Table 3.3-7. Construction Health Risk Assessment Results - Unmitigated

Impact Parameter	Units	Project Impact	CEQA Threshold	Level of Significance
Maximum Individual Cancer Risk–Residential	Per Million	29.63	10	Potentially Significant
Chronic Hazard Index–Residential	Index Value	0.01	1.0	Less than Significant

Source: SCAQMD 2019.
Notes: CEQA = California Environmental Quality Act.
See Appendix A-2.

As shown in Table 3.3-7, project construction activities would result in a Residential Maximum Individual Cancer Risk of 29.63 in 1 million, which exceeds the significance threshold of 10 in 1 million. Project construction would result in a Residential Chronic Hazard Index of 0.01 which is below the 1.0 significance threshold. Implementation of MM-AQ-1 would reduce project construction-generated DPM missions to the extent feasible.

MM-AQ-1: Tier 4 Interim Engines. To reduce the potential for criteria air pollutants, specifically particulate matter with an aerodynamic diameter less than or equal to 10 microns (PM_{10}), as a result of construction of the project, the applicant shall:

Prior to the start of construction activities, ensure that all 75 horsepower or greater diesel-powered equipment are powered with California Air Resources Board (CARB)-certified Tier 4 interim engines, except where the project applicant establishes to the satisfaction of the City of Highland (City) that Tier 4 interim equipment is not available.

An exemption from these requirements may be granted by the City in the event that the City documents that equipment with the required tier is not reasonably available and corresponding reductions in criteria air pollutant emissions are achieved from other construction equipment. Before an exemption may be considered by the City, the applicant shall be required to demonstrate that two construction fleet owners/operators in San Bernardino County were contacted and that those owners/operators confirmed Tier 4 interim equipment could not be located within San Bernardino County.

The HRA results after incorporation of MM-AQ-1 are presented in Table 3.3-8.

Table 3.3-8. Construction Health Risk Assessment Results – Mitigated

Impact Parameter	Units	Project Impact	CEQA Threshold	Level of Significance
Maximum Individual Cancer Risk–Residential	Per Million	5.38	10	Less than Significant
Chronic Hazard Index–Residential	Index Value	0.005	1.0	Less than Significant

Source: SCAQMD 2019.
Notes: CEQA = California Environmental Quality Act.
See Appendix A-2.

As shown in Table 3.3-8, Implementation of MM-AQ-1 would reduce construction-generated health risks to levels below SCAQMD thresholds. Thus, impacts would be less than significant with mitigation.

Operational Health Risk

An HRA was performed to evaluate potential health risk associated with operation of the project. The following discussion summarizes the dispersion modeling and HRA methodology; supporting operational HRA documentation, including detailed assumptions, is presented in Appendix A-2.

CARB's Air Quality and Land Use Handbook: A Community Health Perspective encourages consideration of the health impacts of distribution centers that accommodate more than 100 trucks per day on sensitive receptors sited within 1,000 feet from the source in the land use decision-making process (CARB 2005). For the operational health risk assessment (included as Appendix A-2), operational year 2025 was assumed, consistent with completion of project construction. Emissions from the operation of the project include truck trips and truck idling emissions. For risk assessment purposes, PM_{10} in diesel exhaust is considered DPM, originating mainly from trucks traveling on site and off site and trucks idling at the loading docks. Truck travel and idling emission rates were obtained from CARB's EMFAC2021. Emission factors representing the vehicle mix and emissions for 2025 were used to estimate emissions associated with operation of the project. Truck idling would be limited to 5 minutes in accordance with CARB's adopted Airborne Toxic Control Measure; however, truck idling was conservatively assumed to idle for 15 minutes.[11] Therefore, the analysis conservatively overestimates DPM emissions from idling. Deliveries would occur every day of the week. A total of seven forklifts were assumed to operate with the project loading dock areas. The forklifts were modeled as diesel powered under the unmitigated HRA analysis.

Conservatively, a 2025 EMFAC2021 run was conducted and a constant 2025 emission factor data set was used for the entire duration of the analysis (i.e., 30 years). Use of the 2025 emission factors would overstate potential impacts since this approach does not include reductions in emissions due to fleet turnover or cleaner technology with lower emissions. The truck travel DPM emissions were calculated by applying the exhaust PM_{10} emission factor from EMFAC2021 and the total truck trip number over the length of the distance traveled. In addition, the on-site truck idling exhaust emissions were calculated by applying the idle exhaust PM_{10} emission factor from EMFAC2021 and total truck trip over the total idling time (i.e., 15 minutes). The truck traffic was modeled as a line of adjacent volume sources with 100% of the truck traffic entering and exiting the project site north via west 5th Street and head west on 5th Street

11 Although the project is required to comply with CARB's idling limit of 5 minutes, on-site idling emissions was estimated for 15 minutes of truck idling, which would take into account on-site idling while the trucks are waiting to pull up to the loading dock, idling at the loading dock, and idling during check-in and check-out.

to SR-210. The forklifts and truck idling were modeled as a line of adjacent volume sources operating within the truck loading bay area.

As previously described, health effects from carcinogenic air toxics are usually described in terms of cancer risk. The SCAQMD recommends a carcinogenic (cancer) risk threshold of 10 in 1 million. Some TACs increase noncancer health risk due to long-term (chronic) exposures. A hazard index less than one (1.0) means that adverse health effects are not expected. Within this analysis, noncarcinogenic exposures of less than 1.0 are considered less than significant. The exhaust from diesel engines is a complex mixture of gases, vapors, and particles, many of which are known human carcinogens. DPM has established cancer risk factors and relative exposure values for long-term chronic health hazard impacts. No short-term, acute relative exposure values are established and regulated and are therefore not addressed in this assessment.

The air dispersion modeling methodology was based on generally accepted modeling practices of SCAQMD (SCAQMD 2021a). Air dispersion modeling was performed using the EPA's AERMOD (Version 21112) modeling system with the Lakes Environmental Software implementation/user interface, AERMOD View Version 10.2.1. The HRA followed the Office of Environmental Health Hazard Assessment (OEHHA) 2015 guidelines (OEHHA 2015) and SCAQMD guidance to calculate the health risk impacts at all proximate receptors as further discussed below. The dispersion modeling included the use of standard regulatory default options. AERMOD parameters were selected consistent with the SCAQMD and EPA guidance and identified as representative of the project site and project activities. Principal parameters of this modeling are presented in Table 3.3-9.

Table 3.3-9. American Meteorological Society/Environmental Protection Agency Regulatory Model Principal Parameters

Parameter	Details
Meteorological Data	AERMOD-specific meteorological data for the Redlands air monitoring station (RDLD) was used for the dispersion modeling (SCAQMD 2021b). A 5-year meteorological data set from 2012 through 2016 was obtained from the SCAQMD in a preprocessed format suitable for use in AERMOD.
Urban versus Rural Option	Urban dispersion option was selected due to the developed nature of the project area and per SCAQMD guidelines.
Terrain Characteristics	The elevation of the site is 526 feet (481 meters) above sea level.
Elevation Data	Digital elevation data were imported into AERMOD and elevations were assigned to receptors and emission sources, as necessary. Digital elevation data were obtained through the AERMOD View in the United States Geological Survey's National Elevation Dataset format with a resolution of 1 arc-second resolution, consistent with the SCAQMD guidance (SCAQMD 2021a).
Source Release Characterizations	Air dispersion modeling of operational activities was conducted using emissions generated using EMFAC2021 and CalEEMod. Off-site and on-site truck travel were modeled as a line of adjacent volume sources, and based on EPA methodology, the modeled sources would result in a release height of 5 meters, a plume height of 10 meters, and a plume width of 9 meters (SCAQMD 2008a). Forklifts were modeled as a line of adjacent volume sources, and based on EPA methodology, the modeled sources would result in a release height of 3.4 meters, a plume height of 6.8 meters, and a plume width of 8.6 meters (EPA 2018).

Note: AERMOD = American Meteorological Society/Environmental Protection Agency Regulatory Model; SCAQMD = South Coast Air Quality Management District; EPA = U.S. Environmental Protection Agency.
See Appendix A-2.

Regarding receptors, the operational HRA scenario built from the construction HRA's 1-kilometer by 1-kilometer Cartesian receptor grid with 50-meter spacing to establish the impact area and evaluate locations of maximum health risk impact (SCAQMD 2021a). The operational scenario added receptors at 50-meter spacing at sensitive receptor areas adjacent to the truck routes discussed above.

The health risk calculations were performed using the HARP2 Air Dispersion and Risk Tool (ADMRT, dated 19121). AERMOD was run with all sources or source groups emitting unit emissions (1 gram per second) to obtain the necessary input values for HARP2. The line of volume sources was partitioned evenly based on the 1 gram per second emission rate. The ground-level concentration plot files were then used to estimate the long-term cancer health risk to an individual, and the non-cancer chronic health indices. There is no reference exposure level (REL) for acute health impacts from DPM, and, thus, acute risk was not evaluated.

Cancer risk is defined as the increase in probability (chance) of an individual developing cancer due to exposure to a carcinogenic compound, typically expressed as the increased chances in one million. Maximum Individual Cancer Risk is the estimated probability of a maximally exposed individual potentially contracting cancer as a result of exposure to TACs over a period of 30 years for residential receptor locations. The HRA assumes exposure would start in the third trimester of pregnancy through 30 years for all residential sensitive receptor locations. The exposure pathway for DPM is inhalation only.

The SCAQMD has also established non-carcinogenic risk parameters for use in HRAs since some TACs increase non-cancer health risk due to long-term (chronic) exposures and some TACs increase non-cancer health risk due to short-term (acute) exposures. No short-term, acute relative exposure level has been established for DPM; therefore, acute impacts of DPM are not addressed in the HRA. Chronic exposure is evaluated in the operational HRA. Non-carcinogenic risks are quantified by calculating a hazard index, expressed as the ratio between the ambient pollutant concentration and its toxicity or REL, which is a concentration at or below which health effects are not likely to occur. The chronic hazard index is the sum of the individual substance chronic hazard indices for all TACs affecting the same target organ system. A hazard index less of than one (1.0) means that adverse health effects are not expected.

The results of the health risk assessment during operation are provided in Table 3.3-10.

Table 3.3-10. Operational Health Risk Assessment Results - Unmitigated

Impact Parameter	Units	Project Impact	CEQA Threshold	Level of Significance
Maximum Individual Cancer Risk–Residential	Per Million	65.3	10	**Potentially Significant**
Chronic Hazard Index–Residential	Index Value	0.01	1.0	Less than Significant

Source: SCAQMD 2019.
Notes: CEQA = California Environmental Quality Act.
See Appendix A-2.

As shown in Table 3.3-10, project operation would result in a Residential Maximum Individual Cancer Risk of 65.3 in 1 million, which is above the significance threshold of 10 in 1 million. Project operation would result in a Residential Chronic Hazard Index of 0.01, which is below the 1.0 significance threshold. The project operational TAC health risk impacts would be potentially significant.

MM-AQ-2: Operational Forklifts. The City shall require that all forklifts used during operation of the project be electric powered or fueled with natural gas.

The results of the health risk assessment during operation including mitigation measure MM-AQ-2 are provided in Table 3.3-11.

Table 3.3-11. Operational Health Risk Assessment Results - Mitigated

Impact Parameter	Units	Project Impact	CEQA Threshold	Level of Significance
Maximum Individual Cancer Risk-Residential	Per Million	1.0	10	Less than Significant
Chronic Hazard Index-Residential	Index Value	0.0003	1.0	Less than Significant

Source: SCAQMD 2019.
Notes: CEQA = California Environmental Quality Act.
See Appendix A-2.

As shown in Table 3.3-11, project operation would result in a Residential Maximum Individual Cancer Risk of 1 in 1 million, which is below the significance threshold of 10 in 1 million. Project operation would result in a Residential Chronic Hazard Index of 0.0003, which is below the 1.0 significance threshold. The project operational TAC health risk impacts would be less than significant with mitigation.

d) ***Would the project result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?***

Less-than-Significant Impact. The project would result in emissions, including criteria air pollutant and TACs; however, those are addressed under Sections 3.3(b) and 3.3(c). Accordingly, the evaluation of other emissions is focused on the potential for the project to generate odors. The occurrence and severity of potential odor impacts depend on numerous factors. The nature, frequency, and intensity of the source; the wind speed and direction; and the sensitivity of receiving location each contribute to the intensity of the impact. Although offensive odors seldom cause physical harm, they can be annoying and cause distress among the public and generate citizen complaints.

Odors would be potentially generated from vehicles and equipment exhaust emissions during construction of the project. Potential odors produced during construction would be attributable to concentrations of unburned hydrocarbons from tailpipes of construction equipment, architectural coatings, and asphalt pavement application. Such odors would disperse rapidly from the project site and generally occur at magnitudes that would not affect substantial numbers of people. Therefore, impacts associated with odors during construction would be less than significant.

Land uses and industrial operations associated with odor complaints include agricultural uses, wastewater treatment plants, food-processing plants, chemical plants, composting, refineries, landfills, dairies, and fiberglass molding (SCAQMD 1993). The project entails operation of a warehouse and would not create any new sources of odors during operation. Therefore, project operations would result in an odor impact that is less than significant.

Land uses and industrial operations associated with odor complaints include agricultural uses, wastewater treatment plants, food-processing plants, chemical plants, composting, refineries, landfills, dairies, and fiberglass molding (SCAQMD 1993). The project entails operation of a warehouse and would not create any new sources of odors during operation. Therefore, project operations would result in an odor impact that is less than significant.

3.4 Biological Resources

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
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?	☐	☐	☐	☒

The following analysis is based on a biological resources assessment conducted by Dudek biologist Jacob Rogers on April 4, 2023. This section summarizes the existing biological resources identified within the project site and a surrounding 100-foot buffer (study area). Existing conditions are discussed in terms of existing soils, vegetation communities, special-status species, jurisdictional waters and wetlands, and potential wildlife corridors. The construction requirements of the project were overlaid onto mapped vegetation communities to determine potential direct impacts on the 2.45-acre project site, as well as indirect impacts in the surrounding study area.

The study area is located in southwestern San Bernardino County. The existing land use within the study area consists of a single-family residence, surrounded by residential development to the north, vehicle storage and the San Bernardino International Airport to the south, vehicle storage to the east, and undeveloped land to the west. Surface elevation ranges between 1,160 and 1,170 feet above mean sea level and the site lacks significant topographic features, such as hills, valleys, or canyons. One drainage feature, City Creek Bypass Flood Control Channel ("City Creek Bypass"), occurs in the northwestern portion of the study area but outside the project site boundaries. City Creek Bypass is a blue-line feature that drains into the Santa Ana River to the southwest, which is considered a Relatively Permanent Water that drains to the Pacific Ocean, a Traditionally Navigable Water. The portion of City Creek Bypass within the study area is lined with rip-rap and contains an earthen bottom. City Creek Bypass is separated from the project site by a fence and concrete levee (Figure 10). Two soil types are mapped within the study area: Psamments, fluvents/frequently flooded soils and Tujunga gravelly loamy sand, 0% to 9% slopes (USDA 2023). Psamments soils are considered hydric soils in California and are mapped for the majority of the project site. However, these soils were mapped within the historic floodplain of City Creek Bypass and were present prior to the channelization of the Creek. Since the floodplain of City Creek Bypass has been contained to the channelized limits and the project site has been previously graded and soils compacted for the construction of the residence, the observed surface soils within the project site have been significantly altered from their natural state.

The biological reconnaissance survey recorded all plant and wildlife species and photographed representative vegetation communities. We used CDFW's Protocols for Surveying and Evaluating Impacts to Special Status Native Plant Populations and Natural Communities (CDFW 2018), as well as the California Natural Community List (CDFW 2022a), and the Manual of California Vegetation (Sawyer et al. 2009), to map the vegetation communities and land uses in the study area. The classification systems focus on a quantified, hierarchical approach that accounts for both floristic factors (plant species) and physiognomic factors (community structure and form) as currently observed, rather than predicting climax or successional stages. During the biological reconnaissance observed vegetation communities and land covers were delineated to the alliance level. Prior to the survey, Dudek biologists conducted a comprehensive desktop review of literature, existing documentation, and geographic information system (GIS) data to assess the potential for special-status plant and wildlife species to occur within the study area. Each special-status species was assigned a rating of "not expected," "low," "moderate," or "high" potential to occur based on relative location to known occurrences, vegetation community, soil, and elevation. Where appropriate, modifications were made to the classification system, including the integration of the Preliminary Descriptions of the Terrestrial Natural Communities of California (Holland 1986; Oberbauer et al. 2008), to account for the observed communities that did not conform to those listed in the references.

Dudek compiled a general inventory of plant and wildlife species detected by sight, calls, tracks, scat, or other field indicators, and determined the potential for special-status species to occur within the study area. During the survey 14 species of plants, 4 native (29%) and 10 non-native (71%), were recorded within the study area. No native or naturalized vegetation communities were observed as the entire study area is characterized as disturbed habitat and developed land, except for City Creek Bypass. A full list of plant species observed is provided in Appendix B.

Wildlife species diversity during the survey was low and is likely impacted by the amount of surrounding development, existing disturbances, and lack of native habitats within the study area.

A total of 7 wildlife species, consisting of six native species (86%) and one non-native species (14%), were recorded during the survey (Appendix B). Wildlife detected in the immediate vicinity of the study area included: Anna's Hummingbird (*Calypte anna*), black phoebe (*Sayornis nigricans*), Cassin's kingbird (*Tyrannus vociferans*), common raven (*Corvus corax*), lesser goldfinch (*Spinus psaltria*), mourning dove (Zenaida macroura), and several feral cats (*Felis catus*), the only documented mammal.

a) ***Would the project 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 with Mitigation Incorporated. The project site is highly disturbed and contains no natural or native habitat capable of supporting special-status plant or wildlife species known to occur in the region. The majority of the project site contains weedy or non-native vegetation and a single family residence, and surrounded by residential development, and commercial uses. Of the 51 special-status plant species listed in the California Natural Diversity Database (CDFW 2022b) and California Native Plant Society (CNPS 2022) databases as occurring in the vicinity of the study area, none are expected to occur within the study area due to a lack of suitable habitat (i.e., vegetation and soils). Additionally, all 66 special-status wildlife species that are documented in the region were determined to have no or low potential to occur within the study area based on an evaluation of elevation and vegetation communities present. The only protected wildlife species that may occur within the project site include common and migratory bird species protected by the Migratory Bird Treaty Act and California Fish and Game Code Section 3500. Bird species have the potential to nest within the ornamental landscaped trees on the project site, as well as on existing buildings and structures. Additionally, the project site is surrounded by development and the nearest naturalized area with native plant communities is approximately one mile from the project site, further reducing the potential for any special-status species from moving onto the project site. Therefore, the project will result in no impacts to special-status plants and wildlife.

The project site does provide suitable nesting habitat for a number of common and migratory bird species know to occur in the region. Specifically, bird species adapted to nesting in urban settings have the potential to nest within the native and non-native trees on site. Therefore, if project activities commence during the general avian nesting season of February through August, potential direct and indirect impacts may occur during vegetation removal and grading, which would be considered significant. Mitigation Measure (MM) BIO-1 would be implemented during the site preparation phase of the project to identify the presence of any nesting birds and set forth avoidance/minimization measures to reduce impacts to a less than significant level.

MM-BIO-1 Construction activities shall avoid the migratory bird nesting season (typically February 1 through August 31), to reduce any potential significant impact to birds that may be nesting on the study area. If construction activities must occur during the migratory bird nesting season, an avian nesting survey of the project site and contiguous habitat within 500 feet of all impact areas must be conducted for protected migratory birds and active nests. The avian nesting survey shall be performed by a qualified wildlife biologist within 72 hours prior to the start of construction in accordance with the Migratory Bird Treaty Act

(16 USC 703-712) and California Fish and Game Code, Sections 3503, 3503.5, and 3513. If an active bird nest is found, the nest shall be flagged and mapped on the construction plans along with an appropriate no-disturbance buffer, which will be determined by the biologist based on the species' sensitivity to disturbance (typically up to 300 feet for passerines and up to 500 feet for raptors and special-status species). The nest area shall be avoided until the nest is vacated and the juveniles have fledged. The nest area shall be demarcated in the field with flagging and stakes or construction fencing.

b) ***Would the project 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. The study area is in a highly disturbed residential lot that contains no natural or artificial drainages that could support riparian habitat. There are no riparian or other hydrophytic vegetation communities on the project site. However, City Creek Bypass occurs to the northwest of the project site, within the study area buffer. This portion of City Creek Bypass within the study area is earthen bottom with rip-rap lined slopes that does not contain any riparian or wetland vegetation. Therefore, there are no sensitive natural communities that occur within the project site that would be directly impacted by project construction. Additionally, due to the lack of riparian habitat within City Creek Bypass there will be no potential indirect impacts to riparian habitat or other sensitive natural communities.

c) ***Would the project 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?***

Less-than-Significant Impact. The project site is in an entirely developed upland area that contains no natural or artificial drainages that could support state and federally protected water ways, or topographical depressions that could support state and federally protected wetlands. Additionally, no NWI-mapped 'blue line' wetlands are mapped on the project site. Although the historical floodplain of City Creek Bypass included portions of the project site, there is currently no direct on-site connectivity due to the previous channelization of City Creek Bypass. The proposed impact area for the project site is restricted to the existing developed areas and no direct impacts will occur to off-site drainages. Therefore, the project would have no direct impacts to any state or federally protected waters or wetlands.

However, due to proximity of the City Creek Bypass to the project site there is potential for indirect impacts to occur during construction related to erosion, runoff, and dust. However, incorporation of best management practices (BMPs) during construction as required the Stormwater Pollution Prevention Plan (SWPPP) to comply with the General Permit during all construction-related activities would reduce dust, toxins, and pollutants from entering into any adjacent waterways. Therefore, the project would have less than significant impacts to state and federally-protected waters and wetlands.

d) *Would the project 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?*

No Impact. The project site is surrounded by development and is isolated from larger undeveloped areas of open space. The project site has also been developed as a residential property and does not facilitate the movement of wildlife between two habitat blocks. Additionally, there are undeveloped parcels to the west that could allow for wintering stopover sites for migrating birds. Due to the existing development on site and history of disturbance, the project site does not function as a wildlife corridor or linkage.

However, City Creek Bypass occurs to the northwest of the project site that could function as a corridor for wildlife movement. The creek was dry at the time of the survey. However, the majority of the City Creek Bypass is diverted and concrete lined until it reaches the Santa Ana River which would likely reduce the potential for movement of any native fishes found in the watershed. Additionally, City Creek Bypass is separated from the project site by chain link fences that act as impediments for terrestrial wildlife entering the project site and utilizing the site as a wildlife corridor. Lastly, the project site does not function as a corridor between two larger patches of native habitat. Although there are natural habitat blocks within the greater project region (San Bernardino National Forest and the Santa Ana River), the project site is separated from these features by approximately 3 miles of urban development, preventing the possibility for wildlife occupying these natural areas to access the project site. Therefore, the proposed project would have no impacts to wildlife movement or migratory corridors.

e) *Would the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?*

Less-than-Significant Impact. Applicable local ordinances protecting biological resources within the project site include the City of Highland Heritage Tree Protection Ordinance.

The City of Highland Heritage Tree Protection Ordinance

The City of Highland Heritage Trees Ordinance, Highland Municipal Code Chapter 8.36, provides means of regulating impacts and conservation of Heritage trees which is defined as "any live tree, shrub, or plant which meets at least on of the following criteria: all woody plants in excess of 15 feet in height and having a single trunk circumference of 24 inches DBH (diameter at breast height) or more; or multitrunked tree(s) having a total circumference of 30 inches DBH or more; or a stand of tree, the nature of which makes each dependent upon the others for survival; or any other tree as may be deemed historically or culturally significant by the community development director or designee because of size, condition, location, or aesthetic qualities." An Arborist Report was prepared for the project and included an inventory and assessment of on-site trees, as well as replacement recommendations of off-site the loss of protected trees (Appendix C). The proposed site plan would require removal of up to 8 protected trees. Consistent with the City's requirements, a tree removal permit would be required for the removal of these trees. Per the City's Heritage tree preservation requirements, 16 drought tolerant trees must be planted to mitigate for the anticipated removal of 8 heritage trees. However, based on a review of the site plans, the site can accommodate up to 33 trees. Species composition and size of the planted trees is at the discretion of the community development director. With implementation of the proper permitting, direct and indirect impacts on protected trees under the City's Heritage Trees Ordinance would be less than significant due to compliance with regulations.

f) Would the project 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 is not located within the limits of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan; therefore, there would be no impact.

3.5 Cultural Resources

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
V. CULTURAL RESOURCES – Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5?	☐	☐	☒	☐
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?	☐	☒	☐	☐
c) Disturb any human remains, including those interred outside of formal cemeteries?	☐	☐	☒	☐

The following analysis is based, in part, on the Built Environment Inventory and Evaluation Report prepared by Dudek in May 2023, included as Appendix D and the Archaeological Resources Assessment prepared by Dudek in May 2023, included as Appendix E.

a) Would the project cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5?

Less-than-Significant Impact. As defined by the CEQA Guidelines (14 CCR 15000 et seq.), a "historical resource" is considered to be a resource that is listed in or eligible for listing in the National Register of Historic Places (NRHP) or California Register of Historical Resources (CRHR), has been identified as significant in a historical resource survey, or is listed on a local register of historical resources. Under CEQA, a project may have a significant effect on the environment if it may cause "a substantial adverse change in the significance of an historical resource" (Public Resources Code Section 21084.1; 14 CCR 15064.5[b]). If a site is listed or eligible for listing in the CRHR, or included in a local register of historic resources, or identified as significant in a historical resources survey (meeting the requirements of Public Resources Code Section 5024.1[q]), it is a historical resource and is presumed to be historically or culturally significant for the purposes of CEQA (Public Resources Code Section 21084.1; 14 CCR 15064.5[a]).

A review of historical aerial photographs indicates that the proposed project site was undeveloped until at least 1959. The single-family residence was constructed by 1966. By 2002, project site is shown to be consistent with the present site conditions.

A review of the California Historical Resources Information System (CHRIS) database records search for a 0.5-mile records search area around proposed project site identified 14 resources that are historic built environment resources; none of these resources overlap or are adjacent to the project site. No historic-period archaeological resources have been previously recorded within the project site or 0.5-mile records search area. It is important to note that the entirety of the project site has not been subject to any previous archaeological investigations. An archaeological pedestrian survey of the project site did not identify any archaeological resources within the project footprint that are historic in age.

A Built Environment Inventory and Evaluation Report was prepared for the subject property for potential built environment resources in May 2023 (Appendix D). The report includes the results of an intensive survey of the property by a cultural resources specialist; building development and archival research; development of an appropriate historic context for the project site; and recordation and evaluation of single-family residential property over 45 years old for historical significance and integrity in consideration of NRHP, CRHR, and City of Highland designation criteria and integrity requirements.

The Built Environment Inventory and Evaluation Report concluded the property at 26811 5th Street does not appear eligible for listing in the NRHP, CRHR, or as a City of Highland Cultural Resource due to a lack of important historical associations, lack of architectural merit, and lack of integrity, nor does it appear eligible as a contributor to an historic district. As such, the property is not considered a historical resource for the purposes of CEQA. The recommended California Historical Resource Status Code for this property is 6Z (found ineligible for the NRHP, CRHR, or local designation through survey evaluation).

Therefore, the project would not cause a substantial adverse change in the significance of a known historical resource pursuant to Section 15064.5. However, the potential for intact cultural deposits (archaeological in nature, as opposed to historic in nature) to exist within native soils (below between 1 and 2 feet below ground surface) to the depths of proposed ground disturbance is unknown. In the event that unanticipated cultural resources are encountered during project implementation, an assessment and evaluation of the resource would be conducted potentially resulting in the determination that the resource is historical in accordance with the definition outlined in Section 15064.5. As a result, the project has a potential to impact and thus cause a substantial adverse change in the significance of a yet unknown historical resource.

Thus, mitigation is required to address impacts related to the inadvertent discovery of yet unknown historical resources, as outlined in MM-CUL-1, MM-CUL-2, and MM-CUL-3. MM-CUL-1 requires that all project construction personnel participate in a Workers Environmental Awareness Program training for the proper identification and treatment of inadvertent discoveries. MM-CUL-2 requires the retention of an on-call qualified archaeologist to address inadvertent discoveries. MM-CUL-3 requires construction work occurring within 100 feet of a cultural resource discovery be immediately halted until the qualified archaeologist, meeting the Secretary of Interior's Professional Qualification Standards for Archaeology, can assess and evaluate the discovery pursuant to CEQA. Additionally, MM-CUL-3 requires the inadvertent discovery clause be included on all construction plans. With implementation of MM-CUL-1, MM-CUL-2, and MM-CUL-3, significant impacts to historical resources would be reduced to less than significant with mitigation incorporated.

b) Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?

Less-than-Significant Impact with Mitigation Incorporated. A CHRIS database records search, Native American Heritage Commission (NAHC) Sacred Lands File (SLF) search, background research, including a review of a geotechnical report, and an archaeological pedestrian survey were conducted as part of an Archaeological Resources Assessment that was prepared for the project (Appendix E).

The SLF record is maintained at a Public Land Survey System Section level meaning the negative or positive result is respective of a general area covering approximately one-square mile (640 acres) rather than the exact proposed project site. Therefore, as part of the process of identifying cultural resources within or near the proposed project, Dudek referenced the results of an SLF search that was previously completed for another project within 0.5 miles northwest of the present project site (completed April 14, 2021). The NAHC's SLF search result was positive, however, as previously stated, the SLF record is maintained at a Public Land Survey System Section level. which indicates a recorded sacred site could be anywhere within this 1-square-mile (640-acre) area and therefore, does not necessarily equate to the existence of resources within the specific area occupied by the proposed project site. A search of the CHRIS database the records search did not identify any previously recorded historic-period or prehistoric archeological resources within or immediately adjacent to the proposed project site. No record of previously recorded historic-period or prehistoric archaeological resources are on file with the SCCIC as being present within proposed project site.

A review of a geotechnical report prepared for the proposed project site determined that fills soils were encountered from surface to between 1 and 2 feet below existing ground surface (bgs) within all ten exploratory backhoe trenching locations. The presence of the fill soil is an indication that any potential cultural material from surface to between 1 to 2 feet bgs, has been previously displaced from the primary depositional location, buried, or destroyed. Additionally, the presence of fill soils demonstrates that the native soils upon and within which cultural deposits would exist in situ was not observed during the survey. No cultural materials were observed within the proposed project site; however, due to the presence of fill soils, observation of intact native soils was not possible.

A review of aerial photographs for all available years indicates that in general, the project site is depicted as vacant and undeveloped (i.e., no buildings or structures observed) as early as 1901 with City Creek Bypass and associated wash/creek bed intersecting the western portion of the proposed project site. In 1966, the western portion of the proposed project site is developed with two structures, consistent with the present-day layout of the residential building/structure.

An intensive-level archaeological survey of the proposed project site was conducted May 18, 2023. The survey was conducted employing parallel transects, spaced no greater than 10 meters apart (approximately 32 feet), where feasible and safe to do so. In areas of limited ground surface visibility due to the presence of road base, gravel, dense vegetation, or extant buildings and structures, formal transects were not utilized. Instead, a mixed approach (opportunistic survey) and reconnaissance survey (visual inspection) were utilized, selectively examining areas of exposed ground surfaces, where possible. Ground disturbances such as rodent burrows and cut banks, were also visually inspected for exposed subsurface materials. A review of a geotechnical report prepared for the proposed project site (Appendix D) stated that fill soils were encountered from surface to between 1 and 2 feet below existing

ground surface at all ten trenching locations placed at accessible locations throughout the proposed project site. Native soils were encountered underlying the fill soils and extend to the maximum depths reached during the geotechnical testing. The presence of fill soils demonstrates that the native soils upon and within which cultural deposits would exist in situ was not observed during the survey. No cultural materials were observed within the proposed project site; however, due to the presence of fill soils, observation of intact native soils was not possible.

In consideration of all these factors, the potential to encounter intact deposits containing archaeological resources within soils from the current grade and between 1 and 2 feet below ground surface is unlikely. However, the potential for intact cultural deposits to exist within native soils (below between 1 and 2 feet below ground surface) to the depths of assumed ground disturbance is unknown. For these reasons, the proposed project site should be treated as potentially sensitive for archaeological resources. In the event that unanticipated archaeological resources are encountered during project implementation, impacts to these resources would be potentially significant.

Thus, mitigation is required to address impacts related to the inadvertent discovery of archaeological resources during construction, as outlined in MM-CUL-1, MM-CUL-2, and MM-CUL-3. MM-CUL-1 requires that all project construction personnel participate in a Workers Environmental Awareness Program training for the proper identification and treatment of inadvertent discoveries. MM-CUL-2 requires the retention of an on-call qualified archaeologist to address inadvertent discoveries. MM-CUL-3 requires construction work occurring within 100 feet of a cultural resource discovery be immediately halted until the qualified archaeologist, meeting the Secretary of Interior's Professional Qualification Standards for Archaeology, can assess and evaluate the discovery pursuant to CEQA. Additionally, MM-CUL-3 requires the inadvertent discovery clause be included on all construction plans. With implementation of MM-CUL-1, MM-CUL-2, and MM-CUL-3, potentially significant impacts to unknown archaeological resources would be reduced to less than significant with mitigation incorporated.

MM-CUL-1 Workers Environmental Awareness Program. Prior to the start of construction activities, all construction personnel and monitors shall be trained regarding identification and treatment protocol for inadvertent discoveries of cultural resources (archaeological and tribal) and human remains. A basic presentation and handout or pamphlet shall be prepared in order to ensure proper identification and treatment of inadvertent discoveries of cultural resources and human remains. The purpose of the Workers Environmental Awareness Program (WEAP) training is to provide specific details on the kinds of materials that may be identified during ground disturbing activities and explain the importance of and legal basis for the protection of human remains and significant cultural resources. Each worker shall also be trained in the proper procedures to follow in the event that cultural resources or human remains are uncovered during ground disturbing activities. These procedures include but are not limited to work curtailment or redirection, and the immediate contact of the site supervisor and archaeological monitoring staff.

MM-CUL-2 Retention of an On-Call Qualified Archaeologist. A qualified archaeologist shall be retained and on-call to respond and address any inadvertent discoveries identified project implementation. Additionally, in consideration of the potential to encounter intact cultural deposits beneath fill soils, the qualified archaeologist shall survey the proposed project site once fill soils have been removed to ensure no cultural deposits underly the fill layer.

If is determined, based on the aforementioned survey, that cultural resources are present or may be present and may be impacted during project construction, monitoring may be warranted. Additionally, any identified cultural resources shall be assessed and evaluated pursuant to CEQA. If it is determined that monitoring is warranted, a qualified archaeological principal investigator, meeting the Secretary of the Interior's Professional Qualification Standards, shall oversee and adjust monitoring efforts as needed (increase, decrease, or discontinue monitoring frequency) based on the observed potential for construction activities to encounter cultural deposits or material. The archaeological monitor will be responsible for maintaining daily monitoring logs.

MM-CUL-3 Inadvertent Discovery Clause. In the event that potential archaeological resources (sites, features, or artifacts) are exposed during ground disturbance, all construction work occurring within 60 feet of the find shall immediately stop, and the qualified archaeologist that has been retained on call must be notified immediately to assess the significance of the find and determine whether additional study is warranted. Additionally, the Yuhaaviatam of San Manuel Nation Cultural Resources Department (YSMN) shall be contacted, as detailed within TCR-1, regarding any pre-contact and/or historic-era finds of or potentially of Native American origin. The Tribe shall be provided relevant information regarding the findings of the archaeological assessment as well recommendations regarding further study and treatment, if necessary. Depending upon the significance of the find under the California Environmental Quality Act (CEQA), the archaeologist may simply record the find and allow work to continue. If the discovery proves significant under CEQA, additional work (e.g., preparation of an archaeological treatment plan, testing, data recovery, or monitoring) may be warranted if the resource cannot be feasibly avoided. If significant pre-contact and/or historic-era cultural resources, as defined by CEQA (as amended, 2015), are discovered and avoidance cannot be ensured, the archaeologist shall develop a Monitoring and Treatment Plan (Plan) to include a research design, if data recovery is determined necessary. A draft of the Plan shall be provided to YSMN for review and comment, prior to finalization of the Plan as detailed within TCR-1. If monitoring is warranted, it shall be conducted for the remainder of the project, and implement the Plan accordingly. Additionally, an archaeological monitoring report shall be prepared within 60 days following completion of ground disturbance and submitted to the City of Highland for review. This report shall document compliance with approved mitigation, document the monitoring efforts and any discoveries, and include an appendix with daily monitoring logs. The final report shall be submitted to the City of Highland, Applicant, YSMN, and the South Central Coastal Information Center.

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. No further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent remains shall occur until the county coroner has determined the appropriate treatment and disposition of the human remains. If the county coroner determines that the remains are, or are believed to be, Native American, he or she shall follow all required protocols according to California Public Resources Code, Section 5097.98.

c) *Would the project disturb any human remains, including those interred outside of formal cemeteries?*

Less-than-Significant Impact. No prehistoric or historic period burials were identified within the proposed project site as a result of the CHRIS records search or pedestrian survey. Although the NAHC's SLF search result was positive, it is important to note that the results of the SLF provided by the NAHC relate to the general regional area within and surrounding the proposed project site and don't necessarily equate to the existence of resources or human remains within the specific proposed project site. In the event that human remains are inadvertently encountered during ground disturbing activities, they shall be treated consistent with state and local regulations including California Health and Safety Code Section 7050.5, California Public Resources Code Section 5097.98, and the California Code of Regulations Section 15064.5(e). In accordance with these regulations, if human remains are found, the County Coroner must be immediately notified of the discovery. No further excavation or disturbance of the project site or any nearby (no less than 100 feet) area reasonably suspected to overlie adjacent remains can occur until the County Coroner has determined if the remains are potentially human in origin. If the County Coroner determines that the remains are, or are believed to be, Native American, he or she is required to notify the NAHC that shall notify those persons believed to be the most likely descendant. The most likely descendant shall determine, in consultation with the property owner, the disposition of the human remains. Compliance with these regulations would ensure that impacts to human remains resulting from the proposed project would be less than significant.

3.6 Energy

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
VI. Energy – Would the project:				
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	☐	☐	☒	☐
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	☐	☐	☒	☐

a) *Would the project result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?*

Less-than-Significant Impact. The electricity and natural gas used for construction of the proposed project would be temporary, would be substantially less than that required for project operation, and would have a negligible contribution to the project's overall energy consumption. Although the project would see an increase in petroleum use during construction and operation, vehicles would use less petroleum due to advances in fuel economy and potential reduction in vehicle miles traveled (VMT) over time.

Construction

Electricity

Temporary electric power for as-necessary lighting and electronic equipment (such as computers inside temporary construction trailers) would be provided by Southern California Edison. The electricity used for such activities would be temporary, would be substantially less than that required for project operation, and would have a negligible contribution to the project's overall energy consumption.

Natural Gas

Natural gas is not anticipated to be required during construction of the project. Fuels used for construction would primarily consist of diesel and gasoline, which are discussed below under the Petroleum subsection. Any minor amounts of natural gas that may be consumed as a result of project construction would be substantially less than that required for project operation and would have a negligible contribution to the project's overall energy consumption.

Petroleum

Heavy-duty construction equipment associated with construction activities would rely on diesel fuel. Construction workers would travel to and from the project site throughout the duration of construction. It is assumed in this analysis that construction workers would travel to and from the site in gasoline-powered passenger vehicles.

Heavy-duty construction equipment of various types would be used during each phase of project construction. Appendix A-1 lists the assumed equipment usage for each phase of construction.

Fuel consumption from construction equipment was estimated by converting the total carbon dioxide (CO_2) emissions from each construction phase to gallons using the conversion factors for CO_2 to gallons of gasoline or diesel. Construction is estimated to occur in 2024 and 2025 based on the construction phasing schedule. The conversion factor for gasoline is 8.78 kilograms per metric ton CO_2 per gallon, and the conversion factor for diesel is 10.21 kilograms per metric ton CO_2 per gallon (The Climate Registry 2021). The estimated diesel fuel usage from construction is shown in Table 3.6-1.

Table 3.6-1. Total Proposed Project Construction Petroleum Demand

Scenario	Off-Road Equipment (diesel)	Haul Trucks (diesel)	Vendor Trucks (diesel)	Worker Vehicles (gasoline)
	Gallons			
Project Construction	21,712	483	5,897	7,634
Total Petroleum Consumed for Project Construction				35,726

Source: Appendix A-1

In summary, construction of the project is anticipated to consume 7,634 gallons of gasoline and 28,092 gallons of diesel over the course of 13 months. The project will be subject to CARB's In-Use Off-Road Diesel Vehicle Regulation that applies to certain off-road diesel engines, vehicles, or equipment

greater than 25 horsepower. The regulation (1) imposes limits on idling, requires a written idling policy, and requires a disclosure when selling vehicles; (2) requires all vehicles to be reported to CARB (using the Diesel Off-Road Online Reporting System) and labeled; (3) restricts the adding of older vehicles into fleets starting on January 1, 2014; and (4) requires fleets to reduce their emissions by retiring, replacing, or repowering older engines, or installing Verified Diesel Emission Control Strategies (i.e., exhaust retrofits). The fleet must either show that its fleet average index was less than or equal to the calculated fleet average target rate, or that the fleet has met the Best Achievable Control Technology requirements. The project is also located in an urban area and worker, vendor, and haul truck trip lengths would be shorter compared to a suburban project location, resulting in less energy use. Therefore, impacts to energy resources during construction would be less than significant.

Operation

Electricity

The operation of the project would require electricity for multiple purposes, including cooling, lighting, appliances, and powering various equipment, such as electric forklifts. Additionally, the supply, conveyance, treatment, and distribution of water would indirectly result in electricity usage. Electricity consumption associated with project operation is based on the CalEEMod outputs for water, wastewater, and electric forklifts presented in Appendix A-1.

CalEEMod default values for energy consumption for each land use were applied for the project analysis. The energy use from non-residential land uses is calculated in CalEEMod based on the California Commercial End-Use Survey database. Energy use in buildings (both natural gas and electricity) is divided by the program into end use categories subject to Title 24 requirements (end uses associated with the building envelope, such as the heating, ventilation, and air conditioning [HVAC] system; water heating system; and integrated lighting) and those not subject to Title 24 requirements (such as appliances, electronics, and miscellaneous "plug-in" uses).

Title 24 of the California Code of Regulations serves to enhance and regulate California's building standards. The most recent amendments to Title 24, Part 6, referred to as the 2022 standards, became effective on January 1, 2023. According to these estimations, the project would consume approximately 270,533 kilowatt-hours per year during operation (Appendix A-1).

Natural Gas

The operation would require natural gas for various purposes, including water heating and natural gas appliances and natural gas forklifts. Natural gas consumption associated with operation is based on the CalEEMod outputs in Appendix A-1.

CalEEMod default values for energy consumption for each land use were applied for the project analysis. The energy use from non-residential land uses is calculated in CalEEMod based on the California Commercial End-Use Survey database. Energy use in buildings (both natural gas and electricity) is divided by the program into end use categories subject to Title 24 requirements (end uses associated with the building envelope, such as the HVAC system, water heating system, and integrated lighting) and those not subject to Title 24 requirements (such as appliances, electronics, and miscellaneous "plug-in" uses).

Title 24 of the California Code of Regulations serves to enhance and regulate California's building standards. The most recent amendments to Title 24, Part 6, referred to as the 2023 standards, became effective on January 1, 2023. According to these estimations, the project would consume approximately 1,020,228 thousand British thermal units per year.

Petroleum

During operations, the majority of fuel consumption resulting from the project would involve the use of forklifts and motor vehicles traveling to and from the project site.

Petroleum fuel consumption associated with motor vehicles traveling to and from the project site is a function of the VMT as a result of project operation. As shown in Appendix A-1 and as discussed in Section 3.3 and Section 3.8, the annual VMT attributable to the project is expected to be 409,141miles for passenger vehicles and 368,448 miles for trucks. Similar to the construction worker and vendor trips, fuel consumption from worker and truck trips are estimated by converting the total CO_2 emissions from operation of the project to gallons using the conversion factors for CO_2 to gallons of gasoline or diesel. Mobile source emissions were estimated using EMFAC2021. Calculations for annual mobile source fuel consumption are provided in Table 3.6-2.

Table 3.6-2. Operational Annual Mobile Source Petroleum Demand

Fuel	Source	Vehicle MT CO_2	kg/CO_2/Gallon	Gallons
Gasoline	Vehicles	127	8.78	57,973
Diesel	Vehicles	509	10.21	49,853
			Total	107,826

Sources: Trips and vehicle CO_2 (Appendix A-1); kg/CO_2/Gallon (The Climate Registry 2020).
Notes: MT = metric ton; CO_2 = carbon dioxide; kg = kilogram

As shown in Table 3.6-2, total petroleum consumption for the project annually is estimated to be 107,826 gallons.[12]

Summary

In summary, although natural gas and electricity usage would increase due to the implementation of the project, the project would be subject to the State Building Energy Efficiency Standards. Although the project would see an increase in petroleum use during construction and operation, vehicles would use less petroleum due to advances in fuel economy and potential reduction in VMT over time. Therefore, impacts to energy resources during operation would be less than significant.

Over the lifetime of the project, the fuel efficiency of the vehicles being used by the visitors and employees of the project is expected to increase. As such, the amount of gasoline consumed as a result of vehicular trips to and from the project site during operation would decrease over time. There are numerous regulations in place that require and encourage increased fuel efficiency. For example, CARB has adopted a new approach to passenger vehicles by combining the control of smog-causing pollutants and GHG

12 For context, California as a whole is expected to consume approximately 18.0 billion gallons of petroleum per year by 2023 (CARB 2021). Countywide total petroleum use by vehicles is expected to be 1,114 million gallons per year by 2024 (CARB 2021).

emissions into a single coordinated package of standards. The new approach also includes efforts to support and accelerate the number of plug-in hybrids and zero-emission vehicles in California (CARB 2017a). Additionally, in response to Senate Bill (SB) 375, CARB has adopted the goal of reducing per-capita GHG emissions from 2005 levels by 8% by the year 2020 and 13% by the year 2035 for light-duty passenger vehicles in the SCAG planning area. This reduction would occur by reducing VMT through the integration of land use planning and transportation. As such, operation of the project is expected to use decreasing amounts of petroleum over time, due to advances in fuel economy.

The project would create additional electricity and natural gas demand by adding warehouse facilities. New facilities associated with the proposed project would be subject to the State Building Energy Efficiency Standards, embodied in Title 24 of the California Code of Regulations. The efficiency standards apply to new construction of non-residential buildings and regulate energy consumed for heating, cooling, ventilation, water heating, and lighting. The project will meet applicable Title 24 requirements, other renewable energy systems including wind turbine generation, geothermal generation, energy storage and other renewable energy generation features are not considered technically or economically feasible and or demonstrated for a similar project. Additionally, site constraints include limited land availability and incompatibility with land use for large scale power generation facilities as well as unknown interconnection feasibility and compatibility with utility provider systems. For these reasons other onsite renewable energy systems are not considered feasible for the proposed project.

In summary, implementation of the project would increase the demand for electricity and natural gas at the project site and petroleum consumption in the region during construction and operation. However, as the project would be consistent with current regulations and policies, the project would not be wasteful, inefficient, and would not result in unnecessary energy resource consumption. The project's energy consumption demands during construction and operation would conform to the State's Title 24 standards such that the project would not be expected to wastefully use gas and electricity. Since the proposed project would comply with Title 24 conservation standards, the proposed project would not directly require the construction of new energy generation or supply facilities or result in wasteful, inefficient, or unnecessary consumption of energy. Moreover, vehicle usage associated with the project would use less petroleum due to advances in fuel economy and potential reduction in VMT over time. Therefore, impacts would be less than significant.

b) Would the project conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

Less-than-Significant Impact. The project would be subject to and would comply with, at a minimum, the California Building Energy Efficiency Standards (24 CCR, Part 6). Part 6 of Title 24 establishes energy efficiency standards for non-residential buildings constructed in California to reduce energy demand and consumption. As such, the project would comply with the California code requirements for energy efficiency.

Part 11 of Title 24 sets forth voluntary and mandatory energy measures that are applicable to the project under the California Green Building Standards, also known as CALGreen. CALGreen institutes mandatory minimum environmental performance standards for all ground-up, new construction of commercial, low-rise residential, high-rise residential, state-owned buildings, schools, and hospitals, as well as certain residential and non-residential additions and alterations. On this basis, the project would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency. Therefore, impacts would be less than significant.

3.7 Geology and Soils

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
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 on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	☐	☐	☒	☐
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	☐	☐	☒	☐
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	☐	☐	☐	☒
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☒	☐	☐

a) *Would the project 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.*

No Impact. The Alquist-Priolo Zones Special Studies Act defines active faults as those that have experienced surface displacement or movement during the last 11,000 years. As shown in Figure 6-2 of the General Plan, the City of Highland is traversed by the San Andreas Fault System (City of Highland 2006). The Alquist-Priolo Earthquake Fault Zone, as identified in the General Plan, is located approximately 3.7 miles east of the project site (City of Highland 2006). The proposed development lies outside of any Alquist Priolo Special Studies Zone and the potential for damage due to direct fault rupture is considered unlikely (Appendix F, Geotechnical Investigation). Additionally, based on a review of the California Department of Conservation regulatory maps, the project site is not located in a designated Fault Hazard Zone (DOC 2021). Therefore, no impacts associated with fault rupture would occur.

ii) *Strong seismic ground shaking?*

Less-than-Significant Impact. Similar to other areas located in the seismically active Southern California region, the City is susceptible to strong ground shaking during an earthquake. However, as previously addressed in Section 3.7(a)(i), the project site is located approximately 3.7 miles east of the San Andreas Fault Zone, which is capable of producing an 8.3 Magnitude earthquake (City of Highland 2006). Pursuant to Title 15, Buildings and Construction, of the Highland Municipal Code, the project would incorporate the design recommendations included in its geotechnical report, which will be subject to review and approval by City staff prior to issuance of a grading permit. The project's geotechnical report provides specific design recommendations to ensure the structural integrity of the project in the event that seismic ground shaking is experienced at the project site. These recommendations include performing remedial grading, over-excavating existing soils, and recompacting these soils with compacted fill, among other technical design recommendations (Appendix F). Additionally, the project's structures would be designed consistent with the most recent version of the California Building Code, which includes universal standards relating to seismic load requirements. With implementation of the recommendations of the project's geotechnical report, impacts associated with strong seismic ground shaking would be less than significant.

iii) *Seismic-related ground failure, including liquefaction?*

Less-than-Significant Impact. Liquefaction occurs when partially saturated soil loses its effective stress and enters a liquid state, which can result in the soil's inability to support structures above. Liquefaction can be induced by ground-shaking events and is dependent on soil saturation conditions. As shown in Figure 6-3 of the General Plan, the project site is not within a High Liquefaction Susceptibility Area (City of Highland 2006), and according to the project's Geotechnical Report, liquefaction is not a concern for the project site (Appendix F). Therefore, impacts associated with seismic-related ground failure, including liquefaction, would be less than significant.

iv) Landslides?

No Impact. The project site is relatively flat and is not within an area susceptible to landslides as shown in General Plan Figure 6-3 (City of Highland 2006). Therefore, no impact associated with landslides would occur on the proposed project site.

b) Would the project result in substantial soil erosion or the loss of topsoil?

Short-Term Construction Impacts

Less-than-Significant Impact. Ground surfaces that would be temporarily exposed during construction could result in erosion or loss of soil during storm events. Construction projects that involve the disturbance of 1 or more acres of soil, including clearing, grading, and disturbances to the ground such as stockpiling or excavation, are required to obtain coverage under the State Water Resources Control Board General Permit for Discharges of Stormwater Associated with Construction Activity (Construction General Permit). The Construction General Permit requires the development and implementation of a SWPPP (SWRCB 2023a). Implementation of a Construction General Permit, including preparation of a SWPPP and installation of BMPs, would reduce the potential for both stormwater runoff and soil erosion impacts. Therefore, short-term construction impacts associated with soil erosion would be less than significant.

Long-Term Operational Impacts

Less-than-Significant Impact. Following construction of the project, ground surfaces would be covered by the proposed warehouse building or otherwise stabilized with landscaping and paving. The stormwater generated on site, along with any sediments contained within the stormwater, will be directed into an on-site corrugated metal pipe infiltration system to be treated on site. Therefore, the potential for substantial soil erosion or the loss of topsoil would be less than significant.

c) Would the project be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?

Less-than-Significant Impact. As previously discussed, the potential for the project to result in or be affected by landslides and liquefaction is low, and these issues are not anticipated at the project site. The project would be designed consistent with the specific design recommendations of the project's geotechnical report, which provides recommendations to perform remedial grading, over-excavate existing soils, and recompact these soils with compacted fill, among other technical design recommendations (Appendix F). Implementation of these recommendations would address these potentially hazardous conditions and ensure structural integrity in the event that seismic-related issues are experienced at the project site. With implementation of the recommendations of the project's geotechnical report, impacts would be less than significant.

d) Would the project 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. Expansive soils are characterized by their potential shrink/swell behavior. Shrink/swell is the change in volume (expansion and contraction) that occurs in certain fine-grained clay

sediments from the cycle of wetting and drying. Much of the damage to building foundations, roads, and other structures can be caused by the swelling and shrinking of soils as a result of wetting and drying. The on-site soils at the project site are very low (Expansion Index = 0-20) in expansion potential (Appendix F). Further, compliance with California Building Code requirements would reduce the potential risk to people and structures due to unstable and expansive soils. Therefore, impacts associated with expansive soils would be less than significant.

e) ***Would the project have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?***

No Impact. The proposed project would connect directly to the East Valley Water District sewer system and would not require septic tanks or any other alternative wastewater disposal system. Therefore, no impacts associated with the ability of soils to support septic tanks would occur.

f) ***Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?***

Less-than-Significant with Mitigation Incorporated. The project site lies within the northernmost Peninsular Ranges Geomorphic Province, which extends from the tip of the Baja California Peninsula to the Transverse Ranges (the San Gabriel and San Bernardino Mountains) and includes the Los Angeles Basin, offshore islands (Santa Catalina, Santa Barbara, San Nicholas, and San Clemente), and continental shelf. The eastern boundary is the Colorado Desert Geomorphic Province (California Geological Survey 2002; Morton and Miller 2006). The ancestral Peninsular Ranges were formed by uplift of plutonic igneous rock resulting from the subduction of the Farallon Plate underneath the North American Plate during the latter portion of the Mesozoic era approximately 90 to 125 million years ago (Abbott 1999).

According to surficial geological mapping by Dibblee and Minch (2004) at a 1:24,000 scale, the project site is underlain by Holocene (<11,700 years ago; Cohen et al. [2023]) alluvial deposits (map unit Qa). In general, these deposits consist of unconsolidated sand and clay deposited in valley areas. Based on the geotechnical report (Appendix F) the top 1 to 2 feet of sediments at the project area are composed of artificial fill, with sediments deeper than 2 feet to the greatest sampled depth of 18.5 feet comprised of natural, undisturbed alluvial sediments.

Dudek requested a paleontological records search from the Natural History Museum of Los Angeles County (NHMLA) on April 26, 2023, and the results were received on May 7, 2023. The NHMLA reported no fossil localities from within the project area, but there are several localities recorded from nearby in similar sedimentary units that can be found either at surface or at depth.

The Holocene young alluvial fan deposits have not been shown to produce any fossil resources due to their young age and therefore have low paleontological sensitivity but transition to high paleontological sensitivity at depth. The NHMLA (2023) did not report any localities from within the project site but did report four localities (LACM VP [Los Angeles County Museum Vertebrate Paleontology] 4619, 7811, 1207, and 4540) that produced the Pleistocene fauna outside the project site. The localities and fauna are as follows: LACM VP 4619 produced a mammoth (*Mammuthus*) from approximately 100 feet below the ground surface (bgs) in Eastvale; LACM VP 7811 produced a whip snake (*Masticophis*) from 9 to 11 feet bgs in Chino Valley; LACM VP 1207 produced a member of the bovid family (Bovidae) from an unknown depth bgs in Corona; and LACM VP 4540 yielded a member of the horse family (Equidae) also from an unknown depth bgs in the

San Jacinto Valley (NHMLA 2023). These same Pleistocene sediments may underlie the surficial sediments within the project area and have a high paleontological sensitivity.

With regards to paleontological resources, Holocene alluvial deposits have low sensitivity on the surface that increases to high with depth. As such, there is a possibility of encountering previously undiscovered paleontological resources at subsurface levels during ground-disturbing activities associated with the project. Implementation of mitigation measure **MM-GEO-1** would ensure that potential impacts to paleontological resources during construction activities are reduced to below a level of significance. Impacts would therefore be less than significant with mitigation incorporated.

MM-GEO-1 Prior to commencement of any grading activity on-site, the applicant shall retain a qualified paleontologist as defined by the Society of Vertebrate Paleontology (SVP) (2010) guidelines, subject to the review and approval of the City's Building Official, or designee. The paleontologist shall prepare a Paleontological Resources Impact Mitigation Program (PRIMP) for the project. The PRIMP shall be consistent with the SVP (2010) guidelines and should outline requirements for preconstruction meeting attendance and worker environmental awareness training; where monitoring is required within the project site below a depth of 10 feet below the ground surface based on construction plans and/or geotechnical reports; procedures for adequate paleontological monitoring and discoveries treatment; and paleontological methods (including sediment sampling for microvertebrate fossils), reporting, and collections management. The PRIMP shall also include a statement that any fossil lab or curation costs (if necessary due to fossil recovery) are the responsibility of the project proponent. The qualified paleontologist shall attend the preconstruction meeting and be on-site during all rough grading and/or trenching for utilities to determine the amount of paleontological monitoring necessary based on subsurface conditions. In the event that paleontological resources (e.g., fossils) are unearthed during grading, the paleontological monitor will temporarily halt and/or divert grading activity to allow recovery of paleontological resources. The area of discovery will be roped off with a 50-foot radius buffer. Once documentation and collection of the find is completed, the monitor will remove the rope and allow grading to recommence in the area of the find. Upon completion of the paleontological monitoring program, the qualified paleontologist shall prepare a final monitoring report documenting the results of the mitigation program. This report should include discussions of the methods used, stratigraphic section(s) exposed, fossils collected, and significance of recovered fossils.

3.8 Greenhouse Gas Emissions

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
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?	☐	☐	☒	☐

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☒	☐

a) ***Would the project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?***

Less-than-Significant Impact. Climate change refers to any significant change in measures of climate (e.g., temperature, precipitation, or wind patterns) lasting for an extended period of time (i.e., decades or longer). The Earth's temperature depends on the balance between energy entering and leaving the planet's system, and many factors (natural and human) can cause changes in Earth's energy balance. The greenhouse effect is the trapping and buildup of heat in the atmosphere near the Earth's surface (the troposphere). The greenhouse effect is a natural process that contributes to regulating the Earth's temperature, and it creates a livable environment on Earth. Human activities that emit additional GHGs to the atmosphere increase the amount of infrared radiation that gets absorbed before escaping into space, thus enhancing the greenhouse effect and causing the Earth's surface temperature to rise. Global climate change is a cumulative impact; a project contributes to this impact through its incremental contribution combined with the cumulative increase of all other sources of GHGs. Thus, GHG impacts are recognized exclusively as cumulative impacts (CAPCOA 2008).

A GHG is any gas that absorbs infrared radiation in the atmosphere; in other words, GHGs trap heat in the atmosphere. As defined in California Health and Safety Code Section 38505(g) for purposes of administering many of the state's primary GHG emissions reduction programs, GHGs include CO_2, methane (CH_4), nitrous oxide (N_2O), hydrofluorocarbons, perfluorocarbons, sulfur hexafluoride, and nitrogen trifluoride (see also CEQA Guidelines Section 15364.5).[13] The three GHGs evaluated herein are CO_2, CH_4, and N_2O because these gases would be emitted during project construction and operation.

The Intergovernmental Panel on Climate Change developed the global warming potential (GWP) concept to compare the ability of each GHG to trap heat in the atmosphere relative to another gas. The reference gas used is CO_2; therefore, GWP-weighted emissions are measured in metric tons (MT) of CO_2 equivalent (CO_2e). Consistent with CalEEMod Version 2020.4.0, this GHG emissions analysis assumed the GWP for CH_4 is 25 (i.e., emissions of 1 MT of CH_4 are equivalent to emissions of 25 MT of CO_2), and the GWP for N_2O is 298, based on the Intergovernmental Panel on Climate Change's Fourth Assessment Report (IPCC 2007).

As discussed in Section 3.3, the project is located within SCAQMD jurisdictional boundaries. In October 2008, the SCAQMD proposed recommended numeric CEQA significance thresholds for GHG emissions for lead agencies to use in assessing GHG impacts of residential and commercial development projects as presented

13 Climate-forcing substances include greenhouse gases (GHGs) and other substances such as black carbon and aerosols. This discussion focuses on the seven GHGs identified in the California Health and Safety Code Section 38505; impacts associated with other climate-forcing substances are not evaluated herein.

in its Draft Guidance Document–Interim CEQA Greenhouse Gas (GHG) Significance Threshold (SCAQMD 2008b). This document, which builds on the previous guidance prepared by the California Air Pollution Control Officers Association, explored various approaches for establishing a significance threshold for GHG emissions. The draft interim CEQA thresholds guidance document was not adopted or approved by the Governing Board. However, in December 2008, the SCAQMD adopted an interim 10,000 MT CO_2e per-year screening level threshold for stationary source/industrial projects for which the SCAQMD is the lead agency (SCAQMD 2008b). The 10,000 MT CO_2e per-year threshold, which was derived from GHG reduction targets established in Executive Order S-3-05, was based on the conclusion that the threshold was consistent with achieving an emissions capture rate of 90% of all new or modified stationary source projects.

The SCAQMD formed a GHG CEQA Significance Threshold Working Group to work with SCAQMD staff on developing GHG CEQA significance thresholds until statewide significance thresholds or guidelines are established. From December 2008 to September 2010, the SCAQMD hosted working group meetings and revised the draft threshold proposal several times, although it did not officially provide these proposals in a subsequent document. The SCAQMD has continued to consider adoption of significance thresholds for residential and general land-use development projects. The most recent proposal issued by SCAQMD, issued in September 2010, uses the following tiered approach to evaluate potential GHG impacts from various uses (SCAQMD 2010):

Tier 1. Determine if CEQA categorical exemptions are applicable. If not, move to Tier 2.

Tier 2. Consider whether or not the project is consistent with a locally adopted GHG reduction plan that has gone through public hearing and CEQA review, that has an approved inventory, includes monitoring, etc. If not, move to Tier 3.

Tier 3. Consider whether the project generates GHG emissions in excess of screening thresholds for individual land uses. The 10,000 MT CO_2e per-year threshold for industrial uses would be recommended for use by all lead agencies. Under option 1, separate screening thresholds are proposed for residential projects (3,500 MT CO_2e per year), commercial projects (1,400 MT CO_2e per year), and mixed-use projects (3,000 MT CO_2e per year). Under option 2, a single numerical screening threshold of 3,000 MT CO_2e per year would be used for all non-industrial projects. If the project generates emissions in excess of the applicable screening threshold, move to Tier 4.

Construction Greenhouse Gas Emissions

Construction of the project would result in GHG emissions, which are primarily associated with the use of off-road construction equipment, on-road haul and vendor trucks, and worker vehicles. The SCAQMD Draft Guidance Document – Interim CEQA Greenhouse Gas (GHG) Significance Threshold (SCAQMD 2008b) recommends that "construction emissions be amortized over a 30-year project lifetime, so that GHG reduction measures will address construction GHG emissions as part of the operational GHG reduction strategies." Thus, the total construction GHG emissions were calculated, amortized over 30 years, and added to the total operational emissions for comparison with the GHG significance threshold of 3,000 MT CO_2e per year. The determination of significance, therefore, is addressed in the operational emissions discussion following the estimated construction emissions.

CalEEMod was used to calculate the annual GHG emissions based on the construction scenario described in Section 3.3. Construction of the project is anticipated to commence in January 2024, lasting a total of

13 months and reaching completion in January 2025. On-site sources of GHG emissions include off-road equipment and off-site sources include haul trucks, vendor trucks, and worker vehicles. Table 3.8-1 presents construction GHG emissions for the project from on-site and off-site emission sources.

Table 3.8-1. Estimated Annual Construction Greenhouse Gas Emissions

Year	CO_2	CH_4	N_2O	CO_2e
	Metric Tons per Year			
2024	347	0.02	0.01	352
2025	1.72	<0.01	<0.01	1.73
			Total	354
			Amortized Emissions (over 30 years)	29.50

Source: Appendix A-1.
Notes: CO_2 = carbon dioxide; CH_4 = methane; N_2O = nitrous oxide; CO_2e = carbon dioxide equivalent.

As shown in Table 3.8-1, the estimated total GHG emissions during construction of the project would be approximately 354 MT CO_2e. Estimated project-generated construction emissions amortized over 30 years would be approximately 30 MT CO_2e per year. As with project-generated construction air quality pollutant emissions, GHG emissions generated during construction of the project would be short-term in nature, lasting only for the duration of the construction period, and would not represent a long-term source of GHG emissions. Because there is no separate GHG threshold for construction, the evaluation of significance is discussed in the operational emissions analysis in the following text.

Operational Greenhouse Gas Emissions

CalEEMod Version 2022.1 was used to estimate potential project-generated and exiting land use operational GHG emissions from area sources (landscape maintenance), natural gas combustion, electrical generation, water supply and wastewater treatment, solid waste, and off-road equipment (forklifts). As with the air quality analysis, mobile source GHG emissions were estimated using CalEEMod based on EMFAC2021 emission factors. Emissions from each category—area sources, energy sources, mobile sources, solid waste, water supply and wastewater treatment, and off-road equipment—are discussed in the following text with respect to the project. For additional details, see Section 3.3 for a discussion of operational emission calculation methodology and assumptions, specifically for area, energy (natural gas), and mobile sources. Operational year 2025 was assumed to be the first full year of operation following completion of construction.

Area Sources

CalEEMod was used to estimate GHG emissions from the project's area sources, including operation of gasoline-powered landscape maintenance equipment, which produce minimal GHG emissions. It was assumed that 100% of the landscaping equipment would be gasoline powered. Consumer product use and architectural coatings result in VOC emissions, which are analyzed in air quality analysis only, and low to no GHG emissions.

Energy Sources

The estimation of operational energy emissions was based on CalEEMod land use defaults and square footage of the project's land uses. For non-residential buildings, CalEEMod energy intensity value (electricity or natural gas usage per square foot per year) assumptions were based on the California Commercial End-Use Survey database. Emissions are calculated by multiplying the energy use by the utility carbon intensity (pounds of GHGs per kilowatt-hour for electricity or 1,000 British thermal units for natural gas) for CO_2 and other GHGs.

The current Title 24, Part 6 standards, referred to as the 2022 Title 24 Building Energy Efficiency Standards, became effective on January 1, 2023. The current version of CalEEMod assumes compliance with the 2019 Title 24 Building Energy Efficiency Standards (CAPCOA 2021).

The CalEEMod default energy intensity factor (CO_2, CH_4, and N_2O mass emissions per kilowatt-hour) were utilized for Southern California Edison. SB X1 2 established a target of 33% from renewable energy sources for all electricity providers in California by December 31, 2020, and SB 100 calls for further development of renewable energy, with a target of 44% by December 31, 2024; 52% by December 31, 2027; and 60% by December 31, 2030. As such, GHG emissions associated with project electricity demand would continue to decrease over time.

Mobile Sources

All details for criteria air pollutants discussed in Section 3.3 are also applicable for the estimation of operational mobile source GHG emissions. It was assumed that the warehouse would operate 7 days per week; therefore, 365 days of vehicle emissions were assumed. Regulatory measures related to mobile sources include Assembly Bill (AB) 1493 (Pavley) and related federal standards. AB 1493 required that CARB establish GHG emission standards for automobiles, light-duty trucks, and other vehicles determined by CARB to be vehicles that are primarily used for noncommercial personal transportation in the state. In addition, the National Highway Traffic Safety Administration and EPA have established corporate fuel economy standards and GHG emission standards, respectively, for automobiles and light-, medium-, and heavy-duty vehicles. Implementation of these standards and fleet turnover (replacement of older vehicles with newer ones) will gradually reduce emissions from the project's motor vehicles. The effectiveness of fuel economy improvements was evaluated to the extent it was captured in the EMFAC2021 emission factors for motor vehicles in 2025.

Solid Waste

The project would generate solid waste and therefore, would result in CO_2e emissions associated with landfill off-gassing. CalEEMod default values for solid waste generation were used to estimate GHG emissions associated with solid waste.

Water and Wastewater

Supply, conveyance, treatment, and distribution of water for the project require the use of electricity, which would result in associated indirect GHG emissions. Similarly, wastewater generated by the project requires the use of electricity for conveyance and treatment, along with GHG emissions generated during wastewater

treatment. Water consumption estimates for both indoor and outdoor water use and associated electricity consumption from water use and wastewater generation were estimated using CalEEMod default values.

Off-Road Equipment

The SCAQMD published a summary of operational survey results from 34 operating high-cube warehouses (SCAQMD 2014). The SCAQMD survey reported an average of 0.12 forklifts/pallet jacks per 1,000 square feet of building area, which was applied to the project. Note that this estimate is for total forklifts and pallet jacks. Pallet jacks are small as they are primarily used to lift small loads in tight quarters (and are electric or manual); therefore, assuming all pieces of equipment are forklifts is conservative. For the project, a total of seven forklifts were assumed. All seven forklifts are assumed to operate 8 hours per day and 7 days per week at the project site, see Appendix A-1 for details.

The estimated operational (year 2025) net GHG emissions (project-generated GHG emissions minus existing land use GHG emissions) from area sources, energy usage, motor vehicles, solid waste generation, water usage and wastewater generation, and off-road equipment are shown in Table 3.8-2.

Table 3.8-2. Estimated Annual Operational Greenhouse Gas Emissions

Emission Source	CO_2	CH_4	N_2O	CO_2e
	metric tons per year			
Proposed Project				
Mobile	611	0.04	0.08	636
Area	1.09	<0.01	<0.01	1.09
Energy	300	0.02	<0.01	301
Water	26.9	0.41	0.01	39.9
Water supply and wastewater	4.50	0.45	0.00	15.7
			Project Total	**994**
			Amortized Construction Emissions	*29.5*
			Total Emissions (Proposed Project + Amortized Construction Total)	**1,023.50**

Source: Appendix A-1.
Notes: CO_2 = carbon dioxide; CH_4 = methane; N_2O = nitrous oxide; CO_2e = carbon dioxide equivalent.
1 Includes MM-AQ-2, which requires the use of electric powered forklifts during opreation of the project. To provide a conservative estiamte of emissions, Electric forklifts energy demand is calculated in the energy source categorey.

As shown in Table 3.8-2, estimated annual generated GHG emissions would be approximately 994 MT CO_2e per year as a result of project operation. Estimated annual operational emissions in 2025 with amortized project construction emissions of approximately 30 MT CO_2e per year would be approximately 1,024 MT CO_2e per year. Annual operational GHG emissions with amortized construction emissions would not exceed the SCAQMD recommended threshold of 3,000 MT CO_2e per year.

b) Would the project generate conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

Potential to Conflict with State Reduction Targets and CARB's Scoping Plan

Less-than-Significant Impact. The California State Legislature passed the Global Warming Solutions Act of 2006 (AB 32) to provide initial direction to limit California's GHG emissions to 1990 levels by 2020 and initiate the state's long-range climate objectives. Since the passage of AB 32, the State has adopted GHG emissions reduction targets for future years beyond the initial 2020 horizon year. For the project, the relevant GHG emissions reduction targets include those established by SB 32 and AB 1279, which require GHG emissions be reduced to 40% below 1990 levels by 2030, and 85% below 1990 levels by 2045, respectively. In addition, AB 1279 requires the state achieve net zero GHG emissions by no later than 2045 and achieve and maintain net negative GHG emissions thereafter.

As defined by AB 32, CARB is required to develop The Scoping Plan, which provides the framework for actions to achieve the State's GHG emission targets. The Scoping Plan is required to be updated every five years and requires CARB and other state agencies to adopt regulations and initiatives that will reduce GHG emissions statewide. As discussed in Section 4.2, the first Scoping Plan was adopted in 2008, and was updated in 2014, 2017, and most recently in 2022. Although the Scoping Plan is not directly applicable to specific projects, nor is it intended to be used as the sole basis for project-level evaluations, it is the official framework for the measures and regulations that will be implemented to reduce California's GHG emissions in alignment with the adopted targets. Therefore, a project would be found to not conflict with the statutes if it would meet the Scoping Plan policies and would not impede attainment of the goals therein.

CARB's 2017 Climate Change Scoping Plan update was the first to address the state's strategy for achieving the 2030 GHG reduction target set forth in SB 32 (CARB 2017b), and the most recent CARB 2022 Scoping Plan for Achieving Carbon Neutrality update outlines the state's plan to reduce emissions and achieve carbon neutrality by 2045 in alignment with AB 1279 and assesses progress is making toward the 2030 SB 32 target (CARB 2022). As such, given that SB 32 and AB 1279 are the relevant GHG emission targets, the 2017 and 2022 Scoping Plan updates that outline the strategy to achieve those targets, are the most applicable to the project.

The 2017 Scoping Plan included measures to promote renewable energy and energy efficiency (including the mandates of SB 350), increase stringency of the LCFS, measures identified in the Mobile Source and Freight Strategies, measures identified in the proposed Short-Lived Climate Pollutant Plan, and increase stringency of SB 375 targets. The 2022 Scoping Plan builds upon and accelerates programs currently in place, including moving to zero-emission transportation; phasing out use of fossil gas use for heating homes and buildings; reducing chemical and refrigerants with high GWP; providing communities with sustainable options for walking, biking, and public transit; and displacement of fossil-fuel fired electrical generation through use of renewable energy alternatives (e.g., solar arrays and wind turbines) (CARB 2022). Many of the measures and programs included in the Scoping Plan would result in the reduction of project-related GHG emissions with no action required at the project-level, including GHG emission reductions through increased energy efficiency and renewable energy production (SB 350), reduction in carbon intensity of transportation fuels (LCFS), and the accelerated efficiency and electrification of the statewide vehicle fleet (Mobile Source Strategy).

Regarding VMT reduction efforts, a Supplemental Vehicle Miles Traveled Analysis (Attachment D of the Scoping Plan) was prepared based on the Total VMT per Service Population (employees) for the Antelope Valley Region to evaluate potential VMT impacts at the regional level. As detailed in Attachment D of the Scoping Plan, there would be no net increase in VMT per Service Population with the project and there would be a slight decrease in the total regional VMT (including truck trips) with the project, since the project would fulfill a need for industrial warehouse uses and employment opportunities where one does not currently exist, thus eliminating the need to travel farther distances for such services and employment opportunities. As such, the project would support the 2017 and 2022 Scoping Plan Update's goals by resulting in a VMT reduction in the region.

Table 3.8-3 highlights measures that have been developed under the 2017 Scoping Plan and presents the project's consistency with the applicable 2017 Scoping Plan measures.

Table 3.8-3. Project Potential to Conflict with the 2017 Scoping Plan GHG Reduction Measures

Action	Potential to Conflict
Transportation Sector	
Advanced Clean Cars	*No conflict.* The project's employees and customers would purchase vehicles in compliance with CARB vehicle standards that are in effect at the time of vehicle purchase.
Low Carbon Fuel Standard	*No conflict.* Motor vehicles driven by the project's employees and customers would use compliant fuels.
Last-Mile Delivery	*No conflict.* The location of the project would support this measure with locating distribution closer to the end user. There would be a slight decrease in the total regional VMT with the project, since the project would fulfill a need for industrial warehouse uses and employment opportunities where one does not currently exist, thus eliminating the need to travel farther distances for such services and employment opportunities.
Reduction in VMT	*No Conflict.* The project would not prevent CARB from implementing this measure. As discussed above, there would be a slight decrease in the total regional VMT with the project.
Goods Movement Efficiency Measures 1. Port Drayage Trucks 2. Transport Refrigeration Units Cold Storage Prohibition 3. Cargo Handling Equipment, Anti-Idling, Hybrid, Electrification 4. Goods Movement Systemwide Efficiency Improvements 5. Commercial Harbor Craft Maintenance and Design Efficiency 6. Clean Ships 7. Vessel Speed Reduction	*No conflict.* The project would require zero emission cargo handling equipment (MM-AQ-2) and would not include cold storage.

Table 3.8-3. Project Potential to Conflict with the 2017 Scoping Plan GHG Reduction Measures

Action	Potential to Conflict
Heavy-Duty Vehicle GHG Emission Reduction ▪ Tractor-Trailer GHG Regulation ▪ Heavy-Duty Greenhouse Gas Standards for New Vehicle and Engines (Phase I)	*No conflict.* Heavy duty trucks accessing the project site would be subject to this measure.
Medium and Heavy-Duty GHG Phase 2	*No conflict.* Heavy duty trucks accessing the project site would be subject to this measure.
Electricity and Natural Gas Sector	
Energy Efficiency Measures (Electricity)	*No conflict.* The project would be constructed in accordance with CALGreen and Title 24 building standards.
Energy Efficiency (Natural Gas)	*No conflict.* The project would be constructed in accordance with CALGreen and Title 24 building standards.
Renewables Portfolio Standard (33% by 2020)	*No conflict.* The project would procure electricity from Southern California Edison (SCE), which is in compliance with this measure.
Renewables Portfolio Standard (50% by 2050)	*No conflict.* The project would procure electricity from SCE, which is on trajectory to be compliance with this measure.
Water Sector	
Water Use Efficiency	*No conflict.* The project would be constructed in accordance with CALGreen and Title 24 building standards.
Recycling and Waste Management Sector	
Mandatory Commercial Recycling	*No conflict.* The project would include recycling and solid waste diversion.

Source: CARB 2014, 2017a.
Notes: GHG = greenhouse gas; CARB = California Air Resources Board; VMT = vehicle miles traveled; SB = Senate Bill; N/A = not applicable.

Table 3.8-4 highlights the measures from the 2022 Scoping Plan that are relevant to the project.

Table 3.8-4. Project Potential to Conflict with 2022 Scoping Plan GHG Reduction Measures

Action	Potential to Conflict
GHG Emissions Reductions Relative to the SB 32 Target	
40% below 1990 levels by 2030	*No conflict.* Although the SB 32 GHG emissions reduction target is not an Action that is analyzed independently, it is included in Table 2-1 of the 2022 Scoping Plan for reference. The project would not obstruct or interfere with agency efforts to meet the SB 32 reduction goal.

Table 3.8-4. Project Potential to Conflict with 2022 Scoping Plan GHG Reduction Measures

Action	Potential to Conflict
Smart Growth / VMT Sector	
VMT per capita reduced 25% below 2019 levels by 2030, and 30% below 2019 levels by 2045	*No conflict.* The project would not obstruct or interfere with agency efforts to meet this regional VMT reduction goal, including through implementation of SB 375. As detailed below, the project would be consistent with the SCAG 2020–2045 RTP/SCS, which is the regional growth management strategy that targets per capita GHG reduction from passenger vehicles and light trucks in the Southern California Region pursuant to SB 375.
Light-duty Vehicle (LDV) Zero Emission Vehicles (ZEVs) Sector	
100% of LDV sales are ZEV by 2035	*No conflict.* As this action pertains to LDV sales within California, the project would not obstruct or interfere with its implementation.
Truck ZEVs Sector	
100% of medium-duty vehicle (MDV)/ heavy-duty vehicle (HDV) sales are ZEV by 2040	*No conflict.* As this action pertains to MDV and HDV sales within California, the project would not obstruct or interfere with its implementation.
Electricity Generation Sector	
Sector GHG target of 38 million metric tons of carbon dioxide equivalent ($MMTCO_2e$) in 2030 and 30 $MMTCO_2e$ in 2035 Retail sales load coverage[1] 20 gigawatts (GW) of offshore wind by 2045 Meet increased demand for electrification without new fossil gas-fired resources	*No conflict.* As this Action pertains to the statewide procurement of renewably generated electricity, the project would not obstruct or interfere with its implementation.
New Residential and Commercial Buildings Sector	
All electric appliances beginning 2026 (residential) and 2029 (commercial), contributing to 6 million heat pumps installed statewide by 2030	*No conflict.* The project would not obstruct or interfere with agency efforts to meet the all-electric appliance and heat pump goals.
Construction Equipment Sector	
25% of energy demand electrified by 2030 and 75% electrified by 2045	*No conflict.* As this Action pertains to the electrification of off-road equipment across California, the project would not obstruct or interfere with its implementation. However, the project would support the Action through the requirement that all cargo handling be zero-emission (MM-AQ-2).

Table 3.8-4. Project Potential to Conflict with 2022 Scoping Plan GHG Reduction Measures

Action	Potential to Conflict
Low Carbon Fuels for Transportation Sector	
Biomass supply is used to produce conventional and advanced biofuels, as well as hydrogen	*No conflict.* The project would not obstruct or interfere with agency efforts to increase the provision of low carbon fuels for transportation.
Low Carbon Fuels for Buildings and Industry Sector	
In 2030s biomethane blended in pipeline Renewable hydrogen blended in fossil gas pipeline at 7% energy (~20% by volume), ramping up between 2030 and 2040 In 2030s, dedicated hydrogen pipelines constructed to serve certain industrial clusters	*No conflict.* The project would not obstruct or interfere with agency efforts to increase the provision of low carbon fuels for use in buildings and industry.
High GWP Potential Emissions Sector	
Low GWP refrigerants introduced as building electrification increases, mitigating HFC emissions	*No conflict.* The project would not obstruct or interfere with agency efforts to introduce low GWP refrigerants.

Source: CARB 2022.
Note:
1 As noted in Table 2-1 of the 2022 Scoping Plan, SB 100 speaks only to retail sales and state agency procurement of electricity (i.e., wholesale or non-retail sales and losses from storage and transmission and distribution lines are not subject to the law).

Based on the analysis in Table 3.8-3 and Table 3.8-4, the project would not conflict with the applicable strategies and measures in the 2017 Scoping Plan and 2022 Scoping Plan, respectively.

The 2045 carbon neutrality goal required CARB to expand proposed actions in the 2022 Scoping Plan to include those that capture and store carbon in addition to those that reduce only anthropogenic sources of GHG emissions. However, the 2022 Scoping Plan emphasizes that reliance on carbon sequestration in the state's natural and working lands will not be sufficient to address residual GHG emissions, and achieving carbon neutrality will require research, development, and deployment of additional methods to capture atmospheric GHG emissions (e.g., mechanical direct air capture). Given that the specific path to neutrality will require development of technologies and programs that are not currently known or available, the project's role in supporting the statewide goal would be speculative and cannot be wholly identified at this time.

Overall, the project would comply will all regulations adopted in furtherance of the Scoping Plan to the extent applicable and required by law. As mentioned above, several Scoping Plan measures would result in reductions of project-related GHG emissions with no action required at the project-level, including those related to energy efficiency, reduced fossil fuel use, and renewable energy production by the utility. In addition, as identified previously, the project would result in a slight reduction in regional employee VMT,

as requiring electric cargo handling equipment, and EV charging stations. As demonstrated above, the project would not conflict with CARB's 2017 or 2022 Scoping Plan updates and with the state's ability to achieve the 2030 and 2045 GHG reduction and carbon neutrality goals.

Potential to Conflict with the Southern California Association of Governments 2020–2045 Regional Transportation Plan/Sustainable Communities Strategy

Less-than-Significant Impact. The following strategies are intended to be supportive of implementing Connect SoCal 2020 and reducing GHGs: focus growth near destinations and mobility options; promote diverse housing choices; leverage technology innovations; support implementation of sustainability policies; and promote a green region (SCAG 2020). The strategies that pertain to residential development and SCAG's support of local jurisdiction sustainability efforts would not apply to the project. The project's potential to conflict with the remaining applicable strategies is presented below.

- **Focus Growth Near Destinations and Mobility Options.** One of the strategies within Connect SoCal 2020 is to, among other aspects, expand job opportunities near transit and along center-focused main streets, as well as the promote the redevelopment of underperforming retail development and other outmoded non-residential uses. The project would not conflict with this strategy of the Connect SoCal 2020 as the project would fulfill a need for industrial warehouse uses and employment opportunities where one does not currently exist, thus eliminating the need to travel farther distances for such services and employment opportunities.
- **Leverage Technology Innovations.** One of the technology innovations identified in Connect SoCal 2020 that would apply to the project is the promotion and support of low emission technologies for transportation, such as alternative fueled vehicles to reduce per capita GHG emissions. The project would not conflict with SCAG's ability to implement this strategy and would utilize all-electric cargo handling equipment during operation and would include EV charging stations for vehicles.
- **Promote a Green Region.** The third applicable strategy within Connect SoCal 2020, for individual developments, such as the project, involves promoting a green region through efforts such as supporting local policies for renewable energy production and promoting more resource efficient development (e.g., reducing energy consumption) to reduce GHG emissions. As noted in Section 2, Project Description and mitigation measure AQ-2, the project would incorporate multiple design features that would reduce GHGs, electric cargo handling equipment, and EV charging stations.

Based on the analysis above, the project would be consistent with Connect SoCal 2020.

Summary

As shown above, the project would not conflict with CARB's 2017 or 2022 Scoping Plan updates and with the state's ability to achieve the 2030 and 2045 GHG reduction and carbon neutrality goals, and SCAG's Connect SoCal 2020. Therefore, impacts related to the consistency with an appliable GHG reduction plan would be less than significant.

3.9 Hazards and Hazardous Materials

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
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 that 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?	☐	☐	☐	☒

a) ***Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?***

Short-Term Construction Impacts

Less-than-Significant Impact. In October 2022, a Phase I Environmental Site Assessment was prepared by Hazard Management Consulting Inc. to characterize the potential hazards associated with the historical and current uses of the project site and surrounding areas, which has been included as Appendix G to this document. Historical uses of the project site included residential land and vacant land from as early as 1966. Additional vehicle parking was developed in 1989 at the project site, later the open-air structures present today, developed in 1994. The site appeared to be occupied by various individuals and some of them may have operated businesses from their homes. The project site was first seen with vehicle storage in 1985. The site remains in residential and open-air structure uses until the residential portions of the site were first seen as vacant land again in 2012. Currently, the site has vacant land, residential use, and open-air structures.

Based on the results of the research, available data, and a site survey, the Phase I Environmental Site Assessment (Appendix G) identified grease and oil superficial staining and crushed asphalt/paving fabric that may contain asbestos. Demolition of the crushed asphalt/paving fabric can cause encapsulated asbestos-containing materials (ACM) (if present) to become friable and, once airborne, would be considered a carcinogen. A carcinogen is a substance that causes cancer or helps cancer grow. Such releases could pose significant risks to persons living and working in and around the project area, as well as to project construction workers. Due to this likelihood of ACMs being present on the site, a pre-demolition ACM survey should be conducted prior to any disturbance of suspected ACMs.

Abatement of all ACM encountered during any future building demolition activities would be required to be conducted in accordance with all applicable laws and regulations, including those of the EPA (which regulates disposal), Occupational Safety and Health Administration (OSHA), U.S. Department of Housing and Urban Development, Cal/OSHA (which regulates employee exposure), and SCAQMD.

For example, the EPA requires that all asbestos work performed within regulated areas be supervised by a person who is trained as an asbestos supervisor (EPA Asbestos Hazard Emergency Response Act, 40 CFR 763). SCAQMD's Rule 1403 requires that buildings undergoing demolition or renovation be surveyed for ACM prior to any demolition or renovation activities. Should ACM be identified, Rule 1403 requires that ACM be safely removed and disposed of at a regulated disposal site, if possible. If it is not possible to safely remove ACM, Rule 1403 requires that safe procedures be used to demolish the building with asbestos in place without resulting in a significant release of asbestos to the environment. Additionally, during demolition, grading, and excavation, all construction workers would be required to comply with the requirements of Title 8 of the California Code of Regulations, Section 1529 (Asbestos), which provides the exposure limits, exposure monitoring, respiratory protection, and good working practices by workers exposed to asbestos.

Mandatory compliance with these regulatory requirements would ensure that construction workers and the public are not exposed to significant ACM health hazards during demolition and/or transport of demolition waste to an appropriate disposal facility, and would ensure that impacts related to ACM less than significant.

Upon completion of soil remediation efforts in compliance with the guidelines outlined in Appendix G potentially hazardous materials would likely be handled on the project site as part of project construction. These materials would include gasoline, diesel fuel, lubricants, and other petroleum-based products required to operate and maintain construction equipment. Handling of these potentially hazardous materials would be temporary and would coincide with the short-term construction phase of the project.

Although these materials would likely be stored on the project site, storage would be required to comply with the guidelines set forth by each product's manufacturer and with all applicable federal, state, and local regulations pertaining to the storage of hazardous materials. Consistent with federal, state, and local requirements, the transport of hazardous materials to and from the project site would be conducted by a licensed contractor. Any handling, transport, use, or disposal of hazardous materials would comply with all relevant federal, state, and local agencies and regulations, including EPA, the California Department of Toxic Substances Control, OSHA, the California Department of Transportation (Caltrans), the Resource Conservation and Recovery Act, and the SCAQMD. Therefore, with compliance with applicable regulations, short-term construction impacts related to the transport, use or disposal of hazardous materials would be less than significant.

Long-Term Operational Impacts

Less-than-Significant Impact. Potentially hazardous materials associated with project operations would include materials used during typical cleaning and maintenance activities. Although these potentially hazardous materials would vary, they would generally include household cleaning products, paints, fertilizers, and herbicides and pesticides. Many of these materials are considered household hazardous wastes, common wastes, and/or universal wastes by the EPA, which considers these types of wastes to be common to businesses and households and to pose a lower risk to people and the environment than other hazardous wastes when properly handled, transported, used, and disposed of (EPA 2023b). Federal, state, and local regulations typically allow these types of wastes to be handled and disposed of with less stringent standards than other hazardous wastes, and many of these wastes do not have to be managed as hazardous waste. Additionally, any potentially hazardous material handled on the project site would be limited in both quantity and concentrations, consistent with other similar industrial uses located in the City, and any handling, transport, use, and disposal would comply with applicable federal, state, and local agencies and regulations. Further, as mandated by OSHA (OSHA n.d.), all hazardous materials stored on the project site would be accompanied by a Material Safety Data Sheet, which would inform employees and first responders as to the necessary remediation procedures in the case of accidental release. Therefore, long-term operational impacts associated with hazardous materials would be less than significant.

b) ***Would the project 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. Refer to response provided in Section 3.9(a).

c) ***Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?***

Less-than-Significant Impact. The nearest school to the project site is Highland Head Start located adjacent to the project site.

Short-Term Construction Impacts

As described in Section 3.9(a), demolition and construction of the project would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials or create a significant hazard to the public or the environment involving the release of hazardous materials into the environment. Additionally, as described in detail in Section 3.3, Air Quality, a construction health risk assessment (HRA) was prepared to evaluate the health impacts of diesel particulate matter (DPM), a carcinogenic air toxic, that would be emitted from construction equipment associated with the project. The HRA evaluated the Project's potential cancer and noncancer health impacts using exposure periods appropriate to evaluate long-term emission increases (third trimester to 30 years), and took into account the exposure duration for a student who would both live in proximity of the project and attend school at the Highland Head Start. As shown in Table 3.3-7 in Section 3.3, the project construction activities would result in a Residential Maximum Individual Cancer Risk of 29.63 in 1 million, which is greater than the significance threshold of 10 in 1 million. Project construction would result in a Residential Chronic Hazard Index of 0.01, which is below the 1.0 significance threshold. The Project construction TAC health risk impacts would be potentially significant, and MM-AQ-1 is required to reduce impacts to levels less than significant. No additional mitigation beyond MM-AQ-2 is required for construction-related impacts within 0.25-mile of a school. With these mitigation measures incorporated, impacts from construction would be less than significant.

Long-Term Operational Impacts

As described in Section 3.9(a), the long-term operations of the proposed project would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials or create a significant hazard to the public or the environment involving the release of hazardous materials into the environment. Use of extremely hazardous materials and accumulation of acutely hazardous wastes are not anticipated.

Additionally, as discussed in Section 3.3, Air Quality, an operational HRA was prepared to evaluate the health impacts of diesel particulate matter (DPM), a carcinogenic air toxic, that would be emitted from operational truck traffic associated with the project. As shown in Table 3.3-10 in Section 3.3, the DPM emissions from operation of the project would result in a Residential Maximum Individual Cancer Risk of 65.3 in 1 million and a Residential Chronic Hazard Index of 0.01. These impact levels would be greater than the SCAQMD significance threshold resulting in a potentially significant impact and MM-AQ-2 is required to reduce impacts to levels less than significant. No additional mitigation beyond MM-AQ-2 is required for operational-related impacts within 0.25-mile of a school. With these mitigation measures incorporated, impacts from long-term operations would be less than significant.

d) ***Would the project be located on a site that 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?***

No Impact. The project site is not included on any hazardous waste site lists, including the California Department of Toxic Substances Control's EnviroStor database, the State Water Resources Control Board's GeoTracker site, the Cortese list, or other lists compiled pursuant to Section 65962.5 of the Government Code (EPA 2023c; DTSC 2023; SWRCB 2023b). Therefore, no impacts associated with hazardous materials sites would occur.

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 San Bernardino International Airport and Trade Center (SBIA) is located approximately 0.70 miles south of the project site. The SBIA includes two distinct components: (1) the airport portions (and related facilities) of the former Norton Air Force Base, and (2) the Trade Center, which encompasses the non-airport related portions of the former base. The project site is located within the Airport Influence Area (General Plan Figure 6-7) outlined in the City's General Plan (City of Highland 2006). As required by state law for real estate transactions within the Airport Influence Area, notification/disclosure statements are required to alert potential buyers and tenants of the presence of and potential impacts from the San Bernardino International Airport. The San Bernardino Airport Land Use Plan is currently being drafted and was not available at the time of this report. Nonetheless, the Federal Aviation Administration Regulations Title 14 Part 77 determines restrictions to obstructions and height limitations for structures taller than 200 feet or within 20,000 feet of an airport. The proposed project would be consistent with the general land use of the area. Additionally, the project would be consistent with Section 19.20.015 Noise Standards. Therefore, impacts would be less than significant.

f) *Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?*

Less-than-Significant Impact. The City of Highland has an Emergency Operations Plan to ensure the most effective and economical allocation of resources for the maximum benefit and protection of the City in times of emergency. No revisions to this plan would occur as a result of the project. The project does not propose any changes to the geometry of evacuation route roadways to the extent that these roadways' ability to serve as emergency evacuation routes would be compromised. As a result, the project would not significantly affect emergency response or evacuation activities. Therefore, impacts would be less than significant.

g) *Would the project expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?*

No Impact. The City's General Plan does not designate the project site as an area that would be at risk from wildland fires. Although there are currently some isolated vacant lots in the vicinity of the project site, the area surrounding the project site is largely developed and would not likely aid the spread of wildfire. Therefore, no direct or indirect impacts due to wildfire would occur.

3.10 Hydrology and Water Quality

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
X. HYDROLOGY AND WATER QUALITY – Would the project:				
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	☐	☐	☒	☐
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that 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 on- or off-site;	☐	☐	☒	☐
ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- 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?	☐	☐	☒	☐

a) ***Would the project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?***

Short-Term Construction Impacts

Less-than-Significant Impact. Construction of the project would include earthwork activities that could potentially result in erosion and sedimentation, which could subsequently degrade downstream receiving waters and violate water quality standards. Stormwater runoff during the construction phase may contain silt and debris, resulting in a short-term increase in the sediment load of the municipal storm drain system.

Substances such as oils, fuels, paints, and solvents may be inadvertently spilled on the project site and subsequently conveyed via stormwater to nearby drainages, watersheds, and groundwater.

For stormwater discharges associated with construction activity in the State of California, the State Water Resources Control Board (SWRCB) has adopted the General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities (Construction General Permit) to avoid and minimize water quality impacts attributable to such activities. The Construction General Permit applies to all projects in which construction activity disturbs more than one acre or more of soil. Construction activity subject to this permit includes clearing, grading, and disturbances to the ground, such as stockpiling and excavation. The Construction General Permit requires the development and implementation of a SWPPP, which would include and specify water quality BMPs designed to prevent pollutants from contacting stormwater and keep all products of erosion from moving off site into receiving waters (in this case, the City Creek Bypass Channel, the Twin Creek Channel, the Prado Flood Control Basin, the Santa Ana River, and its discharge into the Pacific Ocean). Routine inspection of all BMPs is required under the provisions of the Construction General Permit, and the SWPPP must be prepared and implemented by qualified individuals as defined by the SWRCB (SWRCB 2023a).

The City of Highland is a co-permittee under San Bernardino County's National Pollution Discharge Elimination System (NPDES) Permit (No. CAS618036), and as such is required to adhere to the County-wide NPDES permit requirements. Because land disturbance for project construction activities would exceed one acre, the project Applicant would be required to obtain coverage under the Construction General Permit issues by the SWRCB prior to the start of construction within the project site. Specifically, the Construction General Permit requires that the following be kept on site at all times: (i) a copy of the Notice of Intent to Comply with Terms of the General Permit to Discharge Water Associated with Construction Activity; (ii) a waste discharge identification number issues by the SWRCB; (iii) a SWPPP and Monitoring Program Plan for the construction activity requiring the construction permit; and (iv) records of all inspections, compliance and non-compliance reports, evidence of self-inspection, and good housekeeping practices.

The SWPPP requires the construction contractor to implement water quality BMPs to ensure that water quality standards are met, and that stormwater runoff from the construction work areas do not cause degradation of water quality in receiving water bodies. The SWPPP must describe the type, location, and function of stormwater BMPs to be implemented, and must demonstrate that the combination of BMPs selected are adequate to meet the discharge prohibitions, effluent standards, and receiving water limitations are contained in the Construction General Permit. Therefore, short-term construction impacts associated with water quality, stormwater drainage, and stormwater runoff would be less than significant.

Long-Term Operational Impacts

Less-than-Significant Impact. The project would be subject to the municipal stormwater permit, the Municipal Separate Storm Sewer System (MS4) Permit, issued to San Bernardino County and incorporated cities within the County by the Santa Ana Regional Water Quality Control Board. The MS4 Permit requires implementation of Low Impact Development BMPs to prevent pollutants from being discharged off site by mimicking pre-development site hydrology and feasible source control. The Low Impact Development Ordinance is designed to reduce runoff from impervious surfaces, including new development, through landscape design that promotes water retention, permeable surface design,

natural drainage systems, and on-site retention where feasible (RWQCB 2010). These project-specific designs would reduce impacts to water quality associated with redevelopment.

As required by the San Bernardino County Municipal Separate Stormwater Sewer System NPDES Permit, a preliminary Water Quality Management Plan (WQMP) was prepared for the project in February 2023 (Appendix H-1). The WQMP is a post-construction management program that outlines implementation measures to ensure water quality standards are met, including implementation of source control and operational BMPs such as designing landscape to minimize irrigation and runoff; utilizing covered and leak proof trash dumpsters; and sweeping and litter control of loading areas in order to prevent pollutants from entering runoff. The WQMP would be implemented prior to the issuance of grading/building permits as required by the San Bernardino County Municipal Separate Stormwater Sewer System NPDES Permit. The project would not violate any water quality standards or waste discharge requirements during long-term operation through compliance with the WQMP. Therefore, long-term operational impacts associated with water quality, stormwater drainage, and stormwater runoff would be less than significant.

In summary, project grading and construction would be completed in accordance with an NPDES-mandated SWPPP, which would include standard BMPs to reduce potential off-site water quality impacts related to erosion and incidental spills of petroleum products and hazardous substances from equipment. Surface water runoff during project operations would be managed through the use of a proposed underground infiltration/detention system on the southwest corner of the project site. Therefore, the project would not violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality and water quality impacts would be less than significant.

b) ***Would the project substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?***

Groundwater Supplies

Less-than-Significant Impact. The project site is located within the service area of the EVWD. EVWD's main water supply is from the Bunker Hill Basin which has the capacity to provide 70,000 acre-foot per year from groundwater and surface water resources. The proposed project would connect to an existing 30-inch water service line located along 5th Street.

Additionally, according to the geotechnical investigation (Appendix F), groundwater was not encountered during test excavations, which extended to a maximum depth of 6 feet. As such, the project's subsurface construction activities, which would only extend a few feet below grade, are highly unlikely to encounter groundwater, and dewatering activities are not anticipated to be necessary. Therefore, impacts associated with groundwater supplies would be less than significant.

Groundwater Recharge

Less-than-Significant Impact. Although not fully developed, the project site is highly disturbed and does not contain a groundwater recharge basin or other facilities that promote groundwater recharge. Thus, under the existing condition, the project site is not considered an important location for groundwater recharge. Following construction, the project site would contain landscape areas and other pervious

surfaces that would allow for water to percolate into the subsurface soils compared to the existing conditions. Therefore, impacts associated with groundwater recharge would be less than significant.

c) ***Would the project 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 on- or off-site?***

Less-than-Significant Impact. Under the existing conditions, the project site consists of residential home, storage garages, and vacant land. The project would result in the demolition and removal of the existing structures on the project site and the construction of new paved surfaces, a warehouse building, and landscape areas. Existing on-site runoff sheet flows northeast to 5th Street. Off-site runoff is collected by an existing storm drain system in 5th Street. The existing drainage system would serve as an emergency overflow for the proposed 72-inch corrugated metal pipe infiltration system. The project would also include a new engineered storm drainage system that would feature structural BMPs, including an infiltration/detention system to treat and manage on-site stormwater flows. The proposed infiltration/detention system would be designed to capture 100% of a 100-year storm event and would minimize the potential for siltation or erosion on or off site. The project's proposed storm drain system would be designed to conform with all applicable federal, state and local requirements related to drainage, hydrology, and water quality, including the current MS4 Permit adopted by the Santa Ana Regional Water Quality Control Board. Additionally, the project's structural BMPs would be designed such any potential sediments collected on site are captured in retention facilities so that they would not be conveyed to downstream waters and result in siltation.

As such, altering the on-site drainage pattern would be conducted in a manner consistent with all applicable standards related to the collection and treatment of stormwater, such that they would not result in substantial erosion or siltation on or off site. Therefore, impacts associated with altering the existing drainage pattern of the project site would be less than significant.

ii) ***Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite?***

Less-than-Significant Impact. As discussed in Section 3.10(c)(i), the project would increase the amount of impervious surfaces on the project site and inevitably alter the existing on-site drainage pattern. Runoff generated by the project site would be routed to the proposed underground infiltration/detention system on the western side of the project site through a combination of roof drains, storm drains, curbs, and gutters. The development of the existing site into the proposed project would not create any adverse impacts downstream for storm events up to the 100-year storm. There would not be an increase in the existing discharge from the site in both the 10-year and 100-year events due to the proposed infiltration basin that would be sized to capture and infiltrate the 100-year rainfall event. Discharge from the site would greatly decrease from the existing condition.

Under existing conditions, stormwater runoff sheet flows southwest to 5th Street. There are currently no existing storm drain facilities on the western side of the project site to capture surface runoff, and stormwater is collected in a storm drain system in 5th Street. As such, the proposed project would not increase the amount of surface runoff and impacts would be less than significant.

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?

Less-than-Significant Impact. As discussed in Section 3.10(c)(i), the project would increase the amount of impervious surfaces on the project site and inevitably alter the existing on-site drainage pattern. Runoff generated by the project site would be routed to the proposed underground infiltration/detention system on the southwest side of the project site through a combination of roof drains, storm drains, curbs, and gutters.

The proposed on-site underground infiltration/detention system was designed to infiltrate 100% of the 100-year storm event. However, if the proposed underground infiltration/retention chamber system reaches capacity, flows would then be discharged through a proposed 4-inch curb opening outlet in the southwest corner that would outlet to the westerly portion of the site. that would lead to the existing 5th Street storm drain system that would serve as an emergency spillway (Preliminary Drainage Report, Appendix H-2). According to the Preliminary Drainage Report (Appendix H-2) prepared for the project, the underground infiltration/detention system has the capacity to retain 14,803 cubic feet of stormwater before any stormwater is allowed to discharge from the project site, which is large enough to accommodate a 100-year storm event. The analysis concluded that the drainage and storm drain facilities are adequately sized to handle a 100-year design storm event, consistent with the methodology outlined in the San Bernardino County Flood Control District Hydrology Manual. Therefore, impacts associated with the project creating or contributing runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff would be less than significant.

iv) Impede or redirect flood flows?

No Impact. According to the Federal Emergency Management Agency Flood Insurance Rate Maps No. 06071C8701J and 06071C8702H (FEMA 2016), the project site is located in Zone X which is located outside of the 0.2% Annual Chance Flood Hazard Zone (500-year floodplain) and is within an area with reduced flood risk due to levee. Implementation of the project would not substantially impede or redirect flood flows. Therefore, no impacts associated with flooding would occur.

d) In flood hazard, tsunami, or seiche zones, would the project risk release of pollutants due to project inundation?

Less-than-Significant Impact. The project site is located approximately 70 miles east of the Pacific Ocean. Because of the project site's inland location, the project would not be subject to tsunami. Additionally, due to the lack of a larger adjacent perennial waterbody such as a reservoir or lake, the project site would not be susceptible to seiche. Further, the project site's relatively flat topography and lack of nearby hillside would eliminate any impact-related mudflow. However, the project site, along with most of the City of Highland, is within the limit of flooded area with dam failure of the Seven Oaks Dam and 500-Year floodplain

(City of Highland 2006). The Seven Oaks Dam has been designed to resist an earthquake measuring 8.0 on the Richter scale and is designed to provide flood protection during 350-year storm events. Based on these design characteristics and ongoing maintenance of the dam's structural integrity, it is highly unlikely that the project site would be subject to inundation due to failure of the Seven Oaks Dam. Therefore, due to the low likelihood that the Seven Oaks Dam would be subject to failure and because the project would not involve the uncontained storage of pollutants outside of the proposed building, the project would not risk release of pollutants due to inundation associated with these natural phenomena, and impacts would be less than significant.

e) ***Would the project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?***

Less-than-Significant Impact. Refer to responses provided in Section 3.10(a) and 3.10(b). The project would comply with regional and local regulations requiring preparation of a SWPPP and would not obstruct existing water quality control plans or groundwater sustainable management plans. In addition, the project applicant would comply with the project specific WQMP during operation activities. The proposed project would provide an on-site infiltration/detention basin, which would help the City sustainably manage groundwater levels. Therefore, impacts associated with conflict with a water quality control plan or sustainable groundwater management plan would be less than significant.

3.11 Land Use and Planning

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
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?	☐	☐	☒	☐

a) ***Would the project physically divide an established community?***

No Impact. The physical division of an established community is typically associated with the construction of a linear feature, such as a major highway or railroad tracks, or removal of a means of access, such as a local road or bridge, which would impair mobility within an existing community or between a community and an outlying area. Currently, the project site is located within an area of the City that is primarily zoned for business park and industrial uses, and thus, is not used as a connection between two established communities.

Instead, connectivity in the surrounding project area is facilitated via local roadways and pedestrian facilities. Despite the nearby scattered residential uses, the project would not impede movement between these

residences within the project area, within an established community, or from one established community to another. Therefore, no impacts associated with division of an existing community would occur.

b) ***Would the project 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 City's Zoning Map designates the project site as BP. According to Section 16.24.020 (A), the primary purpose of the BP District is to provide appropriate regulations and suitable locations for light industrial, research and development, and office-based firms seeking pleasant and attractive working environments, and for business support services and commercial uses requiring large parcels. The Municipal Code identifies Warehousing and Wholesaling as permitted, subject to a conditional use permit application. As part of the City's site-plan review process, the City would thoroughly review all plans for the proposed project to ensure compliance with all applicable development standards set forth in the Municipal Code and other relevant land use plans, policies, and regulations. As part of the City's site-plan review process, the City has determined that the project would be consistent with all development standards required for the BP Zone, with the exception of Section 16.24.040 Employment district development standards, of the City's Municipal Code, which states that building heights are not to exceed 35 feet within the BP District. The project proposes a building height of 45. However, with the processing of a variance consistent with the procedures outlined in Section 16.08.870, which states that the City may permit such modification of the height regulations as are necessary to secure an appropriate improvement on a lot. As such, upon approval of Variance No. 23-001, the project's height could be allowed within in the BP District.

The City's General Plan Land Use Map designates the project site as BP within the 5th Street Corridor (City of Highland 2006). The BP land use permits a variety of light industrial, research and development, and office uses. The maximum floor area ratio permitted within the BP designation is 0.6 (City of Highland 2006). The proposed project would include construction of an industrial warehouse with a maximum floor area ratio of 0.43. As such, the proposed project is consistent with the permitted land use and maximum density permitted by the City.

The 5th Street Corridor is located along 5th Street from Tippecanoe Avenue to I-210. The purpose of the 5th Street Corridor is to take advantage of the increasing demand for industrial uses west of I-15 by providing opportunity to capture some of this potential employment growth by creating an area within the City dominated by Business Park and Industrial land uses (City of Highland 2006). Development of a light industrial warehouse would introduce additional processing and distribution opportunities in close proximity to the San Bernardino International Airport.

As such, the project would be consistent with local plans, policies, and regulations governing land use decisions. Therefore, impacts associated with applicable land use plans, policies, and regulations would be less than significant.

3.12 Mineral Resources

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
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?	☐	☐	☒	☐

a) ***Would the project 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 the City's General Plan, the project site is within an MRZ-2, meaning significant mineral deposits or likelihood of significant mineral deposits exist; however, the significance of the deposit is undetermined (City of Highland 2006).

The project site is located in an urbanized portion of the City and is bound by existing residential, commercial, and industrial development in all directions. Mineral resource mining is not a compatible use with these land uses. The project site is not large enough to effectively extract mineral resources. Considering the existing surrounding land uses and the incompatibility of mineral resource extraction activities in the project area, potential significant mineral resources within the project area are considered unavailable for extraction. Therefore, impacts associated with mineral resources would be less than significant.

b) ***Would the project 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?***

Less-than-Significant Impact. Refer to the response provided in Section 3.12(a).

3.13 Noise

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
XIII. NOISE – Would the project result in:				
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the 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?	☐	☐	☒	☐

Noise and Vibration Characteristics

Noise is defined as unwanted sound. Sound may be described in terms of level or amplitude (measured in decibels [dB]), frequency or pitch (measured in hertz or cycles per second), and duration (measured in seconds or minutes). The standard unit of measurement of the amplitude of sound is the decibel. Because the human ear is not equally sensitive to sound at all frequencies, a special frequency-dependent rating scale is used to relate noise to human sensitivity. The A-weighted decibel (dBA) scale performs this compensation by discriminating against low and very high frequencies in a manner approximating the sensitivity of the human ear. Several descriptors of noise (noise metrics) exist to help predict average community reactions to the adverse effects of environmental noise, including traffic-generated noise, on a community. These descriptors include the equivalent noise level over a given period (L_{eq}), the statistical sound level, the day–night average noise level (L_{dn}), and the Community Noise Equivalent Level (CNEL). Each of these descriptors uses units of dBA. Table 3.13-1 provides examples of A-weighted noise levels from common sounds. In general, human sound perception is such that a change in sound level of 3 dBA is barely noticeable, a change of 5 dBA is clearly noticeable, and a change of 10 dBA is perceived as doubling or halving the sound level.

Table 3.13-1. Typical Sound Levels in the Environment and Industry

Common Outdoor Activities	Noise Level (dBA)	Common Indoor Activities
–	110	Rock band
Jet flyover at 300 meters (1,000 feet)	100	–
Gas lawn mower at 1 meter (3 feet)	90	–

Table 3.13-1. Typical Sound Levels in the Environment and Industry

Common Outdoor Activities	Noise Level (dBA)	Common Indoor Activities
Diesel truck at 15 meters (50 feet), at 80 kilometers per hour (50 mph)	80	Food blender at 1 meter (3 feet) Garbage disposal at 1 meter (3 feet)
Noisy urban area, daytime gas lawn mower at 30 meters (100 feet)	70	Vacuum cleaner at 3 meters (10 feet)
Commercial area Heavy traffic at 90 meters (300 feet)	60	Normal speech at 1 meter (3 feet)
Quiet urban daytime	50	Large business office Dishwasher, next room
Quiet urban nighttime	40	Theater, large conference room (background)
Quiet suburban nighttime	30	Library
Quiet rural night time	20	Bedroom at night, concert hall (background)
—	10	Broadcast/recording studio
Lowest threshold of human hearing	0	Lowest threshold of human hearing

Source: Caltrans 2013.
Note: dBA = A-weighted decibel.

L_{eq} is a sound energy level averaged over a specified period (typically no less than 15 minutes for environmental studies). L_{eq} is a single numerical value that represents the amount of variable sound energy received by a receptor during a time interval. For example, a 1-hour L_{eq} measurement would represent the average amount of energy contained in all the noise that occurred in that hour. L_{eq} is an effective noise descriptor because of its ability to assess the total time-varying effects of noise on sensitive receptors.

Unlike the L_{eq} metrics, L_{dn} and CNEL metrics always represent 24-hour periods, usually on an annualized basis. L_{dn} and CNEL also differ from L_{eq} because they apply a time-weighted factor designed to emphasize noise events that occur during the evening and nighttime hours (when speech and sleep disturbance is of more concern). "Time weighted" refers to the fact that L_{dn} and CNEL penalize noise that occurs during certain sensitive periods. In the case of CNEL, noise occurring during the daytime (7:00 a.m.–7:00 p.m.) receives no penalty. Noise during the evening (7:00 p.m.–10:00 p.m.) is penalized by adding 5 dB, while nighttime (10:00 p.m.–7:00 a.m.) noise is penalized by adding 10 dB. L_{dn} differs from CNEL in that the daytime period is defined as 7:00 a.m.–10:00 p.m., thus eliminating the evening period. L_{dn} and CNEL are the predominant criteria used to measure roadway noise affecting residential receptors. These two metrics generally differ from one another by no more than 0.5 dB to 1 dB and, as such, are often treated as equivalent to one another.

Vibration

Vibration is an oscillatory motion through a solid medium in which the motion's amplitude can be described in terms of displacement, velocity, or acceleration. Vibration can be a serious concern, causing buildings to shake and rumbling sounds to be heard. In contrast to noise, vibration is not a common environmental problem. It is unusual for vibration from sources such as buses and trucks to be perceptible, even in locations close to major roads. Some common sources of vibration are trains, buses on rough roads, and construction activities, such as blasting, pile driving, and heavy earthmoving equipment.

Several different methods are used to quantify vibration. Peak particle velocity is defined as the maximum instantaneous peak of the vibration signal. Peak particle velocity is most frequently used to describe vibration impacts to buildings and is usually measured in inches per second. The root mean square amplitude is most frequently used to describe the effect of vibration on the human body and is defined as the average of the squared amplitude of the signal. Decibel notation is commonly used to measure root mean square. The decibel notation acts to compress the range of numbers required to describe vibration.

High levels of vibration may cause physical personal injury or damage to buildings. However, vibration levels rarely affect human health. Instead, most people consider vibration to be an annoyance that can affect concentration or disturb sleep. In addition, high levels of vibration can damage fragile buildings or interfere with equipment that is highly sensitive to vibration (e.g., electron microscopes). Most perceptible indoor vibration is caused by sources within buildings, such as operation of mechanical equipment, movement of people, or slamming of doors. Typical outdoor sources of perceptible vibration are construction equipment, steel-wheeled trains, and traffic on rough roads. If the roadway is smooth, the vibration from traffic is rarely perceptible.

Sensitive Receptors

Noise- and vibration-sensitive land uses are locations where people reside or where the presence of unwanted sound could adversely affect the use of the land. Residences, schools, hospitals, guest lodging, libraries, and some passive recreation areas would be considered noise and vibration sensitive and may warrant unique measures for protection from intruding noise. Sensitive receptors in the vicinity of the project site consist of a Head Start school located to the east, residential uses located to the north, east and west of the project site, and zoned residential uses to the north. These sensitive receptors represent the nearest sensitive land uses with the potential to be impacted by construction and/or operation of the project.

Existing Noise Conditions

Noise measurements were conducted in the vicinity of the project site on January 11, 2022, to characterize the existing noise levels. Table 3.13-2 provides the locations, dates, and times the noise measurements were taken. The noise measurements were taken using a Soft dB Piccolo sound level meter equipped with a 0.5-inch, pre-polarized condenser microphone with pre-amplifier. The sound level meter meets the current American National Standards Institute standard for a Type 2 (General Use) sound level meter. The accuracy of the sound level meter was verified using a field calibrator before and after the measurements, and the measurements were conducted with the microphone positioned approximately 5 feet above the ground.

Table 3.13-2. Measured Noise Levels

Receptor	Location	Date	Time	L_{eq} (dBA)	L_{max} (dBA)
ST1	East of project site, adjacent to a Head Start School at 26887 5th Street	1/11/22	11:41 a.m.–11:56 a.m.	63.8	84.5
ST2	North of project site, adjacent to residence at 26837 Mossway Street	1/11/22	12:04 p.m.–12:19 p.m.	63.6	79.4
ST3	Northeast of project site, adjacent to residence at 27014 5th Street	1/11/22	12:32 p.m.–12:47 p.m.	65.1	76.6

Table 3.13-2. Measured Noise Levels

Receptor	Location	Date	Time	L_{eq} (dBA)	L_{max} (dBA)
ST4	Southwest of project site, adjacent to residence at 26562 3rd Street	1/11/22	1:01 p.m.-1:16 p.m.	64.1	80.7

Source: Appendix I-1.
Notes: L_{eq} = equivalent continuous sound level (time-averaged sound level); dBA = A-weighted decibels; L_{max} = maximum sound level during the measurement interval.

Four short-term noise measurement locations (ST1-ST4) were conducted in the vicinity of the project site, as shown in Figure 11, Noise Measurement Locations. The measured L_{eq} and maximum noise levels are provided in Table 3.13-2. The field noise measurement data sheets are provided in Appendix I-1, Field Data Noise Sheets. The primary noise sources at the sites identified in Table 3.13-2 consisted of traffic on local roadways; other, secondary noise sources included occasional construction activities, and birds. As shown in Table 3.13-2, the measured sound levels ranged from approximately 64 dBA L_{eq} at ST1, ST2 and ST3 to approximately 65 dBA L_{eq} at ST4.

Regulatory Setting

Federal

There are no federal noise standards that would directly regulate environmental noise during construction and operation of the project. The following is provided because guidance summarized herein is used or pertains to the analysis.

Federal Transit Administration

In its Transit Noise and Vibration Impact Assessment guidance manual, the Federal Transit Administration (FTA) recommends a daytime construction noise level threshold of 80 dBA L_{eq} over an 8-hour period (FTA 2018) when detailed construction noise assessments are performed to evaluate potential impacts to community residences surrounding a project. Although this FTA guidance is not a binding regulation, it is provided here for comparison purposes in the absence of such limits at the state and local jurisdictional levels.

Federal Interagency Committee on Noise

Some guidance regarding the determination of a substantial permanent increase in ambient noise levels in the project vicinity above existing levels is provided by the 1992 findings of the Federal Interagency Committee on Noise (FICON) (FICON 1992), which assessed the annoyance effects of changes in ambient noise levels resulting from aircraft operations. The FICON recommendations are based upon studies that relate aircraft and traffic noise levels to the percentage of persons highly annoyed by the noise. Annoyance is a qualitative measure of the adverse reaction of people to noise that generates speech interference, sleep disturbance, or interference with the desire for a tranquil environment.

The rationale for the FICON recommendations is that it is possible to consistently describe the annoyance of people exposed to transportation noise in terms of L_{dn}. The changes in noise exposure that are shown in Table 3.13-3 are expected to result in equal changes in annoyance at sensitive land uses. Although the FICON recommendations were specifically developed to address aircraft noise impacts, they are used in this analysis to define a substantial increase in community noise levels related to all transportation noise sources and permanent non-transportation noise sources.

Table 3.13-3. Measures of Substantial Increase for Community Noise Sources

Ambient Noise Level Without Project (Ldn)	Significant Impact Assumed to Occur if the Project Increases Ambient Noise Levels by:
<60 dBA	+ 5 dBA or more
60-65 dBA	+ 3 dBA or more
>65 dBA	+ 2 dBA or more

Source: FICON 1992.
Notes: L_{dn} = day-night average noise level; dBA = decibels.

State

California Government Code

California Government Code Section 65302(f) mandates that the legislative body of each county and city adopt a noise element as part of its comprehensive general plan. The local noise element must recognize the land use compatibility guidelines established by the State Department of Health Services. The guidelines rank noise land use compatibility in terms of "normally acceptable," "conditionally acceptable," "normally unacceptable," and "clearly unacceptable" noise levels for various land use types. Single-family homes are "normally acceptable" in exterior noise environments up to 60 dBA CNEL and "conditionally acceptable" up to 70 dBA CNEL.[14] Multiple-family residential uses are "normally acceptable" up to dBA 65 CNEL and "conditionally acceptable" up to dBA 70 CNEL. Schools, libraries, and places of worship are "normally acceptable" up to 70 dBA CNEL, as are office buildings and business, commercial, and professional uses.

Local

City of Highland Municipal Code

Operational Noise Standards

Pursuant to Chapter 8.50 (Noise Control) of the Highland Municipal Code, allowable daytime (between the hours of 7:00 AM and 10:00 PM) and nighttime (between the hours of 10:00 PM and 7:00 AM) noise levels are as follows:

- Residential - 60 dBA daytime, 55 dBA nighttime.
- Commercial - 70 dBA daytime, 65 dBA nighttime.
- Industrial Zone - 75 dBA at any time.

Construction Noise Standards s

Pursuant to Section 8.50.060 (Exemptions), noise associated with "construction, repair, or excavation work performed pursuant to a valid written agreement with the city or any of its political subdivisions, which agreement provides for noise mitigation measures," is exempt. Because the proposed project does not include a Development Agreement or other agreement with the City or any of its political subdivisions, it is not exempt from performing a

[14] A "conditionally acceptable" designation implies new construction or development should be undertaken only after a detailed analysis of the noise reduction requirements for each land use is made and needed noise insulation features are incorporated in the design. By comparison, a "normally acceptable" designation indicates that standard construction can occur with no special noise reduction requirements.

construction noise analysis and providing adequate mitigation measures. The following includes an analysis of the project's construction noise impacts.

City of Highland General Plan

The City's General Plan Noise Element (City of Highland 2006) references the Municipal Code's noise standards as guidelines to evaluate the acceptability of noise impacts. These standards are used to assess long-term noise impacts on land uses. The Noise Element identifies noise problems in the community, quantifies existing and projected noise levels, addresses excessive noise exposure, and provides regulations to control noise. The General Plan Noise Element contains the following goals and policies that address noise and are applicable to the project:

Goal 7.1. Protect sensitive land uses and the citizens of Highland from annoying and excessive noise through diligent planning and regulation.

Policies:

- Enforce the City's Noise Control Ordinance consistent with health and quality of life goals and employ effective techniques of noise abatement through such means as a noise ordinance, building codes and subdivision and zoning regulations.
- Encourage the use of site planning and architectural techniques such as alternative building orientation and walls combined with landscaping to mitigate noise to levels consistent with interior and exterior noise standards.
- Require mitigation where sensitive uses are to be placed along transportation routes to ensure compliance with interior and exterior noise standards.
- Consider the compatibility of proposed land uses with the noise environment when preparing, revising or reviewing development proposals.

1. Require that site-specific noise studies be conducted by a qualified acoustic consultant utilizing acceptable methodologies while reviewing the development of sensitive land uses or development that has the potential to impact sensitive land uses. Also require a site-specific noise study if the proposed development could potentially violate the noise provisions of the General Plan or City ordinance.

Actions:

3) When site and architectural design features cannot sufficiently reduce adverse noise levels, or cannot be economically provided, require the provision of noise barriers/berms, provided that noise barriers:
   1. are sufficiently massive to prevent significant noise transmission and high enough to shield receiver from noise source;
   2. noise barriers exhibit a minimum acceptable density of four pounds per square foot (equivalent to ¾-inch plywood);
   3. contain no cracks or openings; and
   4. minimize the effect of flanking by bending the barrier back from the noise source at the end of the barrier.
4) Require landscaping treatment to be provided in conjunction with noise barriers to provide visual relief and to reduce aesthetic impacts.

6) Maintain a noise complaint file to document areas of excessive noise in the City.

Goal 7.3. Protect residents from the effects of "spill over" or nuisance noise.

Policies:

1. Enforce the City's Noise Control Ordinance so that new projects located in commercial or entertainment areas do not exceed stationary-source noise standards at the property line of proximate residential or commercial uses, as appropriate.
2. Prohibit new industrial uses from exceeding commercial or residential stationary-source noise standards at the most proximate land uses, as appropriate. (Industrial noise may spill over to proximate industrial uses so long as the combined noise does not exceed the appropriate industrial standards.)
3. Require that construction activities employ feasible and practical techniques to minimize noise impacts on adjacent uses. Particular emphasis shall be placed on the restriction of hours in which work other than emergency work may occur.
4. Require that the hours of truck deliveries to commercial properties abutting residential uses be limited unless there is no feasible alternative or there are overriding transportation benefits by scheduling deliveries at another hour.
5. Ensure that buildings are constructed to prevent adverse noise transmission between differing uses located in the same structure and individual residences in multi-family buildings.

Actions:

1) As a condition of approval, limit non-emergency construction activities adjacent to existing noise-sensitive uses to daylight hours between 7:00 a.m. and 7:00 p.m. Discourage construction on weekends or holidays except in the case of construction proximate to schools where these operations could disturb the classroom environment.
2) Ensure that the design and placement of air conditioning units and pool equipment within residential areas is accomplished in a manner that does not intrude upon the peace and quiet of adjacent noise-sensitive uses.
3) Encourage the use of portable noise barriers for heavy equipment operations performed within 100 feet of existing residences or make applicant provide evidence as to why the use of such barriers is infeasible.

a) ***Would the project result in generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?***

Short-Term Construction Noise

Less-than-Significant Impact. Construction noise is considered a short-term impact and would be considered significant if construction activities were to exceed the allowable hours of operation, as permitted by the City. Noise-sensitive land uses in the vicinity of the project include legal non-conforming

residences to the southeast[15] (within approximately 85 feet), to the east-northeast (within approximately 1,000 feet of the construction boundary) and to the southwest (within approximately 1,400 feet of the construction boundary); a Head Start school to the east (within approximately 85 feet of the construction boundary); zoned residential uses to the north (north of 5th Street, within approximately 120 feet of the construction boundary). The construction noise assessment focused on noise levels that would occur at the nearest noise-sensitive land uses; construction noise levels at greater distances from the site would be lower. Modeling assumptions and output calculations are provided in Appendix I-2, Construction Noise Modeling Inputs and Outputs.

Project-generated construction noise will vary depending on the construction process, the type of equipment involved, the location of the construction site with respect to sensitive receptors, the schedule proposed to carry out each task (e.g., hours and days of the week), and the duration of the construction work. A likely worst-case construction noise scenario using information provided by the project applicant and equipment identified by CalEEMod (see Section 3.3, Air Quality) for this type and size of project was calculated using a spreadsheet model based the Federal Highway Administration's Roadway Construction Noise Model (FHWA 2008). Table 3.3-2 in Section 3.3 presents the equipment list used for the construction noise analysis. The results are summarized in Table 3.13-4 (see Appendix I-2 for model results). Table 3.13-4 provides construction noise estimates for both a "typical worst-case" 1-hour average scenario in which construction equipment may be operating in proximity to any one receiver for extended periods, as well as a typical 8-hour workday in which it is assumed that the equipment would be in motion and working both near and far from any one receiver, operating (on average) at the approximate acoustic center of the project site. The average noise levels (based upon the acoustic center[16]) are considered a better representation of the overall noise exposure experience for adjacent receivers over the duration of each construction phase.

As shown, the highest noise levels from construction are predicted to range from approximately 68 dBA $L_{eq\ 1\text{-hour}}$ (during the architectural coating phase) to 77 dBA $L_{eq\ 1\text{-hour}}$ (during site preparation and grading) at the nearest receivers. These maximum noise levels are considered to be a peak exposure, applicable to not more than 10%–15% of the total construction period, only while the construction activity is taking place along the property boundary closest to these nearest off-site receivers. In terms of a typical 8-hour workday, the highest noise levels from construction are predicted to range from approximately 56 dBA $L_{eq\ 8\text{-hour}}$ (during the architectural coating phase) to 68 dBA $L_{eq\ 8\text{-hour}}$ (during demolition) at the nearest receivers. Noise levels, while relatively high when equipment is operating near the project boundaries, would not exceed the FTA's 80 dBA $L_{eq\ 8\text{-hour}}$ threshold.

15 Based upon the City of Highland Zoning Map (http://maps.digitalmapcentral.com/production/VECommunityView/cities/highland/index.aspx?), the proposed project site as well as the entire two blocks (from 3rd Street to 5th Street in the north/south direction and Victoria Ave. to Alabama Street in the east-west direction) is zoned BP: Business Park. Similarly, the block at the northeast corner of Central Ave. and 5th Street is zoned I: Industrial.

16 The acoustic center is the combination of all construction work occurring on-site, near and far, and is considered to be equivalent to the geometric center, for the purposes of this analysis.

Table 3.13-4. Construction Noise Summary of Results (dBA $L_{eq\ 1\text{-hour}}$/ dBA $L_{eq\ 8\text{-hour}}$)

Receiver Location (Distance)/ Description	Zoning Designation	Construction Noise Level by Construction Phase[1]					
		Demo.	Site Prep.	Grading	Building Const.	Paving	Arch. Coating
Head start school to the east (as near as 85 feet)	Business Park	77/68	76/65	77/67	70/61	71/63	68/56
Non-conforming residence to the southeast (85 feet)	Business Park	77/66	76/62	77/64	70/59	71/61	68/54
Residence to the north (120 feet)	Residential	73/69	72/66	72/68	66/62	67/64	64/57

Source: Appendix I-2.
Notes: dBA = A-weighted decibels; $L_{eq\ 1\text{-hour}}$ = equivalent continuous sound level (time-averaged sound level) during a 1-hour period near the project boundary; $L_{eq\ 8\text{-hour}}$ = equivalent continuous sound level (time-averaged sound level) during an 8-hour construction work day; Demo. = Demolition; Site Prep. = Site Preparation; Building Const. = Building Construction; Arch. Coating = Architectural Coating.
1 See Section 3.3, Air Quality.

Based on the construction noise analysis, noise levels during construction are estimated to create noise levels at sensitive receivers that would not exceed the FTA construction noise threshold of 80 dBA $L_{eq\ 8\text{-hour}}$. The project would be required to adhere to City of Highland General Plan limitations on construction noise through restrictions on allowable construction hours (Goal 7.3, Action 1): "As a condition of approval, limit non-emergency construction activities adjacent to existing noise-sensitive uses to daylight hours between 7:00 a.m. and 7:00 p.m. Discourage construction on weekends or holidays except in the case of construction proximate to schools where these operations could disturb the classroom environment."

Thus, with incorporation of the City's standard conditions, impacts associated with short-term construction noise would be less than significant and no mitigation measures would be required.

Long-Term Operational Noise

Less-than-Significant Impact. Operation of the project would result in the generation of noise both on and off site. Consistent with similar warehouse and light industrial uses, business operations supported by the project would primarily be conducted within the enclosed buildings, except for traffic movement, parking, and loading and unloading of trucks at designated loading bays. As such, on-site operational noise sources are expected to include roof-top air conditioning units, parking lot activity, and truck loading dock activity. Off-site noise could be generated by vehicles, including heavy trucks, accessing the project site and contributing to vehicular roadway noise. As detailed below, these operational project activities would not result in the generation of a substantial temporary or permanent increase in ambient noise levels in excess of standards established in the local general plan or noise ordinance or applicable standards of other agencies.

On-Site Operational Noise

Implementation of the project would result in changes to existing noise levels on and around the project site by developing new stationary sources of noise, including introduction of outdoor HVAC equipment. These sources may affect noise-sensitive vicinity land uses off the project site.

The proposed warehouse space overall would not be served by heating or air conditioning equipment. However, the floor plan includes an office with an associated mezzanine space at the northwest building corner. For the analysis of noise from HVAC equipment operation, a York Model ZF-048 package HVAC unit was used as a reference. Based upon the square footage of the office and mezzanine spaces (4,000 square feet total), it was assumed that two such units would be required for the office/mezzanine areas. The York Model ZF-048 package HVAC unit has a sound power rating of 80 dBA (Johnson Controls 2015). Based on the warehouse roof design provided, there will be a 2.8-foot-high parapet extending along the perimeter of the roof, which would minimize sound from the HVAC unit at nearby noise-sensitive land uses.

Assuming all the HVAC equipment is operating simultaneously for a minimum period of 1 hour, the worst-case calculated noise level at each property line and at the nearest noise-sensitive land uses is presented in Table 3.13-5. The maximum hourly noise level for all the HVAC equipment operating at each examined point along the property and the nearest noise-sensitive uses would range from 15 to 33 dBA L_{eq}, which is well below the City's noise standard for both commercial zoning (70 dBA L_{eq} daytime, 65 dBA L_{eq} nighttime) and residences (60 dBA L_{eq} daytime, 55 dBA L_{eq} nighttime). The noise level calculation spreadsheets for the HVAC package units are included in Appendix I-3, Equipment Specifications and Noise Calculations.

Table 3.13-5. Mechanical Equipment Operation Noise Summary of Results

	Noise Level at Property Boundary	
Equipment	Receiver Location	Average Noise Level (dBA Leq)
HVAC	N1	32
HVAC	W1	29
HVAC	E1	15
HVAC	S1	19
HVAC	Residence to N	31
HVAC	Head Start to E	16
HVAC	Residence to SE	19

Source: Appendix I-3.
Note: dBA = A-weighted decibels; L_{eq} = equivalent continuous sound level (time-averaged sound level); CNEL = Community Noise Equivalent Level; HVAC = heating, ventilation, and air conditioning.

The results of the mechanical equipment operations noise analysis indicate that the project would comply with City and State of California noise standards.

Parking Lot Activity

A comprehensive study of noise levels associated with surface parking lots was published in the Journal of Environmental Engineering and Landscape Management (Baltrėnas et al. 2004). The study found that average noise levels during the peak period of use of the parking lot (generally in the morning with arrival

of commuters and in the evening with the departure of commuters) were 47 dBA at 1 meter (3.3 feet) from the outside boundary of the parking lot. The parking area would function as an area source for noise, which means that noise would attenuate at a rate of 3 dBA with each doubling of distance. The employee parking lots are proposed to be situated on the east and west sides of the warehouse, no closer than 25 feet from the property line of the project site (from center of drive-aisle to fence) on the northern side, 40 feet on the western side, and approximately 35 feet on the eastern and southern sides. At a distance of 25 feet, parking lot noise levels would be approximately 38 dBA L_{eq} at the northern property boundary. At a distance of 40 feet, parking lot noise levels would be approximately 36 dBA L_{eq} at the western property boundary. At a distance of 35 feet, parking lot noise levels would be approximately 37 dBA L_{eq} at the eastern and southern property boundaries. Parking lot activity noise levels are summarized in Table 3.13-6.

Truck Loading Dock Activity

The parking lot study (Baltrënas et al. 2004) also examined noise levels associated with cargo truck delivery activity, including noise produced by backup alarms and forklift/yard hostler operations. The study concluded that average noise levels from truck loading/unloading areas was 96 dBA at 1 meter (3.3 feet) from the boundary of the truck activity area. The truck loading dock area (i.e., the truck court) would be located on the eastern side of the proposed warehouse building. The loading docks would be located approximately 110 feet from the northern property line, approximately 290 feet from the western property line, approximately 145 feet from the eastern property line and approximately 110 feet from the southern property line. At the northern, western and southern property lines the noise and view of the loading docks would be entirely obstructed by the warehouse building, and at the eastern property line the noise and view of the loading docks would be obstructed by the proposed 8-foot-high perimeter screen wall. Screen walls are also proposed to be constructed around the entire truck yard perimeter (i.e., along the northern and southern sides of the truck yard). Using the outdoor attenuation rate of 6 dBA with each doubling of distance, truck loading activity along the project property lines would produce noise levels ranging from approximately 57 to 66 dBA L_{eq}, not accounting for the shielding effects from the warehouse building and the proposed screen walls. Accounting for this acoustical shielding, the truck loading dock noise would range from approximately 30 to 60 dBA L_{eq}. Truck loading dock activity noise levels are summarized in Table 3.13-6 and combined with the other on-site noise sources.

Table 3.13-6. Combined On-Site Noise Summary of Results - Noise Levels (dBA L_{eq}) at Property Boundaries

Receiver Location	Zoning	Applicable Noise Standard - Daytime (7 a.m. to 10 p.m.) / Nighttime (10 p.m. to 7 a.m.)	HVAC	Parking Lot Activity	Truck Loading Dock Activity	Combined HVAC, Parking Lot and Truck Loading Dock Activities Noise	Applicable Noise Standard Exceeded?
N1	Business Park	70/65	32	38	40	42	No
W1	Business Park	70/65	29	36	30	38	No
E1	Business Park	70/65	15	37	56	56	No
S1	Business Park	70/65	19	37	60	60	No
Residence to N	Residential	70/65	31	31	34	37	No

Table 3.13-6. Combined On-Site Noise Summary of Results - Noise Levels (dBA L_{eq}) at Property Boundaries

Receiver Location	Zoning	Applicable Noise Standard - Daytime (7 a.m. to 10 p.m.) / Nighttime (10 p.m. to 7 a.m.)	HVAC	Parking Lot Activity	Truck Loading Dock Activity	Combined HVAC, Parking Lot and Truck Loading Dock Activities Noise	Applicable Noise Standard Exceeded?
Head Start to E	Business Park	60/55	16	31	54	54	No
Residence to SE	Business Park	70/65	19	31	34	36	No

Source: Appendix I-3.

As shown in Table 3.13-6, on-site noise sources associated with the proposed project would not exceed applicable noise standards. Thus, on-site operational noise would be less than significant.

Project-Generated Off-Site Traffic Noise

The project is expected to generate 92 daily trips to the roadway system; in terms of passenger car equivalent (PCE), which accounts for truck percentages, the project would generate 131 daily PCE trips. On an hourly basis, the project would result in a total of 9 AM and 10 PM peak-hour trips, consisting of 7 passenger vehicles and 2 trucks (ranging in size from 2-axle trucks to 4+ axle trucks) during the AM peak-hour and 7 passenger vehicles and 3 trucks during the PM peak-hour. In terms of PCE, the project would result in a total of 13 AM and 16 PM PCE peak-hour trips.[17] Vehicles entering and exiting the project site would use 5th Street, which has average daily traffic volumes of approximately 9,939.[18] This amounts to a small fraction of the total daily volume on 5th Street. The project would not result in a doubling of trips on any particular road segment. Typically, a doubling of the energy of a noise source, such as a doubling of traffic volume, would increase noise levels by 3 dB.[19] Given that it would result in only a modest increase in traffic on local and regional roadways, the project is not expected to result in an increase of 3 dBA or greater on roadways in the study area. The change in noise level due to the project would not be audible. Therefore, impacts associated with off-site project-generated traffic noise would be less than significant.

b) Would the project result in generation of excessive groundborne vibration or groundborne noise levels?

Less-than-Significant Impact. The main concern associated with groundborne vibration is annoyance; however, in extreme cases, vibration can cause damage to buildings, particularly those that are old or otherwise fragile. Some common sources of groundborne vibration are trains and construction activities such as blasting, pile-driving, and heavy earth-moving equipment. The primary source of groundborne vibration occurring as part of the proposed project is construction activity.

17 Data from the proposed project's trip generation estimates (Section 3.17, Transportation).
18 Airport Gateway Specific Plan, Traffic Impact Analysis 2019.
19 Under normal circumstances (i.e., outside of a controlled setting such as a listening laboratory), a 3 dB increase in noise levels is considered to be the smallest increase that is audible to the human ear; whereas a less than 3 dB increase in noise levels is considered to be a barely or non-audible increase.

Groundborne vibration information related to construction/heavy equipment activities has been collected by Caltrans. Information from Caltrans indicates that transient vibrations (such as from construction activity) with approximately 0.035 inches per second peak particle velocity (PPV) may be characterized as barely perceptible, and vibration levels of 0.24 inches per second PPV may be characterized as distinctly perceptible (Caltrans 2020). The heavier pieces of construction equipment, such as large bulldozers or hoe rams, would register up to approximately 0.089 inches per second PPV at a distance of 25 feet, and a clam shovel drop would measure up to approximately 0.202 inches per second PPV at a distance of 25 feet (FTA 2018).

Groundborne vibration is typically attenuated over relatively short distances. At the nearest existing noise/vibration-sensitive use distance to the nearest construction area (approximately 85 feet – the Head Start building to the northeast) and with the anticipated construction equipment, the vibration level would be approximately 0.014 inches per second PPV. This vibration level would be lower than the threshold of "barely perceptible" of 0.035 inches per second PPV and would also be lower than the threshold of "distinctly perceptible" of 0.24 inches per second PPV.

The major concern with construction vibration is related to building damage. Construction vibration as a result of the proposed project would not result in structural building damage, which typically occurs at vibration levels of 0.5 inches per second PPV or greater for buildings of reinforced-concrete, steel, or timber construction. Therefore, impacts related to groundborne vibration would 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. No private airstrips are located in the project vicinity. The SBIA is approximately 0.3 miles south of the project site. The project site is located within the Airport Influence Area (General Plan Figure 6-7) outlined in the City's General Plan (City of Highland 2006). As required by state law for real estate transactions within the Airport Influence Area, notification/disclosure statements are required to alert potential buyers and tenants of the presence of and potential impacts from the San Bernardino International Airport. According to Exhibit 4H (Existing and Ultimate Noise Contours) of the Airport Layout Plan Narrative Report for San Bernardino International Airport (San Bernardino International Airport Authority 2010), the SBIA's 65 dBA CNEL ultimate noise contour would be located approximately 0.2 miles south of the project site.

Policy 1 of Goal 11.1 ("Reduce exposure of people to aircraft noise and overflights, and ensure adequate public notification through buyer awareness measures") within the City's General Plan (City of Highland 2006) states: "Limit the development of sensitive land uses located within the 65 decibel (dB) Community Noise Equivalent Level (CNEL)." The City considers residential dwellings and institutional uses such as hospitals, convalescent homes and churches to be sensitive noise receptors, while retail and office uses are considered to be relatively insensitive land uses. Other land use types, including industrial and manufacturing, are considered to be least impacted by noise. Because the proposed project is not noise-sensitive, and because the project site is located outside the 65 dBA CNEL noise contour, the proposed project would not expose people residing or working in the project area to excessive noise levels. Thus, aircraft and airport-related noise would be less than significant.

3.14 Population and Housing

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
XIV. POPULATION AND HOUSING – Would the project:				
a) Induce substantial unplanned 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?	☐	☐	☒	☐

a) ***Would the project induce substantial unplanned 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)?***

Less-than-Significant Impact. The project would require a temporary construction workforce and a permanent operational workforce, both of which could potentially induce population growth in the project area. The temporary workforce would be needed to construct the proposed warehouse building and associated improvements. The number of construction workers needed during any given period would largely depend on the specific stage of construction but will likely average a few dozen workers at any given time throughout the workday. These short-term positions are anticipated to be filled primarily by workers who reside in the project area vicinity. Therefore, construction of the project would not generate a permanent increase in population within the project area.

In terms of operational employees, because the future tenant is not yet known, the number of jobs that the project would generate cannot be precisely determined, but it can be estimated. For purposes of analysis, employment estimates are calculated using average employment density factors reported by SCAG. SCAG reports that for every 1,195 square feet of warehouse space in San Bernardino County, the average numbers of jobs supported is one employee (SCAG 2001). The proposed warehouse would be 53,665 square feet, and as such, the estimated number of employees required for operation would be approximately 41 people.

According to the SCAG Demographics and Growth Forecast, employment in the City is anticipated to grow from 7,200 employees in 2020 to 10,200 employees in 2045 (SCAG 2023). The project-related increase in employment would be minimal in comparison to the anticipated increase in the SCAG Demographics and Growth Forecast.

Additionally, as of March 2023, the California Employment Development Department found that the unemployment rate for Riverside-San Bernardino-Ontario Metropolitan Statistical Area, including the City of Highland, is at 4.4%, which is similar to the state average (4.8%) and higher than the national average (3.9%) for the same period (EDD 2023). Therefore, the project's temporary and permanent employment requirements could likely be met by the City's existing labor force without the need for people to relocate to the project region. The project would not stimulate population growth or a population concentration above what is assumed in local and regional land use plans. Therefore, impacts associated with population growth would be less than significant.

b) ***Would the project displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?***

Less-than-Significant Impact. The western portion of the project site is currently developed with one single-family residence. The remainder of the project site is vacant. Development of the proposed project would result in displacement of one existing household. Although it is speculative where the previous on-site residents would ultimately be relocated, assuming that they would be relocated in the project area, vacant housing opportunities are available within the City. The City has approximately 17,127 housing units with a vacancy rate of 2.6% (DOF 2022b). As such, there are approximately 445 vacant housing units in the City. Therefore, impacts associated with displacement of housing would be less than significant.

3.15 Public Services

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
XV. PUBLIC SERVICES – Would the project:				
a) 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?	☐	☐	☒	☐
Police protection?	☐	☐	☒	☐
Schools?	☐	☐	☐	☒
Parks?	☐	☐	☐	☒
Other public facilities?	☐	☐	☐	☒

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 California Department of Forestry and Fire Protection (CAL FIRE) provides fire protection and emergency medical services to the City of Highland, including the project site, through a cooperative agreement that provides for CAL FIRE employees to staff City-owned facilities and apparatus (City of Highland 2006). The City of Highland also has available fire protection services from other area agencies such as the cities of Redlands and Yucaipa, and the U.S. Forest Service (City of Highland 2006). The City also participates in the Statewide Master Mutual Aid Agreement, which provides additional assistance from San Bernardino City and County Fire Departments and the San Manuel Fire Department (City of Highland 2006).

The closest fire station to the project is Highland Fire Department Station No. 541 (26974 Base Line Street), located approximately 1 mile north of the project site. Considering the proximity of the project site to Station No. 541, and given the fact that the project site is already located within CAL FIRE's service area, the project could be adequately served by the various fire departments without adversely effecting personnel-to-resident ratios, response times, or other performance objectives.

In addition, the project would not directly or indirectly induce population growth in the City. Although the project could potentially result in a slight, incremental increase in calls for service to the project site in comparison to the existing conditions, this increase is expected to be nominal and would not result in the need for new CAL FIRE facilities. Nonetheless, similar to other development projects in the City, the project applicant would still be required to pay their fair share of development impact fees to help offset incremental impacts to fire protection services. Therefore, impacts associated with CAL FIRE facilities and response times would be less than significant.

Police protection?

Less-than-Significant Impact. The City of Highland contracts with the San Bernardino County Sheriff's Department (SBSD) to provide police protection to the City, including the project site (City of Highland 2006). The SBSD has one patrol station in the City of Highland, located at 26985 East Base Line Street, approximately 1 mile north of the site.

The project would not directly or indirectly induce population growth in the City. Although the project would potentially result in a slight, incremental increase in calls to the SBSD for service to the project site in comparison to the existing conditions, this increase is expected to be nominal and would not result in the need for new SBSD facilities. In addition, the project site is already located within SBSD's service area and would not require an expansion of service area, which could otherwise result in longer response time. Overall, it is anticipated that the project would be adequately served by existing SBSD facilities, equipment, and personnel. Nonetheless, similar to other development projects in the City, the project applicant would still be required to pay their fair share of development impact fees to help offset incremental impacts to police protection. Therefore, impacts associated with SBSD facilities and response times would be less

than significant. In addition, the applicant will be required to follow the City of Highland's Development Impact Fee Ordinance (Fee Ordinance). The Fee Ordinance requires the applicant submit a fee payable to the City which will apply to the funding of public facilities, including law enforcement facilities. Therefore, impacts to police protection resources resulting from the proposed project would be less than significant.

Schools?

No Impact. The project site is located within the San Bernardino City Unified School District. It is not anticipated that people would relocate to the City as a result of the project, and an increase in school-age children requiring public education is not expected to occur as a result of the project. Nonetheless, all residential and non-residential development projects are subject to SB 50, which requires payment of mandatory impact fees to offset any impact to school services or facilities. The provisions of SB 50 are deemed to provide full and complete mitigation of school facilities impacts, notwithstanding any contrary provisions in CEQA or other state or local laws (Government Code Section 65996). In accordance with SB 50, the project applicant would pay its fair share of impacts fees based on the number/type of dwelling units. These impact fees are required of most residential, commercial, and industrial development projects in the City. Therefore, no impacts associated with school facilities would occur.

Parks?

No Impact. Given the lack of population growth as a result of the project, neither construction nor operation of the project would generate new residents to the extent that new or expanded park facilities would be required. Therefore, no impacts associated with park facilities would occur.

Other public facilities?

No Impact. The project would not directly or indirectly induce substantial population growth in the City. As such, it is unlikely that the project would increase the use of other public facilities such as libraries. Therefore, no impacts associated with libraries and other public facilities would occur.

3.16 Recreation

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
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?	☐	☐	☐	☒

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
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?	☐	☐	☐	☒

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?***

No Impact. The project would construct a new warehouse building and associated improvements. The project does not propose any residential uses and would not directly or indirectly result in a substantial and unplanned increase in population growth within the project area. As such, the project would not increase the use of existing neighborhood parks or regional parks in the City and surrounding area. Therefore, no impacts associated with the use of existing residential facilities would occur.

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?***

No Impact. The project would construct a new warehouse building and associated improvements. The project does not propose any recreational facilities. As an industrial use, the project would not require the construction or expansion of recreational facilities. Therefore, no impacts associated with the construction of new or expansion of existing recreational facilities would occur.

3.17 Transportation

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
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)?	☐	☐	☒	☐

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
d) Result in inadequate emergency access?	☐	☐	☒	☐

The following analysis is based, in part, on the Transportation Technical Memorandum prepared by Dudek in May 2023, included as Appendix J.

The following analysis was prepared consistent with the City of Highland Public Works Policies, Procedures and Standards (City of Highland 2022), and the San Bernardino Council of Governments Congestion Management Program (SANBAG 2016) to determine the level of analysis required based on the number of two-way peak hour trips generated by the project. Additionally, based on guidance from City of Highland staff, the City of San Bernardino's Traffic Impact Analysis Guidelines, were utilized to evaluate the project. Many of the VMT criteria listed in the City of San Bernardino's Guidelines are based on the Governor's Office of Planning and Research (OPR) Guidelines (OPR 2018).

Trip Generation Analysis

Trip generation estimates for the project are based on daily and AM and PM peak hour trip generation rates obtained from the Institute of Transportation Engineers Trip Generation, 11th Edition (ITE 2021), using the Warehousing land use (ITE Code 150).

Additionally, per the City's direction on a similar project, the warehouse (non-cold storage buildings) truck fleet mix from the South Coast Air Quality Management District's (SCAQMD) Warehouse Truck Trip Study Data Results and Usage (SCAQMD 2014) was used to estimate project-related truck traffic. Based on the SCAQMD data, passenger cars would account for 72.5% trips of the total trips generated by a warehouse facility, and truck trips would account for approximately 27.5% of the total trips. The total percentage of truck trips were further divided by 2-axle, 3-axle, and 4+ axle trucks per the SCAQMD study. These truck trips generated by the project were then converted to passenger car equivalent (PCE) trips by using the recommended PCE factors. PCE factors consistent with the County's Congestion Management Plan (CMP) guidelines. Table 3.17-1 presents the project's daily, and AM and PM peak hour trip generation estimates.

Table 3.17-1. Project Trip Generation Summary

Land Use	Size/Units	Daily	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
Trip Rates and Trip Generation								
Warehousing[1]	per TSF	1.71	0.13	0.04	0.17	0.05	0.13	0.18
Land Use								
Proposed Project	53.665 TSF	92	7	2	9	3	7	10
Non-PCE Trips	Passenger Cars (72.5%)	67	5	2	7	2	5	7
	2-axle Trucks (4.6%)	25	2	0	2	1	2	3
	3-axle Trucks (5.7%)	5	0	0	0	0	0	0

Table 3.17-1. Project Trip Generation Summary

Land Use	Size/Units	Daily	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
	4+axle Trucks (17.2%)	16	2	0	2	1	2	3
	Total Non-PCE Trips	**92**	**7**	**2**	**9**	**3**	**7**	**10**
Project Trip Generation PCE								
PCE Trips[3]	Passenger Cars (1.0 PCE)	67	5	2	7	2	5	7
	2-axle Trucks (1.5 PCE)	6	0	0	0	0	0	0
	3-axle Trucks (2.0 PCE)	10	0	0	0	0	0	0
	4+axle Trucks (3.0 PCE)	48	6	0	6	3	6	9
	Total PCE Trips	**131**	**11**	**2**	**13**	**5**	**11**	**16**

Source: Appendix J
Notes: TSF = thousand square feet, PCE = passenger car equivalent
Some of the totals may not match exactly due to rounding.
1 Trip rates from the Institute of Transportation Engineers, Trip Generation, 11th Edition, 2021. Land Use Code 150 – Warehousing.
2 Vehicle Mix and Percent from SCAQMD 2014.
3 Passenger Car Equivalent (PCE) factors per the San Bernardino County CMP (SANBAG 2016).

As shown in Table 3.17-1, the proposed project would generate approximately 92 daily trips, with 9 trips (7 inbound and 2 outbound) in the AM peak hour, and 10 trips (3 inbound and 7 outbound) in the PM peak hour. Adjusting for PCE, the trip generation is approximately 131 daily PCE trips, 13 AM PCE peak hour trips (11 inbound and 2 outbound) and 16 PM PCE peak hour trips (5 inbound and 11 outbound).

a) ***Would the project conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?***

Less-than-Significant Impact. As detailed in the following text, the project would not conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities.

Roadway Facilities

The project is located within the jurisdiction of the City of Highland; therefore, the following consistency requirements would apply.

San Bernardino Associated Governments Congestion Management Plan

The City of Highland is located in San Bernardino County and therefore, the San Bernardino County Transportation Authority CMP applies to the City. To address the increasing public concern that traffic congestion is impacting the quality of life and economic vitality of the State of California, Proposition 111 created the CMP in 1990. The intent of the CMP is to provide the analytical basis for transportation decisions through the State Transportation Improvement Program process. In 1990, the San Bernardino Associated Governments was designated the Congestion Management Agency for San Bernardino County. Although implementation of the CMP was made voluntary by the passage of AB 2419 (Bowler 1996), the CMP requirement has been retained in San Bernardino County.

The LOS at each CMP location is monitored by local jurisdictions in order to implement the statutory requirements of the CMP. If LOS standards deteriorate, then local jurisdictions must prepare a deficiency plan to meet conformance standards outlined by the countywide plan. The local CMP requires that a transportation impact analysis report be prepared when a project's trip generation exceeds 250 two-way peak hour trips and expects to add at least 50 two-way peak hour trips to a State highway facility. For the CMP roadway system, the LOS standard shall be E for all segments and intersections except those designated LOS F, as listed in Table 2-1 of the CMP (SANBAG 2016).

Based on the project's trip generation estimates as described above, development of the proposed project would not be likely to result in degradation of the nearby CMP facilities due to the low volume of vehicular traffic (less than 250 peak hour trips, and less than 50 peak hour trips to a State highway facility, per the CMP). Therefore, impacts associated with project-related traffic on both the local and regional circulation system would be less than significant.

City of Highland

Traffic Study Guidelines

The City of Highland Traffic Study Guidelines are included in Chapter 9 of the City's Public Works Policies, Procedures and Standards Manual. Although changes in CEQA regarding SB 743 implementation shifts the primary metric for traffic analyses from LOS to VMT, the City has not yet adopted updated guidelines or thresholds related to VMT. As such, the City continues to require a Traffic Report to analyze the surrounding transportation network to evaluate the project's effect on the City's transportation infrastructure, and identify improvements required to maintain consistency with the City's LOS standards. Per the Traffic Study Guidelines, a Traffic Report would be required if a project exceeds the CMP thresholds (250 two-way peak hour trips) or generates more than 1,000 new two-way daily trips, or 100 two-way peak hour trips. Additionally, the City may require a Traffic Report if there are concerns regarding access, roadway structural impacts or level of service on intersection or roadway segments adjacent to the project. Trip generation estimates for the project are summarized above.

Based on the project's trip generation estimates as described above, development of the proposed project would likely not result in degradation of the nearest intersections of 5th Street/Central Avenue, Central Avenue/3rd Street, or other nearby intersections due to the low volume of vehicular traffic (less than 100 peak hour trips). However, the scoping of a focused Traffic Report is in progress with the City and is subject to review and approval by the City prior to project approval. By proceeding with scoping of a Traffic Report, the project complies with and would not conflict with the City's Traffic Study Guidelines. Therefore, impacts would be less than significant.

General Plan Circulation Element

The City of Highland adopted its most recent version of its Circulation Element of the General Plan in March 2006. The General Plan Circulation Element takes into consideration transit, bicycle, pedestrian, and other multimodal uses. The Circulation Element primarily utilizes volume-to-capacity LOS as a measurement in the rating of the performance of streets. The Circulation Element establishes the following LOS criteria:

- LOS D or better for major intersections in the City.

- LOS D is considered acceptable for peak operating periods.
- Any City of Highland intersection operating at LOS "E" or "F" is considered deficient.

As the proposed project is forecast to generate 13 AM peak hour trips and 16 PM peak hour trips (PCE-adjusted), the proposed project would not exceed the 250 two-way peak hour trip threshold for the preparation of a transportation impact analysis report per the CMP or the 100 two-way peak hour trip threshold for preparation of a Traffic Report per the City's Traffic Study Guidelines. Therefore, a transportation impact analysis report and further LOS analysis would not be required, unless requested by the City for a focused analysis of specific facilities as noted above.

Additionally, the project site is bordered by 5th Street to the north, Central Avenue is located to the east of the project site, and 3rd Street is located to the south of the project site. In the vicinity of the project, Central Avenue is not designated in the City's General Plan Circulation Element; however, north of 5th Street, Central Avenue is designated as a Major Highway. The project does not border Central Avenue, therefore, no improvements to Central Avenue is proposed.

5th Street is designated as a Major Highway per the City's General Plan Circulation Element. Per the Circulation Element, a Major Highway is generally designed as a four-lane roadway intended to provide nonlocal through trips and limited local access, with an 88-foot curb-to-curb width (with a 12-foot median), within a 104-foot ROW. The project would improve the pedestrian and ROW as required along 5th Street along the project's frontage. 5th Street is also designated as a truck route, with a posted speed limit of 45 miles per hour.

Therefore, impacts related to project consistency with the General Plan Circulation Element would be less than significant.

Pedestrian and Bicycle Facilities

Although the General Plan Circulation Element includes several bicycle classifications, the City of Highland Active Transportation Plan, adopted February 2021, provides a more comprehensive and updated overview of the City's current and future recommendations to enhance multi-modal facilities:

Class I Shared-Use Paths are paths completely separated from motor vehicle traffic used by people for walking and biking. These paths are typically located immediately adjacent and parallel to a roadway or in its own independent ROW, such as within a park or along a body of water.

Class II Bicycle Lanes are dedicated lanes for bicycle travel adjacent to traffic. A painted white line separates the bicycle lane from motor vehicle traffic.

Class IIB Buffered Bicycle Lane are dedicated lanes for bicycle travel separated from vehicle traffic by a painted buffer. The buffer provides additional comfort for users by providing space from motor vehicles or parked cars.

Class III Bicycle Routes are signed bike routes that people biking share with motor vehicles, which can include pavement markings.

Class IIIB Bicycle Boulevards are calm, local streets where bicycles have priority but share roadway space with motor vehicles. These boulevards include shared roadway bicycle markings on the pavement as well as traffic calming features such as speed humps and traffic diverters to keep these streets more comfortable for bicycles.

The only bicycle facilities in the vicinity of the project site are Class II Bike Lanes along 5th Street. The project is not expected to generate a significant amount of bicyclists and therefore would not affect the existing bicycle facilities. As such, the project would not conflict with existing or proposed bicycle facilities, and impacts would be less than significant.

Pedestrian facilities are provided along the frontage of the project site on both sides of 5th Street, with a continuous sidewalk on the southern side of 5th Street past Cunningham Street, before reaching Victoria Avenue, the sidewalk ends. If needed, the project would improve the curb and gutter, and pedestrian facilities where the project frontage exists, and follow all of the City's standard plans and guidelines for pedestrian facilities, curb and gutter, and drainage. Additionally, along both sides of Central Avenue, there are no pedestrian facilities, except for a portion of the west side of the road near the Central Avenue/5th Street intersection. The project is not expected to generate a significant amount of pedestrians and therefore, would not affect existing pedestrian facilities. As such, development of the project would not conflict with the existing pedestrian facilities, and impacts would be less than significant.

Transit Facilities

Omnitrans provides public transportation throughout the San Bernardino Valley and would serve as the nearest transit service to the project site. Omnitrans Route 15 is the nearest bus route that services the project site. Route 15 connects the Fontana Metrolink Transit Center, the San Bernardino Transit Center, and the Redlands Transit Center, and also provides stops within the City of Highland. The nearest bus stop to the project site is located at the intersection of 5th Street/Central Avenue, approximately 375-feet east of the project. Route 15 provides daily service with average headways of approximately one hour, with service beginning as early as 5:05 a.m. and ending as late at 9:45 p.m. on weekdays (Omnitrans 2023). Development of the proposed project would not conflict with the existing bus routes or bus stops. Therefore, impacts to transit would be less than significant.

b) Would the project conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?

Less-than-Significant Impact. CEQA Guidelines Section 15064.3(b) focuses on VMT for determining the significance of transportation impacts. As shown in the analysis below, the project's impact due to conflict or inconsistency with Section 15064.3(b) would be less than significant.

On September 27, 2013, SB 743 was signed into law, which creates a process to change the way that transportation impacts are analyzed under CEQA. SB 743 required OPR to amend the CEQA Guidelines to provide an alternative to LOS for evaluating transportation impacts. Under the new transportation guidelines, LOS, or vehicle delay, will no longer be considered an environmental impact under CEQA. OPR recommended VMT as the most appropriate measure of project transportation impacts for land use projects and land use plans. The updates to the CEQA Guidelines required under SB 743 were approved on December 28, 2018. The OPR Technical Advisory (OPR 2018) provides guidance and tools to properly carry out the principles within SB 743 and how to evaluate transportation impacts in CEQA.

Under these guidelines, VMT has been adopted as the most appropriate measure of transportation impacts under CEQA. The OPR's regulatory text indicates that a public agency may immediately commence implementation of the new transportation impact guidelines, and that the guidelines must be implemented statewide by July 1, 2020. The Updated CEQA Guidelines state that "generally, vehicle miles traveled (VMT) is the most appropriate measure of transportation impacts" and define VMT as "the amount and distance of automobile travel attributable to a project." It should be noted that "automobile" refers to on-road passenger vehicles, specifically cars and light trucks. Heavy-duty truck VMT could be included for modeling convenience and ease of calculation (for example, where models or data provide combined auto and heavy truck VMT). Other relevant considerations may include the effects of the project on transit and non-motorized travel.

Although the project is located within the boundary of the City of Highland, the City has adopted the City of San Bernardino's CEQA Assessment – VMT Analysis Guidelines (SBCTA 2020), which were developed in coordination with the San Bernardino County Transportation Authority with support of agencies throughout the county. Therefore, the City of San Bernardino's CEQA Assessment – VMT Analysis Guidelines were utilized as the primary source of analysis of VMT and transportation-related impacts herein. The guidance developed is generally based upon the OPR Guidelines and thresholds.

The details of applicable screening and VMT analysis methodology are provided below. If the project does not meet the applicable screening criteria, then further analysis is required.

VMT Screening

As stated previously, the City of San Bernardino's VMT Guidelines were utilized within this memorandum as the primary source of analysis of VMT and transportation-related impacts. The VMT Guidelines suggest that land use projects may screen out of VMT impacts using a variety of factors. The following steps have been used in screening the project's VMT assessment, consistent with the applicable VMT guidelines for SB 743 compliance:

- **Transit Priority Area Screening:**
  - Projects located within one-half mile of a Transit Priority Area is defined as one-half mile area around an existing major transit stop[20] or an existing stop along a high quality transit corridor.[21]

The project is not within one-half mile of a Transit Priority Area, and therefore cannot be presumed to be less than significant under this threshold.

- **Low-VMT Area Screening:**
  - Low-VMT generating areas (as shown in the San Bernardino County Transportation Authority screening tool). A low VMT area is defined as an individual traffic analysis zone where total daily Origin/Destination VMT per service population is lower than the City average total daily Origin/Destination VMT per service population.

20 Public Resources Code Section 21064.3 - 'Major transit stop' means a site containing an existing rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods.

21 Public Resources Code, Section 21155 - For purposes of this section, a 'high-quality transit corridor' means a corridor with fixed route bus service with service intervals no longer than 15 minutes during peak commute hours.

The project is not located in a low-VMT generating area.

* **Local Serving Uses and Small Projects Presumed to have Less Than Significant Impact:**
  - Local parks
  - Day care centers
  - Local serving retail uses less than 50,000 square feet, including:
    - Gas Stations
    - Banks
    - Restaurants
    - Shopping Center
  - Student housing projects on or adjacent to college campuses
  - Local serving assembly uses (places of worship, community organizations)
  - Community institutions (public libraries, fire stations, local government)
  - Hotels (non-destination or resort; no banquet or special event space)
  - Affordable or supportive housing
  - Assisted living facilities
  - Senior housing
  - Local serving community colleges that are consistent with the assumptions noted in the Regional Transportation Plan/Sustainable Communities Strategy
  - Projects generating less than 110 daily vehicle trips
    - This generally corresponds to the following "typical" development potentials:
      - 11 single family housing units
      - 16 multi-family, condominiums, or townhouse units
      - 10,000 square feet of office
      - 15,000 square feet of light industrial
      - 63,000 square feet of warehousing
      - 79,000 square feet of high cube transload and short-term storage warehouse

    Based on the trip generation estimates provided in Table 3.17-1, the project would generate 92 daily trips (non-PCE). Since the project would generate fewer than 110 daily vehicle trips, the project impacts would be less than significant. Therefore, a detailed VMT analysis is not required, and the project would not conflict or be inconsistent with CEQA Guidelines Section 150645.3(b).

As shown in the screening analysis above, the project would be screened out based on its daily traffic generation being less than 110 daily trips. Therefore, further VMT analysis is not required and the project's impact to VMT can be presumed to be less than significant.

c) ***Would the project 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. Access to the project site would be provided two driveways along 5th Street. The eastern driveway along 5th Street would serve as truck access driveways, with the western driveway along 5th Street dedicated to passenger vehicle access only. Passenger vehicles would also be permitted to utilize the eastern driveway. Both driveways would have full access (right-in/right-out and left-in/left-out) (Figure 12, Project Trip Assignment).

The project would construct frontage improvements of existing segments of 5th Street, and new driveways for project access.

During site plan review, the internal roadway and driveway widths, curb radii to facilitate passenger car and truck turning and movement would be reviewed, designed, and constructed per City standards and applicable street design requirements.

For on-site construction and any improvements required within the public ROW, the proposed project would be required to comply with standards set forth by the City to ensure that the project does not introduce an incompatible design feature that would impede traffic flow on roadway facilities. There would be no incompatible or hazardous uses associated with the proposed project and impacts would be less than significant.

d) ***Would the project result in inadequate emergency access?***

Less-than-Significant Impact. Site access would be provided via two driveways along 5th Street. As stated above under threshold (c), the project would not increase roadway hazards. Emergency vehicle access will be available at all driveways and facilitated within the entirety of the project site. The project site would be accessible to emergency responders during construction and operation of the project. Therefore, impacts associated with an emergency response plan or emergency evacuation plan would be less than significant.

3.18 Tribal Cultural Resources

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
XVIII. **TRIBAL CULTURAL RESOURCES**				
Would the project cause a substantial adverse change in the significance of a tribal cultural resource, 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 a 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	☐	☒	☐	☐

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
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 subdivision (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.	☐	☒	☐	☐

The evaluation of potential impacts to Tribal Cultural Resources is based on the findings resulting from tribal consultation conducted by the City of Highland (City), as the lead agency, as well as the findings of the Archaeological Resources Assessment conducted by Dudek in 2023 (Appendix E). Background research conducted to inform this analyses include the results of a NAHC SLF search, ethnographic research, archival research and CHRIS database records search, and the results of formal tribal consultation completed by the lead agency, the City, pursuant to California Assembly Bill (AB) 52, a brief summary of which is provided in this section.

Existing Setting – Ethnohistoric

The history of the Native American communities prior to the mid-1700s has largely been reconstructed through later mission-period and early ethnographic accounts. The first records of the Native American inhabitants of the region come predominantly from European merchants, missionaries, military personnel, and explorers. These brief, and generally peripheral, accounts were prepared with the intent of furthering respective colonial and economic aims and were combined with observations of the landscape. They were not intended to be unbiased accounts regarding the cultural structures and community practices of the newly encountered cultural groups. The establishment of the missions in the region brought more extensive documentation of Native American communities, though these groups did not become the focus of formal and in-depth ethnographic study until the early twentieth century (Bean and Shipek 1978; Boscana 1846; Harrington 1934; Laylander 2000; Sparkman 1908; White 1963). The principal intent of these researchers was to record the precontact and culturally specific practices, ideologies, and languages that had survived the destabilizing effects of missionization and colonialism. This research, often understood as "salvage ethnography," was driven by the understanding that traditional knowledge was being lost due to the impacts of modernization and cultural assimilation. Alfred Kroeber applied his "memory culture" approach (Lightfoot 2005, p. 32) by recording languages and oral histories within the region. Ethnographic research by Dubois, Kroeber, Harrington, Spier, and others during the early twentieth century seemed to indicate that traditional cultural practices and beliefs survived among local Native American communities.

It is important to note that even though there were many informants for these early ethnographies who were able to provide information from personal experiences about native life before the Europeans, a significantly large proportion of these informants were born after 1850 (Heizer and Nissen 1973); therefore, the documentation of precontact, aboriginal culture was being increasingly supplied by individuals born in California after considerable contact with Europeans. As Heizer (1978) stated, this is an important issue to note when examining these

ethnographies, since considerable culture change had undoubtedly occurred by 1850 among the Native American survivors of California.

Based on ethnographic information, it is believed that at least 88 different languages were spoken from Baja California Sur to the southern Oregon state border at the time of Spanish contact (Johnson and Lorenz 2006, p. 34). The distribution of recorded Native American languages has been dispersed as a geographic mosaic across California through six primary language families (Golla 2007).

Golla contended that one can interpret the amount of variability within specific language groups as being associated with the relative "time depth" of the speaking populations (Golla 2007: 80). A large amount of variation within the language of a group represents a greater time depth than a group's language with less internal diversity. One method that he has employed is by drawing comparisons with historically documented changes in Germanic and Romantic language groups. Golla observed that the "absolute chronology of the internal diversification within a language family" can be correlated with archaeological dates (2007: 71). This type of interpretation is modeled on concepts of genetic drift and gene flows that are associated with migration and population isolation in the biological sciences.

The tribes of this area have traditionally spoken Takic languages that may be assigned to the larger Uto-Aztecan family (Golla 2007: 74). These groups include the Gabrielino, Cahuilla, and Serrano. Golla interpreted the amount of internal diversity within these language-speaking communities to reflect a time depth of approximately 2,000 years. Other researchers have contended that Takic may have diverged from Uto-Aztecan ca. 2600 BC–AD 1, which was later followed by the diversification within the Takic speaking tribes, occurring approximately 1500 BC–AD 1000 (Laylander 2000).

Serrano

Traditionally, the Serrano lived in an area east of the Gabrielino and north of the Cahuilla, near present-day western San Bernardino County and northeastern Los Angeles County (Laylander 2000). The Serrano occupied an area in and around the San Bernardino Mountains between approximately 1,500 and 11,000 feet above mean sea level. Their territory extended west along the northern slope of the San Gabriel Mountains, east as far as Twentynine Palms, north along the Mojave River, and south to the San Jacinto area. Kroeber (1925) divided the Serrano into four distinct groups within the western Mojave Desert: the Kitanemuk, Tataviam, Serrano, and Vanyume. Each group held a distinct territory within the region (Kroeber 1925). According to Bean and Smith (1978a: 570), "the Serrano resided in an area that extended east of the Cajon Pass, located in the San Bernardino Mountains, to Twenty-nine Palms, the north foothills of the San Bernardino Mountains and south to include portions of the Yucaipa Valley."

Serrano social organization was based on patrilineal and patrilocal lineages. Exogamy rules required that a man could not marry a woman related to them within five generations. Women moved to their husband's village, but kept their identity as a member of their natal lineage (Cultural Systems Research 2005:15).

The Serrano were mainly hunters and gatherers who occasionally fished. Game hunted included mountain sheep, deer, antelope, rabbits, small rodents, and various birds, particularly quail. Vegetable staples consisted of acorns, piñon nuts, bulbs and tubers, shoots and roots, berries, mesquite, barrel cacti, and Joshua tree (Bean and Smith 1978a; Cultural Systems Research 2005: 15). A variety of materials was used for hunting, gathering, and processing food, as well as for shelter, clothing, and luxury items. Shells, wood, bone, stone, plant materials, and animal skins and feathers were used for making baskets, pottery, blankets, mats, nets, bags and pouches, cordage, awls, bows, arrows, drills, stone pipes, musical instruments, and clothing (Bean and Smith 1978a).

The majority of the Serrano lived in small villages, close to sources of fresh water (Benedict 1924). Houses and ramadas were round, dome-shaped, and constructed of poles covered with bark and tule mats (Benedict 1924; Kroeber 1925). The Serrano also had sweat houses and ceremonial houses for religious activities. Further, according to Benedict (1924), a typical Serrano settlement was a village with multiple small satellite camps surrounding it. Most Serrano villages also had a ceremonial house used as a religious center. Other structures within the village might include granaries and sweathouses (Bean and Smith 1978a). According to DeBarros (2004), one of the more prominent Serrano villages was called Guapiabit, and it was located in Summit Valley.

Gabrieleño/Tongva

The archaeological record indicates that the Gabrieleño arrived in the Los Angeles Basin around 500 B.C. Surrounding native groups included the Chumash and Tataviam to the northwest, the Serrano and Cahuilla to the northeast, and the Juaneño and Luiseño to the southeast.

The names by which Native Americans identified themselves have, for the most part, been lost and replaced by those derived by the Spanish people administering the local Missions. These names were not necessarily representative of a specific ethnic or tribal group, and traditional tribal names are unknown in the post-Contact period. The name "Gabrieliño" or "Gabrieleño" was first established by the Spanish from the San Gabriel Mission and included people from the established Gabrielino area as well as other social groups (Bean and Smith 1978b; Kroeber 1925). Some contemporary Gabrieliño identify themselves as descendants of the indigenous people living across the plains of the Los Angeles Basin and refer to themselves as the Tongva (King 1994: 12). This term is used in the remainder of this section in addition to the name "Gabrieleño" to refer to the precontact inhabitants of the Los Angeles Basin and their descendants.

The Gabrieleño/Tongva established large, permanent villages along rivers and streams, and lived in sheltered areas along the coast. Gabrieleño/Tongva lands included the greater Los Angeles Basin and three Channel Islands—San Clemente, San Nicolas, and Santa Catalina—and stretched from the foothills of the San Gabriel Mountains to the Pacific Ocean. Archaeological sites composed of villages with various sized structures have been identified through the Los Angeles Basin. A total tribal population has been estimated of at least 5,000 (Bean and Smith 1978b: 540), but recent ethnohistoric work suggests a number approaching 10,000 seems more likely (O'Neil 2002). At least one Gabrieleño/Tongva village was located near Glendora: Ashuukshanga (also Azucsagna), located near the mouth of the San Gabriel River in present-day Azusa (McCawley 1996: 44). Within the permanent village sites, the Gabrieleño/Tongva constructed large, circular, domed houses made of willow poles thatched with tule, each of which could hold upward of 50 people (Bean and Smith 1978b). Other structures constructed throughout the villages probably served as sweathouses, menstrual huts, ceremonial enclosures, and communal granaries. Cleared fields for races and games, such as lacrosse and pole throwing, were created adjacent to Tongva villages (McCawley 1996).

The Gabrieleño/Tongva subsistence economy was centered on gathering and hunting. The surrounding environment was rich and varied, and the tribe exploited mountains, foothills, valleys, and deserts as well as riparian, estuarine, and open and rocky coastal eco-niches. Like most native Californians, acorns were the staple food (an established industry by the time of the early Intermediate Horizon). Acorns were supplemented by the roots, leaves, seeds, and fruits of a variety of flora (e.g., islay, cactus, yucca, sages, and agave). Freshwater and saltwater fish, shellfish, birds, reptiles, and insects, as well as large and small mammals, were also consumed (Bean and Smith 1978b, p. 546; Kroeber 1925, pp. 631-632; McCawley 1996, pp. 119-123, 128-131).

The Gabrieleño/Tongva participated in an extensive exchange network, trading coastal goods for inland resources. They exported Santa Catalina Island steatite products, roots, seal and otter skins, fish and shellfish, red ochre, and lead ore to neighboring tribes, as well as to people as far away as the Colorado River. In exchange, they received ceramic goods, deerskin shirts, obsidian, acorns, and other items. This burgeoning trade was facilitated by the use of craft specialists, a standard medium of exchange (Olivella bead currency), and the regular destruction of valuables in ceremonies, which maintained a high demand for these goods (McCawley 1996: 112-115).

Assembly Bill 52

AB 52 of 2014 amended Public Resources Code Section 5097.94 and added Public Resources Code Sections 21073, 21074, 21080.3.1, 21080.3.2, 21082.3, 21083.09, 21084.2, and 21084.3. AB 52 established that tribal cultural resources must be considered under CEQA and also provided for additional Native American consultation requirements for the lead agency. Public Resources Code Section 21074 describes a tribal cultural resource as a site, feature, place, cultural landscape, sacred place, or object that is considered of cultural value to a California Native American Tribe. A tribal cultural resource (TCR) is either:

- On the CRHR or a local historic register;
- Eligible for the CRHR or a local historic register; or
- A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1.

AB 52 formalizes the lead agency-tribal consultation process, requiring the lead agency to initiate consultation with California Native American groups that are traditionally and culturally affiliated with the project area, including tribes that may not be federally recognized. Lead agencies are required to begin consultation prior to the release of a negative declaration, mitigated negative declaration, or environmental impact report by contacting those tribal groups who have previously provided formal written request for notification of projects under the agency's jurisdiction.

Section 1 (a)(9) of AB 52 establishes that "a substantial adverse change to a tribal cultural resource has a significant effect on the environment." Effects on TCRs should be considered under CEQA. Section 6 of AB 52 adds Section 21080.3.2 to the Public Resources Code, which states that parties may propose mitigation measures "capable of avoiding or substantially lessening potential significant impacts to a tribal cultural resource or alternatives that would avoid significant impacts to a tribal cultural resource." Further, if a California Native American tribe requests consultation regarding project alternatives, mitigation measures, or significant effects to TCRs, the consultation shall include those topics (PRC Section 21080.3.2[a]). Finally, the environmental document, for which the tribal consultation is focused, and the mitigation monitoring and reporting program (where applicable), developed in consideration of information provided by tribes during the formal consultation process, shall include any mitigation measures that are adopted (PRC Section 21082.3[a]).

Assembly Bill 52 Consultation

The project is subject to compliance with AB 52 (PRC 21074), which requires consideration of impacts to TCRs as part of the CEQA process, and that the lead agency notify California Native American Tribal representatives (that have requested notification) who are traditionally or culturally affiliated with the geographic area of the proposed project. All NAHC-listed California Native American Tribal representatives that have requested project notification pursuant to AB 52 were sent letters by the City on March 30, 2023, via United States Postal Service (USPS) mailing. The notification letters contained a project description, outline of AB 52 timing, an invitation to consult, a project

site plan, and contact information for the appropriate lead agency representative. Table 3.18-1 summarizes the results of the AB 52 process for the project.

Table 3.18-1. Assembly Bill 52 Native American Heritage Commission-Listed Native American Contacts

Native American Tribal Representatives	Response Received
Andrew Salas, Chairman Gabrieleño Band of Mission Indians – Kizh Nation	No response has been received to date.
Joseph Ontiveros, Cultural Resource Director Soboba Band of Luiseño Indians	No response has been received to date.
Ryan Nordness Cultural Resources Management Department Yuhaaviatam of San Manuel Nation (YSMN)	May 4, 2023: An email response was received by City Planner, Angela Tafolla, from Ryan Nordness, Cultural Resource Analyst for the YSMN. Mr. Nordness stated that the proposed project area is within Serrano ancestral territory, however, due to the nature and location of the project and the CRM Department's present knowledge, the YSMN does not have any concerns with the project as planned at this time. Mr. Nordness then provided mitigation language and requested that it be included for the project permit and planning. Mr. Nordness also requested to be provided a final copy of the project permit and plan to review the included language. To date, no additional responses have been received by the City from the YSMN and the City has formally concluded consultation with the YSMN.

Would the project cause a substantial adverse change in the significance of a tribal cultural resource, 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 a 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)?*

Less-than-Significant Impact with Mitigation Incorporated. As discussed in Section 3.5, a CHRIS records search and NAHC SLF search were conducted for the project site. The SLF was completed with positive results; however, it should be noted that the results relate to the general regional area do not necessarily equate to the existence of resources within the specific area occupied by the proposed project site. The results of the CHRIS records search identified 20 historic built environment resources within the records search area. No prehistoric resources were identified as a result of the records search. South Central Coastal Information Center records also indicate that that 12 previous cultural resources investigations have been conducted within one-half mile of the proposed project site between 1984 and 2014. One previous study (report SB-07309) completed in 2011 (Tang and Hogan 2011) addressed the entirety (100 percent) of the present proposed project site. The 2011 study consisted of a background research and a literature search, tribal consultation, outreach to local historical societies, and a field survey. No cultural resources were identified within the proposed project site as a result of the 2011 study.

Additionally, as discussed in Section 3.5, based on the intensive-level archaeological pedestrian survey and research conducted as part of the Archaeological Resource Assessment (Appendix D), it was determined that the potential to encounter intact deposits containing archaeological resources within soils from current grade to between 1 and 2 feet below ground surface is unlikely. However, the potential for intact cultural deposits to exist within native soils (below between 1 and 2 feet bgs) to the proposed depths of disturbance is unknown. Given that City Creek and associated wash/creek bed historically overlapped the western portion of the proposed Project site, there is a potential for yet unidentified archaeological resource deposits within the proposed Project site to be buried by alluvial and flood deposits. Additionally, the City notified California Native American Tribal representatives who are traditionally or culturally affiliated with the geographic area of the proposed project area pursuant to AB 52. One response was received from the YSMN. No tribal cultural resources were identified on the project site as a result of AB 52 consultation between the City and the YSMN. Therefore, the proposed project would not adversely affect known TCRs that are listed or eligible for listing in the state or local register. No mitigation is required.

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 subdivision (c) of Public Resources Code Section 5024.1? In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.***

Less-than-Significant Impact with Mitigation Incorporated. The project is subject to compliance with AB 52 (PRC 21074), which requires consideration of impacts to tribal cultural resources as part of the CEQA process and requires lead agencies to provide notification of proposed projects to California Native American Tribal representatives that have requested such notifications.

As discussed above, the YSMN consulted with the City under AB 52, and stated that due to the nature and location of the project and the CRM Department's present knowledge, the YSMN does not have any concerns with the project as planned at this time. Nonetheless, the YSMN requested that mitigation measures be included for the project permit and planning.

As discussed in Section 3.5 Cultural Resources, no prehistoric resources or resources of Native American origin have been identified within the project site or records search radius through the CHRIS records search at the SCCIC. Although the NAHC SLF search results were positive, it is important to note that Sacred Land Files maintained by the NAHC represent a curation of "ancient places of special religious or social significance to Native Americans and known ancient graves and cemeteries of Native Americans on private and public lands in California" (nahc.gov 2021) provided by Tribal entities and Native American representatives. For various reasons, Tribal entities and Native American representatives do no not always report sacred lands or TCRs to the NAHC; as such, the NAHC's SLF is not necessarily a comprehensive list of known TCRs and searches of the SLF must be considered in concert with other research and not used as a sole source of information regarding the presence of TCRs. Additionally, results of the SLF provided relate to the general regional area within and surrounding the project site and don't necessarily equate to the existence of resources within the specific area occupied by the project site. As such, there are no resources in the project site, as presented during AB 52 consultation, that have been determined by the City to be significant pursuant to the criteria set forth in Public Resources Code Section 5020.1(k).

TCRs have not been identified through tribal consultation under AB 52, the City, acting as lead agency, has not identified any TCRs within the project site that would warrant discretionary designation of a resource

as a TCR. However, the City, in an abundance of caution, has considered the information provided for review through consultation and determined to implement mitigation measures to ensure if unknown subsurface tribal cultural resources were inadvertently encountered, they would be addressed properly. Therefore, in addition to the cultural resources mitigation measures (MM-CUL-1, MM-CUL-2, and MM-CUL-3), tribal cultural resources mitigation measure MM-TCR-1 has been included to ensure retention, by the applicant, of a YSMN Native American monitor to observe ground disturbing activities at the election of the YSMN cultural resources manager. As stipulated within mitigation prepared for Cultural Resources - appropriate handling of human remains will be completed in compliance with Public Resources Code 5097.98 and Health and Safety Code 7050.5. This includes establishing a process of respectful treatment through discussions with the identified MLD. Implementation of MM-TCR-1 would ensure that potential construction impacts related to an unknown tribal cultural resource would be reduced to a level less than significant.

MM-TCR-1 Tribal Cultural Resources The Yuhaaviatam of San Manuel Nation Cultural Resources Department (YSMN) shall be contacted, as detailed in MM-CUL-3, in the case of a discovery of pre-contact and/or historic-era cultural resources of or potentially of Native American origin. The Tribe shall be provided relevant information regarding the findings of the archaeological assessment as well recommendations regarding further study and treatment, if necessary. The Tribal shall be provided the opportunity to consult with the qualified archaeologist regarding the findings and recommendations. Should the resource be deemed significant, as defined by CEQA (as amended, 2015), a cultural resources Monitoring and Treatment Plan (Plan) to include a research design, if data recovery is determined necessary, shall be created by the retained archaeologist for the project. A draft of the Plan shall be provided to YSMN for review and comment, prior to finalization of the Plan. This Plan shall allow for a YSMN Native American monitor to observe ground disturbing activities at the election of the YSMN cultural resources manager. Any and all archaeological/cultural documents created as a part of the project (isolate records, site records, survey reports, testing reports, etc.) shall be supplied to the applicant and the City of Highland for dissemination to YSMN. The City and/or applicant shall, in good faith, consult with YSMN throughout the life of the project.

3.19 Utilities and Service Systems

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
XIX. UTILITIES AND SERVICE SYSTEMS – Would the project:				
a) Require or result in the relocation or construction of new or expanded water, waste water treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	☐	☐	☒	☐

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
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 waste water 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?	☐	☐	☒	☐

a) ***Would the project require or result in the relocation or construction of new or expanded water, waste water treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?***

Less-than-Significant Impact. The proposed project would involve construction of a warehouse building, as well as paved parking areas and landscape areas. The project site currently consists of an existing residential home, garage structures, and vacant land. As such, the proposed project would increase demand for water supply compared to existing land uses.

As part of the project, utility service lines, including those for water, stormwater drainage, electric power, natural gas, and telecommunications services, would be extended from their current locations in the public ROW surrounding the project site for operation of the proposed warehouse building. The proposed project would connect to existing 30-inch-diameter water line within 5th Street, as well as various underground pipes to convey stormwater to a 72-inch corrugated metal pipe infiltration system.

Given that the activity of connecting utilities from their current locations within the public right-of-way would require ground disturbance and the use of heavy machinery associated with trenching, the connection of these utility services to the proposed warehouse building could potentially result in environmental effects. However, the extension of these utility lines is part of the proposed project analyzed herein. As such, any potential environmental impacts related to these components of the project are already accounted for in this IS/MND as part of the impact assessment conducted for the entirety of the project. No adverse physical effects beyond those already disclosed in this IS/MND would occur as a result of implementation of the project's utility system connections. Additionally, the project

would constitute a nominal increase in utility usage, which has already been accounted for in growth projections for the City and by each utility provider. No modifications to utility infrastructure would be necessary outside of the immediate project area. As such, impacts associated with the construction or expansion of utility line connections would be less than significant.

b) *Would the project 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. Domestic water would be provided to the project site by the EVWD. The EVWD provides domestic water for the City and for portions of both the City and County of San Bernardino. The primary water source for EVWD is groundwater from the Bunker Hill Basin. The Bunker Hill Basin has the capacity to provide 70,000 acre-foot per year of water from groundwater and surface water sources (City of San Bernardino 2005). The San Bernardino Valley Regional Urban Water Management Plan contains existing and projected water supplies for the region, including the EVWD. Table 3.19-1 shows projected water supplies during single- and multiple-dry year conditions, which represents "worst-case" conditions during extended periods of drought when supplies would be reduced.

Table 3.19-1. Projected Multiple Dry Year Supply and Demand Comparison (Acre-Feet)

Multiple Dry Year Scenario	2025	2030	2035	2040	2045
First Year					
Supply Totals	26,676	26,676	26,676	52,972	52,972
Demand Totals	26,676	26,676	26,676	52,972	52,972
Difference (supply minus demand)	0	0	0	0	0
Second Year					
Supply Totals	26,676	26,676	26,676	52,972	52,972
Demand Totals	26,676	26,676	26,676	52,972	52,972
Difference (supply minus demand)	0	0	0	0	0
Third Year					
Supply Totals	26,676	26,676	26,676	52,972	52,972
Demand Totals	26,676	26,676	26,676	52,972	52,972
Difference (supply minus demand)	0	0	0	0	0
Fourth Year					
Supply Totals	26,676	26,676	26,676	52,972	52,972
Demand Totals	26,676	26,676	26,676	52,972	52,972
Difference (supply minus demand)	0	0	0	0	0
Fifth Year					
Supply Totals	26,676	26,676	26,676	52,972	52,972
Demand Totals	26,676	26,676	26,676	52,972	52,972
Difference (supply minus demand)	0	0	0	0	0

Source: SBVMWD 2021.

Table 3.19-1 demonstrates that EVWD anticipates adequate supplies for years 2025 to 2045 under multiple dry year conditions based on current land use projections. However, in the unlikely event of a

drought, natural disaster such as earthquake, a regional power outage, the San Bernardino Valley Municipal Water District has prepared a water shortage contingency plan for the region (SBVMWD 2021). This plan provides specific actions that should be taken to ensure critical water needs of the region are met during a period in which water supplies are cut by 50%. Based on the future and existing capacity, and water management measures, it is anticipated there are sufficient water supplies to serve the proposed project. Therefore, impacts associated with water supplies would be less than significant.

c) ***Would the project result in a determination by the waste water 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. Highland's sewer system is maintained by the EVWD, which has joint powers with the City of San Bernardino to accept all sewage generated within the EVWD's boundaries. The project would coordinate with the EVWD to meet sewer requirements established by the DHS to ensure the continued sewer services in Highland, which has the potential to be impacted with continued growth within the City. However, water recycling programs, such as the project's corrugated metal pipe infiltration system, assist in reducing the amount of wastewater conveyed to the sewage system. The sewage from Highland is treated at the San Bernardino WRP, operated by the San Bernardino City Municipal Water District (City of Highland 2006). The WRP treats residential and industrial wastewater generated in the City of San Bernardino, the City of Loma Linda, and EVWD (City of San Bernardino 2005). The WRP processes an average sewage flow of approximately 26 to 27 million gallons per day and has a total sewage capacity of 33 million gallons per day (City of Highland 2006).

SBMWD forecasts adequate capacity to treat wastewater in the upcoming years. As noted above in Section 3.19(b), the proposed project is consistent with the existing zoning designation established by the City. As such, anticipated wastewater generation for an industrial use has already been accounted for in growth projections for the City. Existing infrastructure is adequate to convey wastewater without requiring the expansion of the facilities. In addition, the project applicant would pay applicable connection fees and monthly charges which offset the need for incremental wastewater conveyance and treatment. Therefore, impacts associated with wastewater capacities would be less than significant.

In addition, EVWD has constructed a new wastewater treatment plan, Sterling Natural Resources Plan, at the intersection of Del Rosa Avenue and 5th Street. This new facility will provide improved and expanded service to all sewer clients in Highland.

d) ***Would the project 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. Solid waste generated in the City is collected and transported by the City's contract waste hauler, Burrtec Waste Industries (Burrtec) (City of Highland 2018). Solid waste from demolition and construction would be collected and sent to the East Valley Transfer and Recycling Materials Recovery Facility, located at 1150 and 1250 S. Tippecanoe Avenue, San Bernardino, California 92408, where it is separated from recyclable materials. Solid waste is then shipped to the Mid-Valley Sanitary Landfill at 2390 N. Adler Avenue in the City of Rialto. The California Department of Resources Recycling and Recovery (CalRecycle) publishes solid waste generation rates based on land use types. According to CalRecycle, manufacturing/warehouse uses generate 1.42 pounds per 100 square feet per day (CalRecycle n.d.). Based

on these generation rates, construction of the proposed 54,330-square-foot warehouse building could generate solid waste at a rate of approximately 0.38 tons of solid waste per day.[22]

The Mid-Valley Sanitary Landfill currently has a daily permitted throughput of 7,500 tons a day and a remaining capacity of 61,219,377 cubic yards (CalRecycle 2019). As a result, solid waste generated by the proposed project would represent a nominal percentage of the collective maximum daily throughput permitted for this landfill. Therefore, impacts associated with permitted landfill capacity would be less than significant.

e) ***Would the project comply with federal, state, and local management and reduction statutes and regulations related to solid waste?***

Less-than-Significant Impact. All collection, transportation, and disposal of solid waste generated by the project would comply with all applicable federal, state, and local statutes and regulations. The City of Highland contracts Burrtec for the residential and commercial refuse collection program, which is designed to efficiently collect trash, recyclables, and green waste, and to assist the City in meeting mandated diversion goals established by the State of California. Solid waste is disposed of at the Colton, Mid-Valley, and San Timoteo landfills (City of Highland 2006).

Waste from construction activities, including demolition and construction, would comply with the City's requirement to submit and obtain an approved construction waste diversion plan to help divert construction and demolition waste from landfills, as outlined in Section 8.12.285 of the City's Municipal Code, and also to comply with mandates of CalRecycle. The City diversion requirement, as outlined in Section 16.40.400 of the City's Municipal Code, is 50%, which means that projects that involve construction and demolition (such as the proposed project), are required to divert 50% of the construction and demolition waste tonnage at a project site from landfills.

Burrtec operated five material recovery facilities in Southern California, which sort and process recyclables; the remaining waste is then taken to the nearby Mid-Valley Sanitary Landfill (Burrtec n.d.). As of the most recent capacity inspection completed in 2019, the remaining capacity at Mid-Valley Sanitary Landfill currently has a maximum permitted throughput of 7,500 tons per day and a remaining capacity of 61,219,377cubic yards (CalRecycle 2019).

As required by existing regulations, any hazardous materials collected on the project site during demolition, construction, or operational activities would be transported and disposed of by a permitted and licensed hazardous materials service provider at a facility permitted to accept such hazardous materials. Therefore, impacts associated with permitted landfill capacity and solid waste statutes and regulations would be less than significant.

22 This estimate does not account for diversion of recyclables from the solid waste stream and, thus, should be considered a conservative projection.

3.20 Wildfire

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
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 a 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?	☐	☐	☐	☒

a) ***Would the project substantially impair an adopted emergency response plan or emergency evacuation plan?***

No Impact. The City of Highland has an Emergency Plan to ensure the most effective and economical allocation of resources for the maximum benefit and protection of the City in times of emergency. No revisions to this plan would occur as a result of the project. The project does not propose any changes to the geometry of evacuation route roadways to the extent that these roadways' ability to serve as emergency evacuation routes would be compromised. In addition, the project site is currently comprised of vacant and developed land and is located in a developed portion of the City. The City's General Plan outlines major evacuation routes within the San Bernardino Valley as I-10, 15, and 215, and State Highway 30, 31, 60, 66, and 71 (City of Highland 2006). In the case of an emergency, 5th Street and Central Avenue may be used as evacuation routes, but these roads are not explicitly outlined as evacuation routes by the City. Therefore, no impacts associated with an emergency response or evacuation plan would occur.

b) *Due to slope, prevailing winds, and other factors, would the project exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?*

No Impact. The project site is not located within a Fire Hazard Severity Zone or a Very High Fire Hazard Severity Zone according to the Local Responsibility and State Responsibility Area maps by CAL FIRE (CAL FIRE 2007, 2022). In addition, the project site is currently partially developed and located within a developed portion of the City. Further, the project site is relatively flat and contains only limited amounts of ornamental vegetation associated with existing landscaping and does not contain extensive amounts of vegetation or wildfire fuel. Therefore, it is not anticipated that the project, due to slope, prevailing winds, and other factors, would exacerbate wildfire risks or expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire. Thus, the project would not expose people or structures to significant risk involving wildfires, exacerbate wildfire risks, or otherwise result in wildfire-related impacts. Therefore, no impacts associated with wildfire would occur.

c) *Would the project 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 not located within a Fire Hazard Severity Zone or a Very High Fire Hazard Severity Zone according to the Local Responsibility and State Responsibility Area maps by CAL FIRE (CAL FIRE 2007, 2022). In addition, the project site is currently developed and located within a developed portion of the City that is not prone to wind hazard (City of Highland 2022). The project would construct surface parking lots, new internal circulation roadways, and infrastructure for the proposed development. It is not anticipated that installation or maintenance of internal driveways would exacerbate fire risk, as the driveways would be surrounded by developed land. Further, the project site is in a predominately developed area and would connect to existing utilities. The project would not require installation or maintenance of other associated infrastructure such as fuel breaks, power lines, or other utilities that would exacerbate fire risk. As such, the project would not expose people or structures to significant risk involving wildland fires, exacerbate wildfire risks, or otherwise result in wildfire-related impacts. Therefore, no impacts associated with wildfire would occur.

d) *Would the project 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 project site is not located within a Fire Hazard Severity Zone or a Very High Fire Hazard Severity Zone according to the Local Responsibility and State Responsibility Area maps by CAL FIRE (CAL FIRE 2007, 2022). As discussed in Section 3.7, Geology and Soils, and Section 3.10, Hydrology and Water Quality, the project would not result in significant risks associated with flooding, landslides, runoff, or drainage changes, and the project does not propose the use of fire (such as for a controlled vegetation burn) that would result in post-fire instability. Further, the project site is located within a developed portion of the City that is not susceptible to wildland fires, given its considerable distance from open, natural areas. Thus, the project would not expose people or structures to significant risk involving wildland fires, exacerbate wildfire risks, or otherwise result in wildfire-related impacts. Therefore, no impacts with wildfire would occur.

3.21 Mandatory Findings of Significance

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
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?	☐	☒	☐	☐

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. As described throughout this IS/MND, with the incorporation of the identified mitigation measures, the project would not degrade the quality of the environment, would not substantially reduce the habitats of fish or wildlife species, would not cause a fish or wildlife population to drop below self-sustaining levels, would not threaten to eliminate a plant or animal, and would not eliminate important examples of major periods of California history or prehistory. Therefore, impacts would be less than significant with mitigation incorporated.

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. When evaluating cumulative impacts, it is important to remain consistent with Section 15064(h) of the CEQA Guidelines, which states that an EIR must be prepared if the cumulative impact may be significant and the project's incremental effect, though individually limited, is cumulatively considerable. "Cumulatively considerable" means that the incremental effects of an individual project are significant when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.

Alternatively, a lead agency may determine that a project's incremental contribution to a cumulative effect is not cumulatively considerable through mitigation measures set forth in an MND or if the project will comply with the requirements in a previously approved plan or mitigation program that provides specific requirements that will avoid or substantially lessen the cumulative problem within the geographic area in which the project is located.

The proposed project would potentially result in project-related air quality, biological, cultural and tribal cultural, and geological impacts that could be potentially significant without the incorporation of mitigation. Thus, when coupled with air quality, biological, cultural resources and TCRs, and geological impacts related to the implementation of other related projects throughout the broader project area, the project would potentially result in cumulative-level impacts if these significant impacts are left unmitigated.

However, with the incorporation of mitigation identified herein, the project's impacts to air quality, biological resources, cultural resources and TCRs, and geological resources would be reduced to less-than-significant levels and would not considerably contribute to cumulative impacts in the greater project region. In addition, these other related projects would presumably be bound by their applicable lead agency to (1) comply with all applicable federal, state, and local regulatory requirements; and (2) incorporate all feasible mitigation measures, consistent with CEQA, to further ensure that their potentially cumulative impacts would be reduced to less-than-significant levels.

Although cumulative impacts are always possible, the project, by incorporating all mitigation measures outlined herein, would reduce its contribution to any such cumulative impacts to less than cumulatively considerable; therefore, the project would result in individually limited, but not cumulatively considerable, less-than-significant impacts with mitigation incorporated.

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. As evaluated throughout this IS/MND, with incorporation of mitigation identified herein, all environmental impacts associated with the project would be reduced to less-than-significant levels. Thus, the project would not directly or indirectly cause substantial adverse effects on human beings. Impacts would be less than significant with mitigation incorporated.

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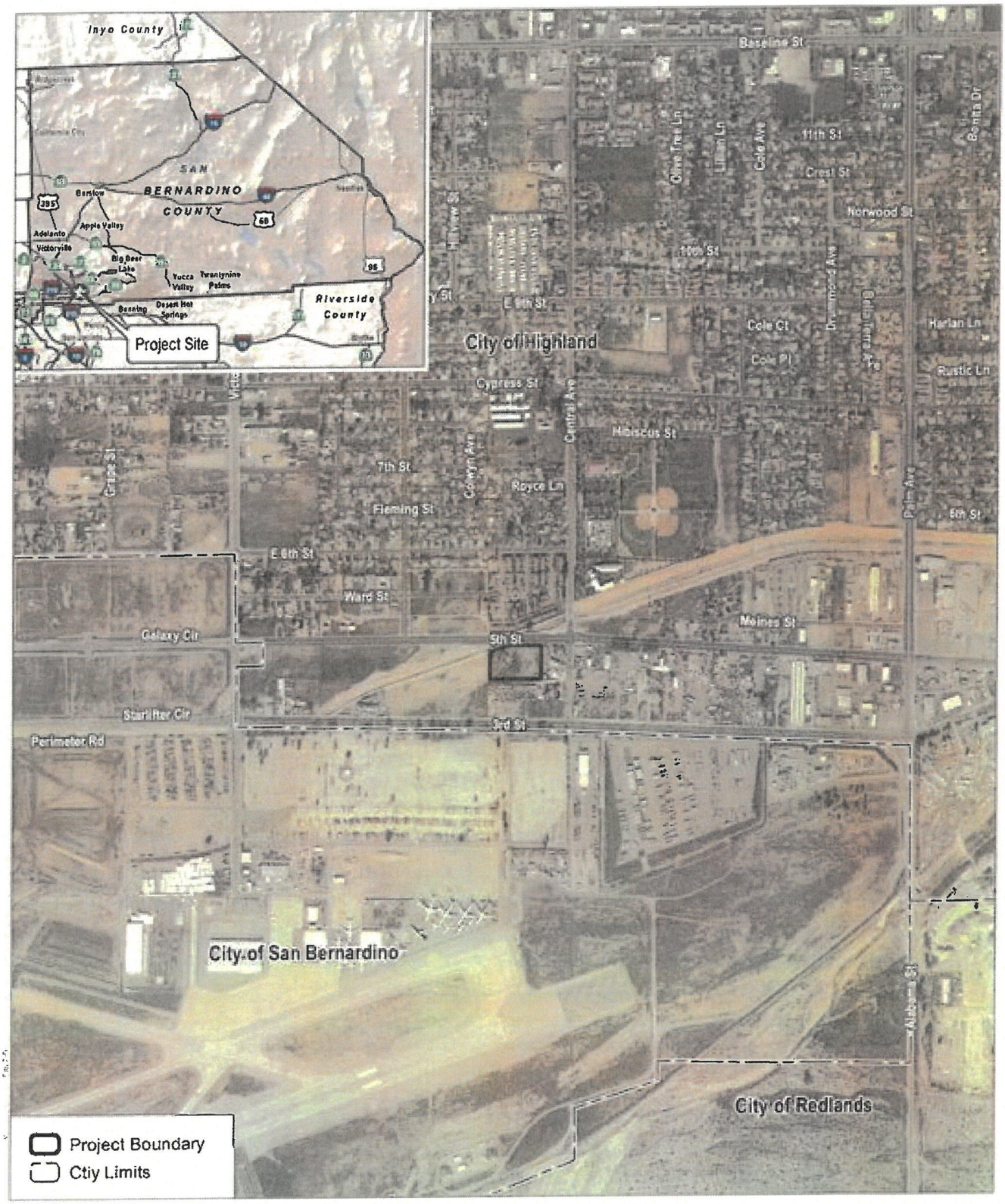
4.2 List of Preparers

Dudek

Hayley Ward – Project Manager
Clarisa Olaguez – Environmental Planner
Nicholas Lorenzen – Air Quality Specialist
Tommy Molloo – Senior Biologist
Jacob Rogers – Biologist
Linda Kry – Archaeologist
Michael Williams – Paleontologist
Michael Greene – Noise Specialist
Carson Wong – Noise Specialist
Sabita Tewani – Transportation Specialist
Kelsey Bacon – GIS Specialist



SOURCE: ESRI 2020

FIGURE 1

Project Location

5th Street and Central Avenue Warehouse Project

DUDEK 0 500 1,000 Feet

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SOURCE: ESRI 2020; San Bernardino County 2023

DUDEK 0 100 200 Feet

FIGURE 2

Aerial Overview

5th Street and Central Avenue Warehouse Project

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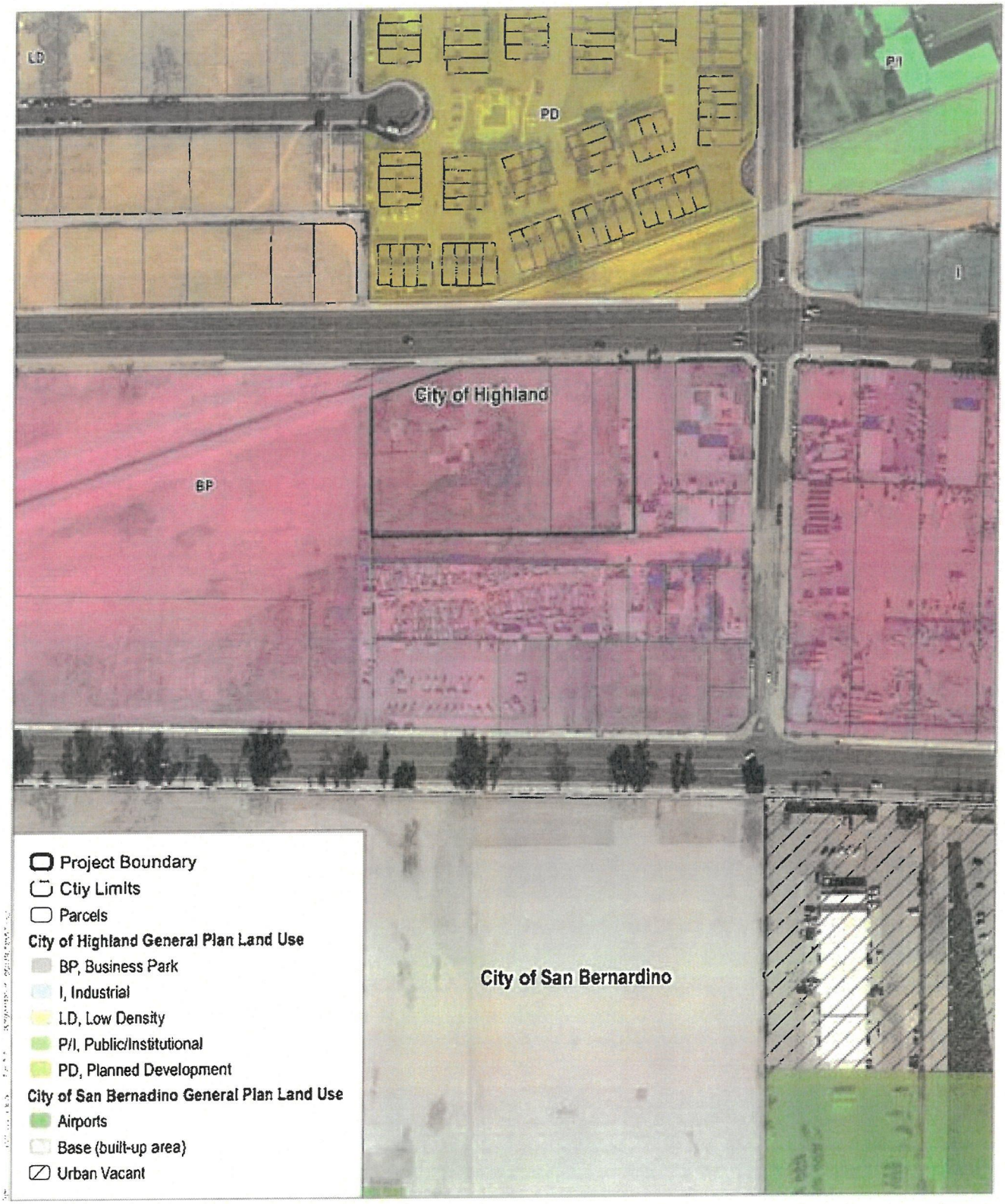

SOURCE: ESRI 2020; San Bernardino County 2012, 2023; City of Highland 2014

DUDEK 0 100 200 Feet

FIGURE 3

General Plan Land Use

5th Street and Central Avenue Warehouse Project

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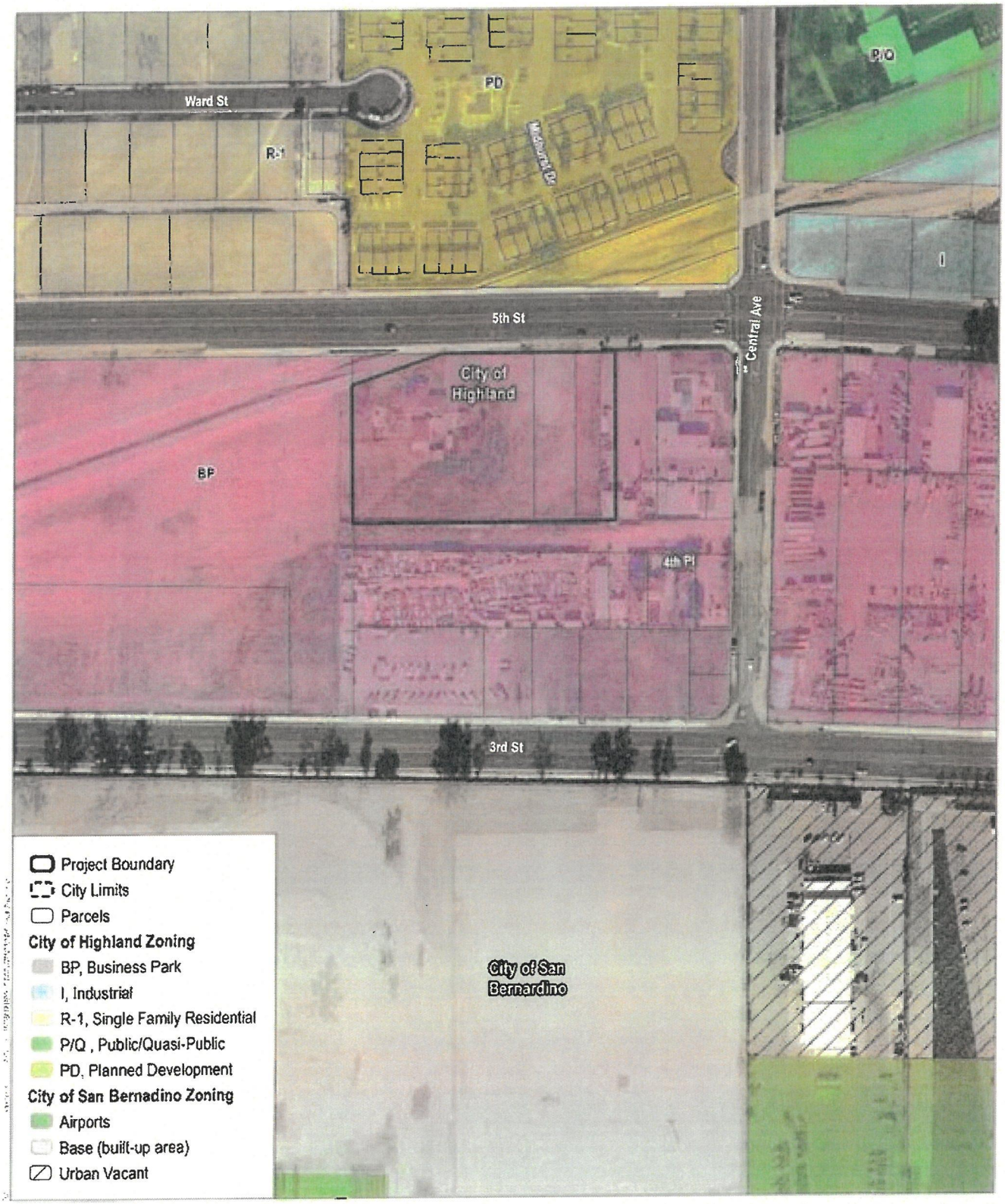

SOURCE: ESRI 2020; San Bernardino County 2012, 2023; City of Highland 2014

DUDEK

0 100 200 Feet
0 25 50 Meters
1:2,000

FIGURE 4

Zoning

5th Street and Central Avenue Warehouse Project

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SOURCE: Esri World Imagery, City of San Bernadino 2012, City of Highland 2014

DUDEK 0 1,000 2,000 Feet

FIGURE 5

Airport Gateway Specific Plan

5th Street and Central Avenue Warehouse Project

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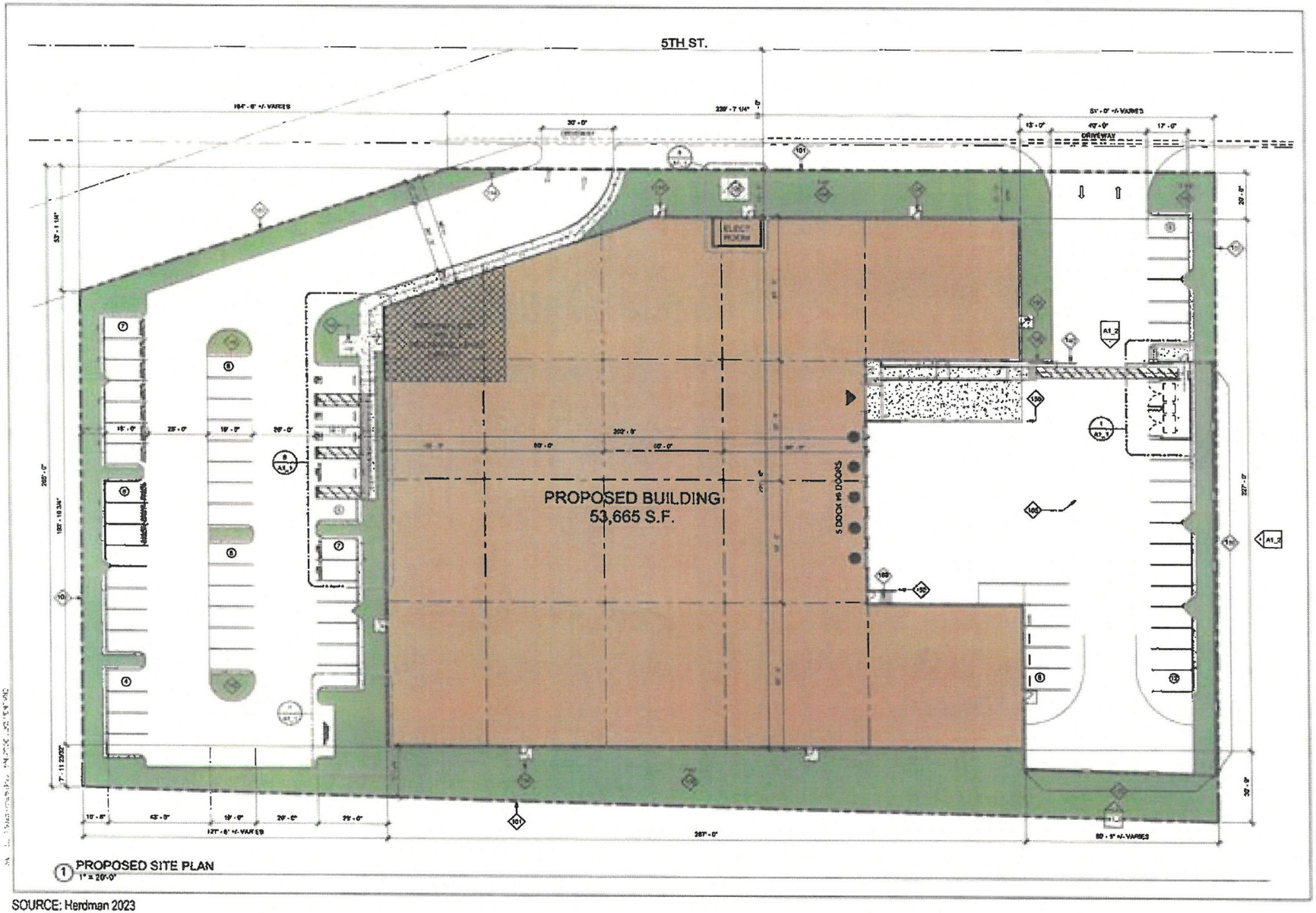

SOURCE: Herdman 2023

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FIGURE 6
Site Plan
5th Street and Central Avenue Warehouse Project ISMND

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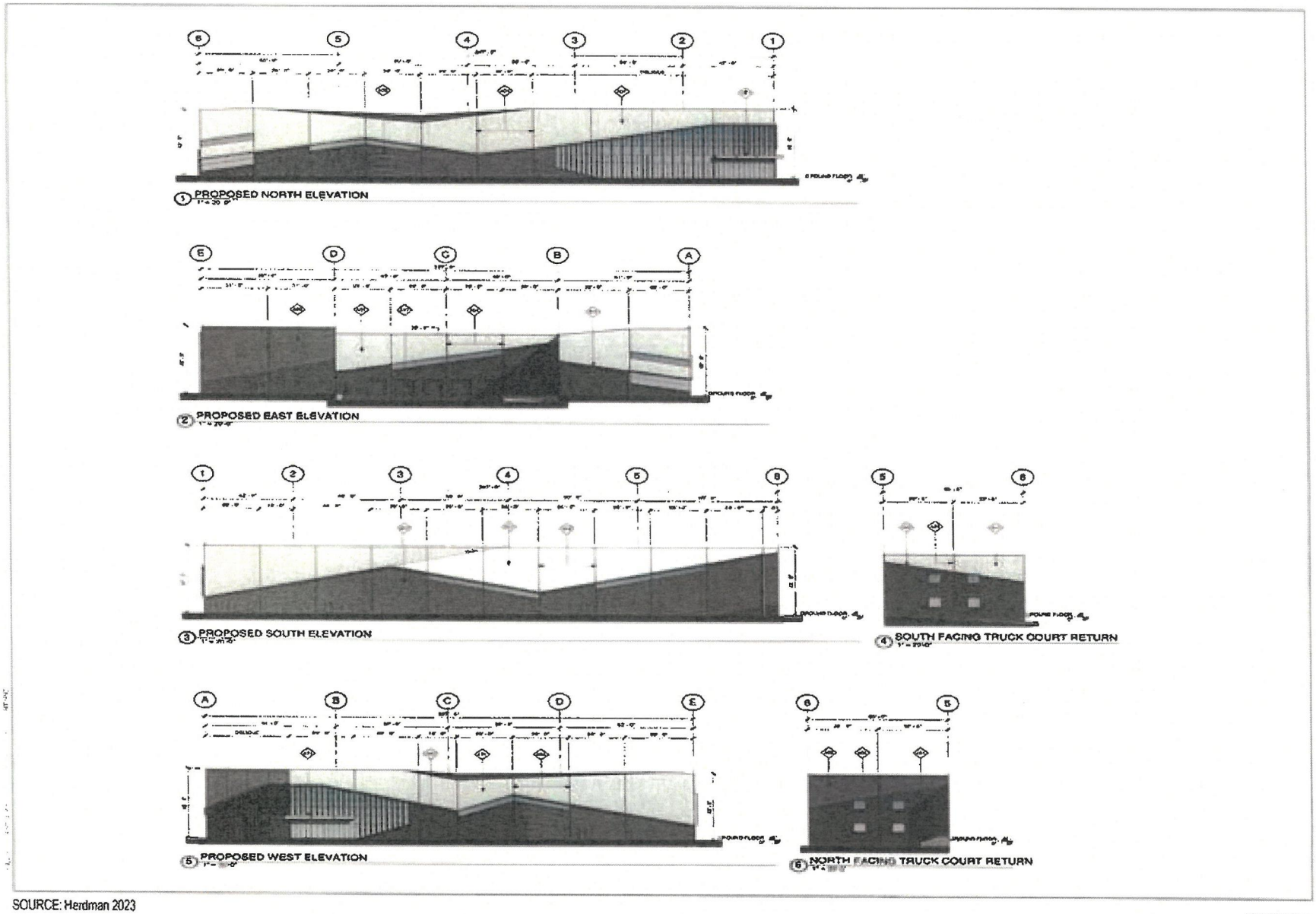

SOURCE: Herdman 2023

DUDEK

FIGURE 7
Conceptual Elevations
5th Street and Central Avenue Warehouse Project ISMND

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SOURCE: Herdman 2023

DUDEK

FIGURE 6

Conceptual Rendering

5th Street and Central Avenue Warehouse Project IS/MND

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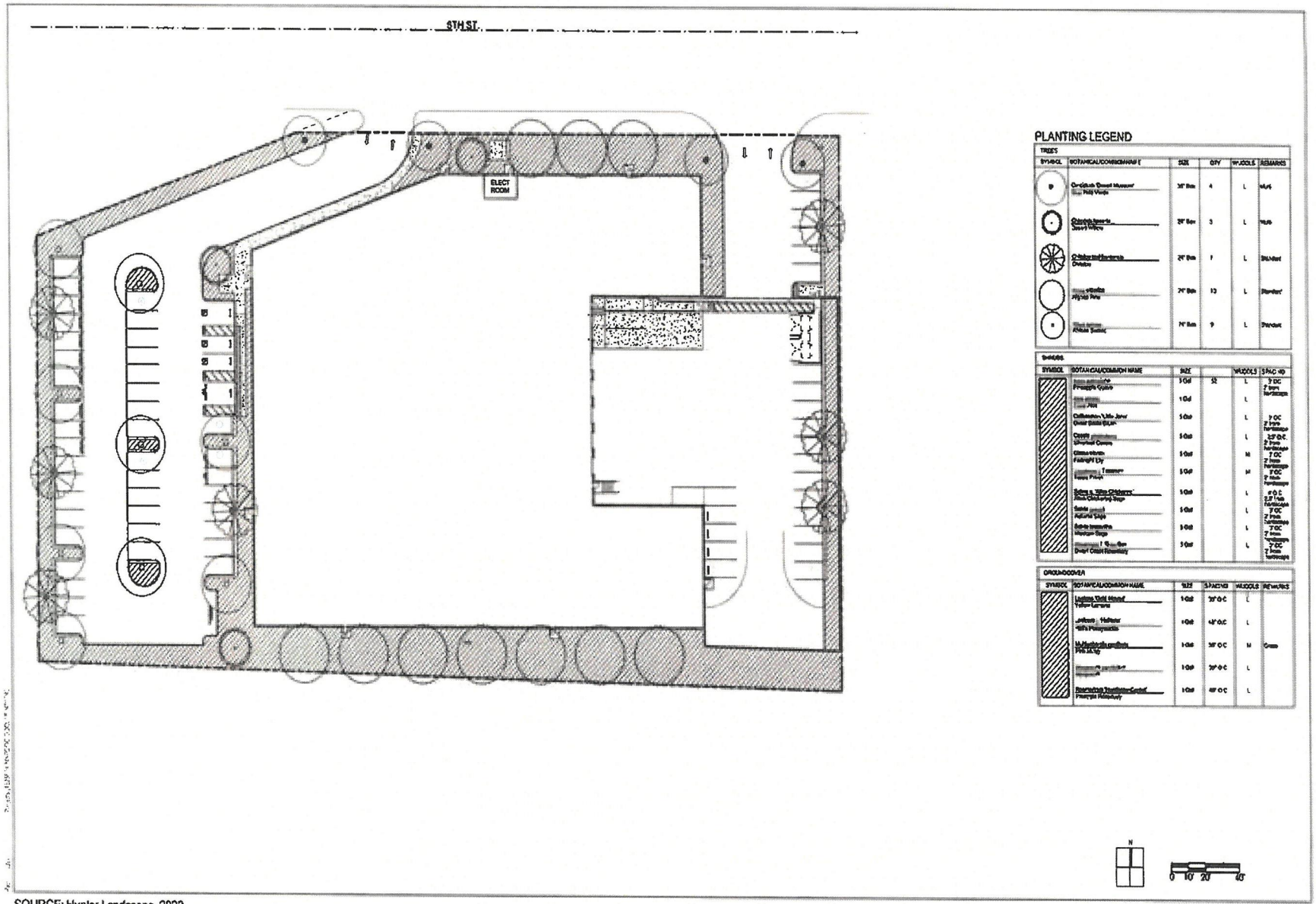

SOURCE: Hunter Landscape, 2023

DUDEK

FIGURE 9

Landscaping Plan

5th Street and Central Avenue Warehouse Project ISMND

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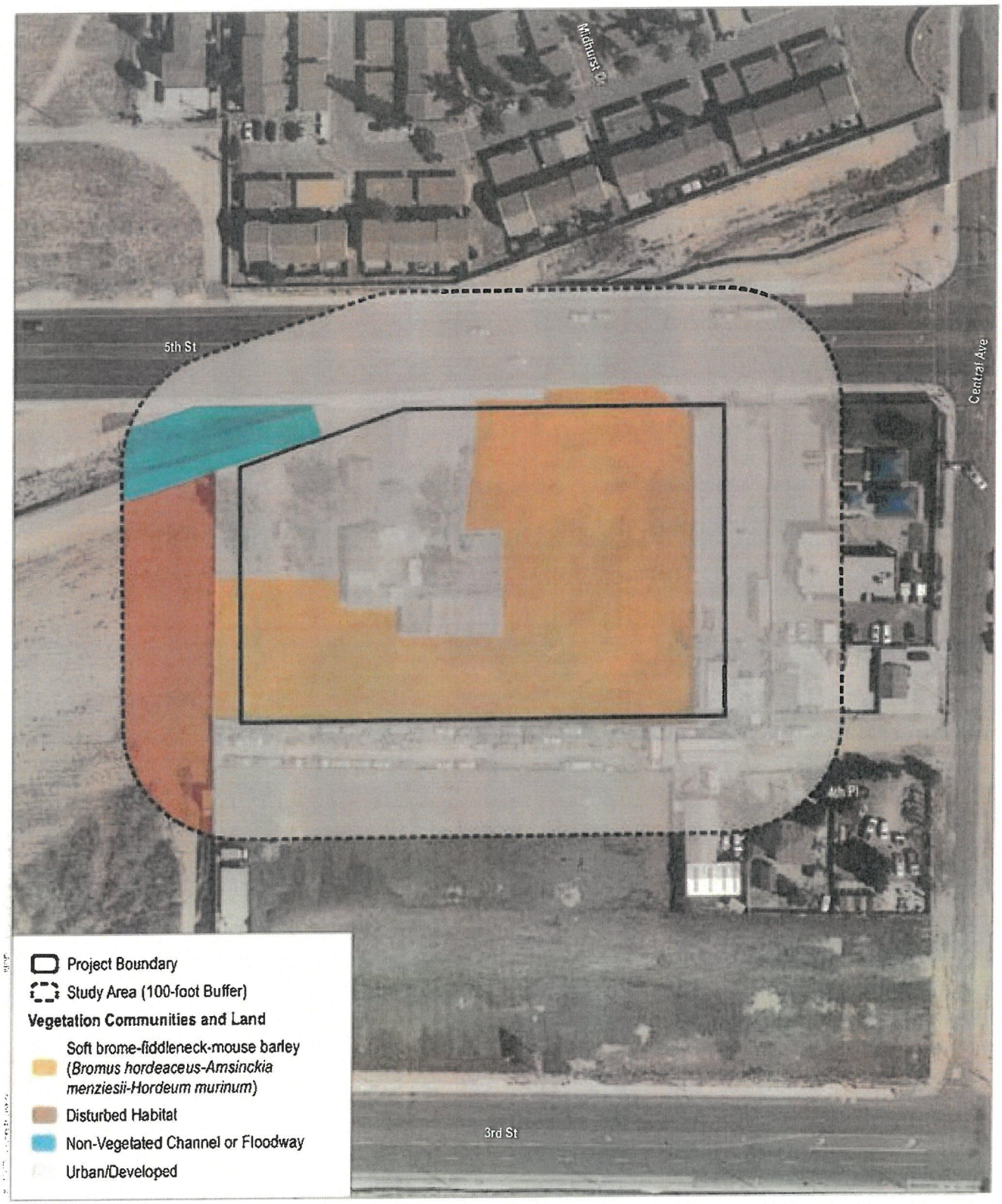

SOURCE: Bing Maps Aerial (accessed 2023)

DUDEK 0 55 110 Feet

FIGURE 10

Biological Resources

5th Street and Central Avenue Warehouse Project

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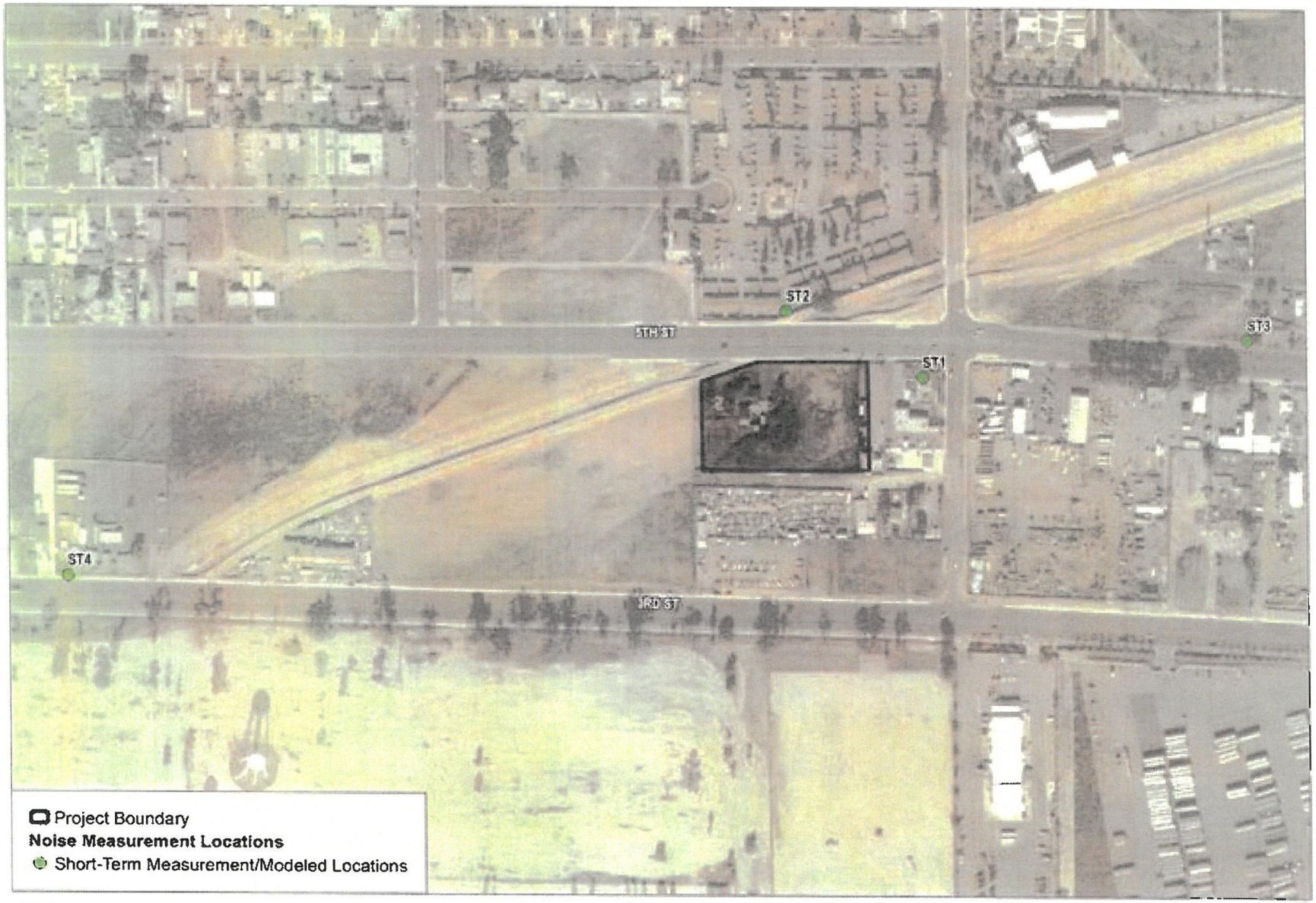

SOURCE: Esri World Imagery Basemap

DUDEK 0 155 310 Feet

FIGURE 11

Noise Measurement Locations

5th Street and Central Avenue Warehouse Project

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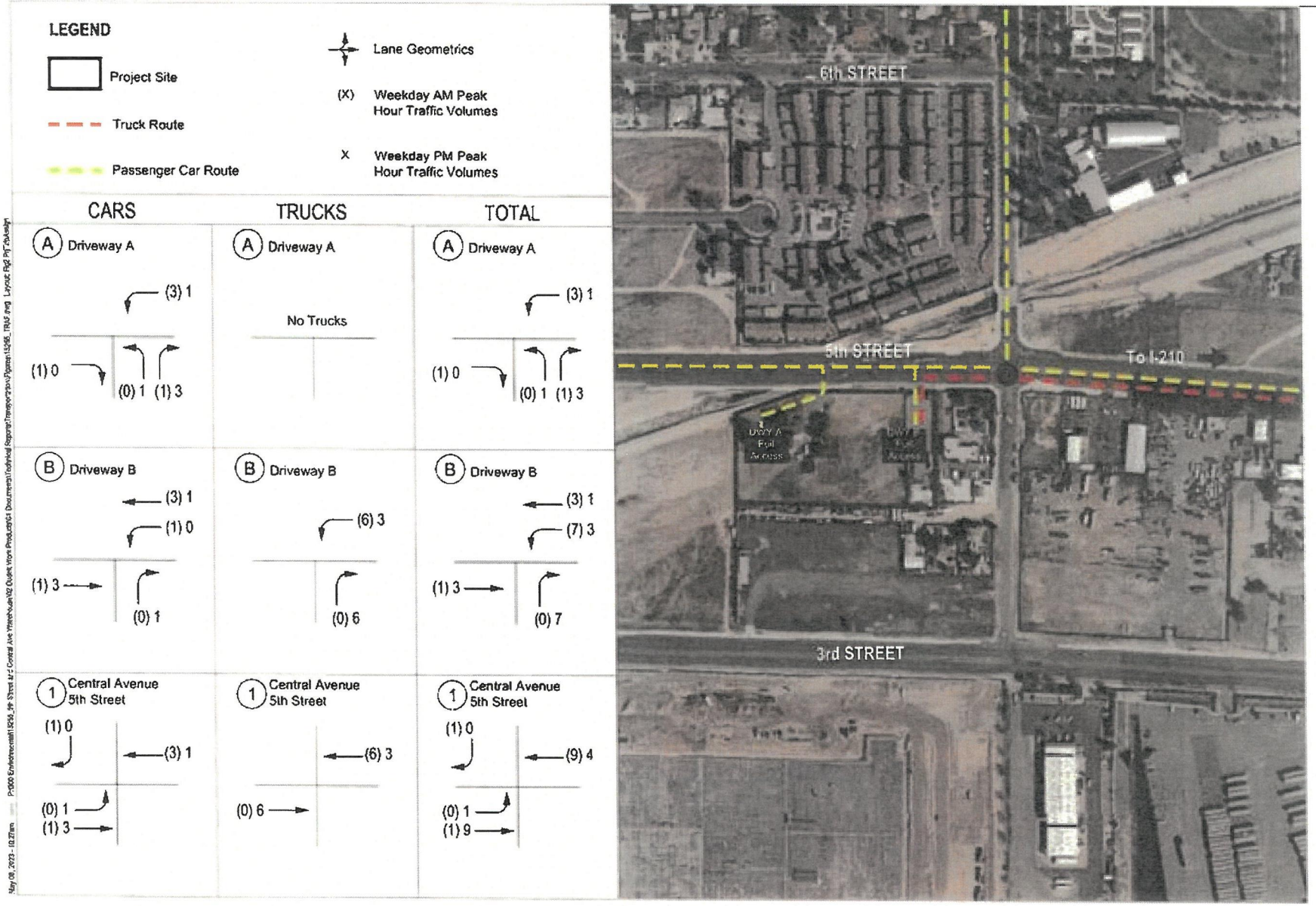

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Figure 12

Project Trip Assignment

5th Street and Central Avenue Warehouse Project ISMND

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Mitigation Monitoring and Reporting Program
Initial Study/Mitigated Negative Declaration

Southwest Corner of 5th Street and Central Avenue Warehouse Project

AUGUST 2023

Prepared for:

CITY OF HIGHLAND California

CITY OF HIGHLAND
27215 Base Line
Highland, California 92346
Contact: Kim Stater

Prepared by:

DUDEK

605 Third Street
Encinitas, California 92024
Contact: Hayley Ward

DUDEK.COM

Printed on 30% post-consumer recycled material.

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TABLE

1 Mitigation Monitoring and Reporting Program 3

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1 Introduction

The California Environmental Quality Act (CEQA) requires that a public agency adopting a Mitigated Negative Declaration (MND) take affirmative steps to determine that approved mitigation measures are implemented after project approval. The lead or responsible agency must adopt a reporting and monitoring program for the mitigation measures incorporated into a project or included as conditions of approval. The program must be designed to ensure compliance with the MND during project implementation (California Public Resources Code, Section 21081.6(a)(1)).

This Mitigation Monitoring and Reporting Program (MMRP) will be used by the City of Highland (City) to ensure compliance with adopted mitigation measures identified in the MND for the proposed Southwest Corner of 5th Street and Central Avenue Warehouse Project (project) located at the southwest corner of 5th Street and Central Avenue in Highland, California (project) when construction begins. The City, as the lead agency, will be responsible for ensuring that all mitigation measures are carried out. Implementation of the mitigation measures would reduce impacts to below a level of significance for air quality, biological resources, cultural resources, geology and soils (paleontological resources), and tribal cultural resources.

The remainder of this MMRP consists of a table that identifies the mitigation measures by resource for each project component. Table 1 identifies the mitigation monitoring and reporting requirements, list of mitigation measures, party responsible for implementing mitigation measures, timing for implementation of mitigation measures, agency responsible for monitoring of implementation, and date of completion. With the MND and related documents, this MMRP will be kept on file at the following location:

City of Highland
Planning Department
27215 Base Line
Highland, California 92346

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2 Mitigation Monitoring and Reporting Program Table

Table 1 Mitigation Monitoring and Reporting Program

Mitigation Measure	Implementation Timing	Party Responsible for Implementation	Party Responsible for Monitoring	Date of Completion/ Notes
Air Quality				
MM-AQ-1: Tier 4 Interim Engines. To reduce the potential for criteria air pollutants, specifically particulate matter with an aerodynamic diameter less than or equal to 10 microns (PM10), as a result of construction of the project, the applicant shall: Prior to the start of construction activities, ensure that all 75 horsepower or greater diesel-powered equipment are powered with California Air Resources Board (CARB)-certified Tier 4 interim engines, except where the project applicant establishes to the satisfaction of the City of Highland (City) that Tier 4 interim equipment is not available. An exemption from these requirements may be granted by the City in the event that the City documents that equipment with the required tier is not reasonably available and corresponding reductions in criteria air pollutant emissions are achieved from other construction equipment. Before an exemption may be considered by the City, the applicant shall be required to demonstrate that two construction fleet owners/operators in San Bernardino County were contacted and that those owners/operators confirmed Tier 4 interim equipment could not be located within San Bernardino County.	Prior to construction	Project applicant and their construction contractor	City of Highland	

Table 1 Mitigation Monitoring and Reporting Program

Mitigation Measure	Implementation Timing	Party Responsible for Implementation	Party Responsible for Monitoring	Date of Completion/ Notes
MM-AQ-2: Operational Forklifts. The City shall require that all forklifts used during operation of the project be electric powered or fueled with natural gas.	During operation	Project applicant	City of Highland	
Biological Resources				
MM-BIO-1: Construction activities shall avoid the migratory bird nesting season (typically February 1 through August 31), to reduce any potential significant impact to birds that may be nesting on the study area. If construction activities must occur during the migratory bird nesting season, an avian nesting survey of the project site and contiguous habitat within 500 feet of all impact areas must be conducted for protected migratory birds and active nests. The avian nesting survey shall be performed by a qualified wildlife biologist within 72 hours prior to the start of construction in accordance with the Migratory Bird Treaty Act (16 USC 703–712) and California Fish and Game Code, Sections 3503, 3503.5, and 3513. If an active bird nest is found, the nest shall be flagged and mapped on the construction plans along with an appropriate no-disturbance buffer, which will be determined by the biologist based on the species' sensitivity to disturbance (typically up to 300 feet for passerines and up to 500 feet for raptors and special-status species). The nest area shall be avoided until the nest is vacated and the juveniles have fledged. The nest area shall be demarcated in the field with flagging and stakes or construction fencing.	Prior to and during construction	Project applicant and their construction contractor	City of Highland	

Table 1 Mitigation Monitoring and Reporting Program

Mitigation Measure	Implementation Timing	Party Responsible for Implementation	Party Responsible for Monitoring	Date of Completion/ Notes
Cultural Resources				
MM-CUL-1: Workers Environmental Awareness Program. Prior to the start of construction activities, all construction personnel and monitors shall be trained regarding identification and treatment protocol for inadvertent discoveries of cultural resources (archaeological and tribal) and human remains. A basic presentation and handout or pamphlet shall be prepared in order to ensure proper identification and treatment of inadvertent discoveries of cultural resources and human remains. The purpose of the Workers Environmental Awareness Program (WEAP) training is to provide specific details on the kinds of materials that may be identified during ground disturbing activities and explain the importance of and legal basis for the protection of human remains and significant cultural resources. Each worker shall also be trained in the proper procedures to follow in the event that cultural resources or human remains are uncovered during ground disturbing activities. These procedures include but are not limited to work curtailment or redirection, and the immediate contact of the site supervisor and archaeological monitoring staff.	Prior to construction	Project applicant and their construction contractor	City of Highland	
MM-CUL-2: Retention of an On-Call Qualified Archaeologist. A qualified archaeologist shall be retained and on-call to respond and address any inadvertent discoveries identified project implementation. Additionally, in consideration of the potential to encounter intact cultural deposits beneath fill soils, the qualified archaeologist shall survey the proposed project site once fill soils have	During construction	Project applicant and their construction contractor	City of Highland	

Table 1 Mitigation Monitoring and Reporting Program

Mitigation Measure	Implementation Timing	Party Responsible for Implementation	Party Responsible for Monitoring	Date of Completion/ Notes
been removed to ensure no cultural deposits underly the fill layer. If is determined, based on the aforementioned survey, that cultural resources are present or may be present and may be impacted during project construction, monitoring may be warranted. Additionally, any identified cultural resources shall be assessed and evaluated pursuant to CEQA. If it is determined that monitoring is warranted, a qualified archaeological principal investigator, meeting the Secretary of the Interior's Professional Qualification Standards, shall oversee and adjust monitoring efforts as needed (increase, decrease, or discontinue monitoring frequency) based on the observed potential for construction activities to encounter cultural deposits or material. The archaeological monitor will be responsible for maintaining daily monitoring logs.				
MM-CUL-3: Inadvertent Discovery Clause. In the event that potential archaeological resources (sites, features, or artifacts) are exposed during ground disturbance, all construction work occurring within 60 feet of the find shall immediately stop, and the qualified archaeologist that has been retained on call must be notified immediately to assess the significance of the find and determine whether additional study is warranted. Additionally, the Yuhaaviatam of San Manuel Nation Cultural Resources Department (YSMN) shall be contacted, as detailed within TCR-1, regarding any pre-contact and/or historic-era finds of or potentially of Native American origin. The Tribe shall be provided relevant information regarding the findings of the archaeological assessment as well	During construction	Project applicant and their construction contractor	City of Highland	

Table 1 Mitigation Monitoring and Reporting Program

Mitigation Measure	Implementation Timing	Party Responsible for Implementation	Party Responsible for Monitoring	Date of Completion/ Notes
recommendations regarding further study and treatment, if necessary. Depending upon the significance of the find under the California Environmental Quality Act (CEQA), the archaeologist may simply record the find and allow work to continue. If the discovery proves significant under CEQA, additional work (e.g., preparation of an archaeological treatment plan, testing, data recovery, or monitoring) may be warranted if the resource cannot be feasibly avoided. If significant pre-contact and/or historic-era cultural resources, as defined by CEQA (as amended, 2015), are discovered and avoidance cannot be ensured, the archaeologist shall develop a Monitoring and Treatment Plan (Plan) to include a research design, if data recovery is determined necessary. A draft of the Plan shall be provided to YSMN for review and comment, prior to finalization of the Plan as detailed within TCR-1. If monitoring is warranted, it shall be conducted for the remainder of the project, and implement the Plan accordingly. Additionally, an archaeological monitoring report shall be prepared within 60 days following completion of ground disturbance and submitted to the City of Highland for review. This report shall document compliance with approved mitigation, document the monitoring efforts and any discoveries, and include an appendix with daily monitoring logs. The final report shall be submitted to the City of Highland, Applicant, YSMN, and the South Central Coastal Information Center. 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				

Table 1 Mitigation Monitoring and Reporting Program

Mitigation Measure	Implementation Timing	Party Responsible for Implementation	Party Responsible for Monitoring	Date of Completion/ Notes
County Coroner shall be contacted pursuant to State Health and Safety Code §7050.5 and that code enforced for the duration of the project. No further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent remains shall occur until the county coroner has determined the appropriate treatment and disposition of the human remains. If the county coroner determines that the remains are, or are believed to be, Native American, he or she shall follow all required protocols according to California Public Resources Code, Section 5097.98.				
Geology and Soils				
MM-GEO-1: Prior to commencement of any grading activity on-site, the applicant shall retain a qualified paleontologist as defined by the Society of Vertebrate Paleontology (SVP) (2010) guidelines, subject to the review and approval of the City's Building Official, or designee. The paleontologist shall prepare a Paleontological Resources Impact Mitigation Program (PRIMP) for the project. The PRIMP shall be consistent with the SVP (2010) guidelines and should outline requirements for preconstruction meeting attendance and worker environmental awareness training; where monitoring is required within the project site below a depth of 10 feet below the ground surface based on construction plans and/or geotechnical reports; procedures for adequate paleontological monitoring and discoveries treatment; and paleontological methods (including sediment sampling for microvertebrate fossils), reporting, and collections	Prior to and during construction	Project applicant	City of Highland	

Table 1 Mitigation Monitoring and Reporting Program

Mitigation Measure	Implementation Timing	Party Responsible for Implementation	Party Responsible for Monitoring	Date of Completion/ Notes
management. The PRIMP shall also include a statement that any fossil lab or curation costs (if necessary due to fossil recovery) are the responsibility of the project proponent. The qualified paleontologist shall attend the preconstruction meeting and be on-site during all rough grading and/or trenching for utilities to determine the amount of paleontological monitoring necessary based on subsurface conditions. In the event that paleontological resources (e.g., fossils) are unearthed during grading, the paleontological monitor will temporarily halt and/or divert grading activity to allow recovery of paleontological resources. The area of discovery will be roped off with a 50-foot radius buffer. Once documentation and collection of the find is completed, the monitor will remove the rope and allow grading to recommence in the area of the find. Upon completion of the paleontological monitoring program, the qualified paleontologist shall prepare a final monitoring report documenting the results of the mitigation program. This report should include discussions of the methods used, stratigraphic section(s) exposed, fossils collected, and significance of recovered fossils.				
Tribal Cultural Resources				
MM-TCR-1: Tribal Cultural Resources. The Yuhaaviatam of San Manuel Nation Cultural Resources Department (YSMN) shall be contacted, as detailed in MM-CUL-3, in the case of a discovery of pre-contact and/or historic-era cultural resources of or potentially of Native American origin. The Tribe	Prior to and during construction	Project applicant and their construction contractor	City of Highland	

Table 1 Mitigation Monitoring and Reporting Program

Mitigation Measure	Implementation Timing	Party Responsible for Implementation	Party Responsible for Monitoring	Date of Completion/ Notes
shall be provided relevant information regarding the findings of the archaeological assessment as well recommendations regarding further study and treatment, if necessary. The Tribal shall be provided the opportunity to consult with the qualified archaeologist regarding the findings and recommendations. Should the resource be deemed significant, as defined by CEQA (as amended, 2015), a cultural resources Monitoring and Treatment Plan (Plan) to include a research design, if data recovery is determined necessary, shall be created by the retained archaeologist for the project. A draft of the Plan shall be provided to YSMN for review and comment, prior to finalization of the Plan. This Plan shall allow for a YSMN Native American monitor to observe ground disturbing activities at the election of the YSMN cultural resources manager. Any and all archaeological/cultural documents created as a part of the project (isolate records, site records, survey reports, testing reports, etc.) shall be supplied to the applicant and the City of Highland for dissemination to YSMN. The City and/or applicant shall, in good faith, consult with YSMN throughout the life of the project.				

Attachment 2

PC Minutes from September 19, 2023

PLANNING COMMISSION REGULAR MEETING MINUTES
September 19, 2023 – 6:00 P.M.

CALL TO ORDER

The regular meeting of the Planning Commission of the City of Highland was called to order at 6:00 p.m. by Chair Hamerly at the Donahue Council Chambers, 27215 Base Line, Highland, California.

Present:	Chair	Randall Hamerly
	Vice Chair	Chandra Thomas
	Commissioner	Jarrod Miller
	Commissioner	Jessica Sutorus

Staff Present: Lawrence Mainez, Community Development Director
Kim Stater, Assistant Community Development Director
Angela Tafolla, Associate Planner
Matt Bennett, Assistant Public Works Director
Matt Wirz, Building Official
Scott Rice, City Landscape Architect
Camille Goritz, Administrative Assistant III

Chair Hamerly led the Pledge of Allegiance.

COMMUNITY INPUT (ITEMS NOT ON THE AGENDA)

None.

CONSENT CALENDAR

1. Minutes from the July 18, 2023 Regular Meeting.

   A MOTION was made by Commissioner Miller, seconded by Vice Chair Thomas to approve the minutes as submitted. Motion carried, 4-0.

2. Minutes from the August 15, 2023 Regular Meeting.

   A MOTION was made by Vice Chair Thomas, seconded by Commissioner Sutorus to approve the minutes as amended. Motion carried, 4-0.

PUBLIC HEARINGS

3. Conditional Use Permit (CUP 23-011) and Design Review Application (DRA 23-001) proposing the construction of a 3,906 square foot office/workshop building and establish a vehicle tow yard on a vacant, one (1) acre parcel. (24989 5th Street, Applicant: Javier Gonzales)

   Assistant Community Development Director Stater presented the staff report.

Commissioner Miller asked is there an expected date for road widening improvements by the city?

Assistant Community Development Director Stater stated not to my knowledge.

Commissioner Miller asked does the city have a policy as it relates to discharges to private property?

Chair Hamerly opened the public hearing.

Assistant Public Works Director Matt Bennett stated I don't know the specific condition, but prior to obtaining grading and construction permission off site, they will get that permission from the neighbor. It's not specifically written to an offsite drainage acceptance easement. The drainage does drain to the rear of the property and the WQMP BMP is at the southwest corner. The expectation is the development will have the appropriate treatment and mitigation of pre and post development.

Chair Hamerly stated on the right and left exterior elevation there is a pop out soffit that is described as stucco and that is butting up against painted rib metal, and it is showing as a vertical line. They may want to recess that pop out so that it comes to the actual corner of the material, not the corner of the rib as it projects. What is the parapet height around the equipment?

Assistant Community Development Director Stater stated yes, 3 feet.

Applicant's Representative Kevin Kent stated yes, there will be a three-foot parapet around the equipment.

Applicant Javier Gonzalez stated we do not repair cars, we only store vehicles. We are Hazmat certified.

Chair Hamerly closed the public hearing.

A MOTION was made by Vice Chair Thomas, seconded by Commissioner Sutorus to approve:

1. Adopt Resolution No. 2023-033, approving Conditional Use Permit (CUP 23-011) to entitle a vehicle tow yard and office building, subject to the Conditions of Approval and Findings of Fact;

2. Adopt Resolution No. 2023-034, approving Design Review Application (DRA 23-001) for the related Site Plan, Landscape Plan, Grading Plan, and Building Elevations, subject to the Conditions of Approval and Findings of Fact; and

3. Direct staff to file a Notice of Exemption with the County Clerk of the Board of Supervisors. Motion carried, 4-0.

RESOLUTION NO. 2023 - 033

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF HIGHLAND, CALIFORNIA, APPROVING DESIGN REVIEW APPLICATION (DRA 23-001) FOR THE SITE PLAN, LANDSCAPE PLAN, GRADING PLAN, AND BUILDING ELEVATIONS RELATED TO THE CONSTRUCTION OF 3,906 SQUARE FOOT OFFICE/ WORKSHOP BUILDING AS PART OF A TOW YARD ON A VACANT ONE (1) ACRE PARCEL LOCATED AT 24989 5TH STREET. ASSESSOR'S PARCEL NUMBER: 0279-141-06.

RESOLUTION NO. 2023 - 034

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF HIGHLAND, CALIFORNIA, APPROVING CONDITIONAL USE PERMIT (CUP 23-011) TO ENTITLE A 3,906 SQUARE FOOT OFFICE/ WORKSHOP BUILDING AS PART OF A TOW YARD ON A VACANT ONE (1) ACRE PARCEL LOCATED AT 24989 5TH STREET. ASSESSOR'S PARCEL NUMBER: 0279-141-06.

4. Conditional Use Permit (CUP 23-013), Design Review Application (DRA 23-003), and a Notice of Exemption for the construction of a 4,690 square foot metal building related to the expansion of an existing major auto repair facility located 27178 3rd Street. Assessor's Parcel Numbers: 1192-641-25. (Applicant: Dib Saleh)

Assistant Community Development Director Stater presented the staff report.

Chair Hamerly opened the public hearing.

Applicant Eliza Ofada stated we do not have any problem with the conditions except Engineering conditions. We have not had a chance to look over them. There is a huge part where the engineering department is asking to go back and re-improve the street, which was done about couple years ago. The sidewalk and the driveway is brand new; I do not know why we need to address this new construction.

Chair Hamerly asked is there an additional right away dedication?

Applicant Eliza Ofada stated I think 2 feet, I believe we are at 50 feet now.

Assistant Public Works Director Bennett stated the engineering conditions do ask for construct new street improvements including, parkway landscape improvements.

Chair Hamerly asked if that can be addressed during plan review?

Assistant Public Works Director Bennett stated yes, as it stated directed by City Engineer transitional improvements and in final design some of these details could be value engineered. The city constructed this drive approach and the sidewalk in the past with an IVDA project and the driveway met the residential purposes and is a shorter driveway going to a commercial project.

Chair Hamerly closed the public hearing.

A MOTION was made by Commissioner Miller, seconded by Commissioner Sutorus to approve:

1. Adopt Resolution No. 2023-035, approving Conditional Use Permit (CUP 23-013) and Design Review Application (DRA 23-003) for the construction of a 4,690 square foot metal building related to the expansion of an existing major auto repair facility on a 0.92-acre parcel, subject to the Conditions of Approval and Findings of Fact; and

2. Direct staff to file a Notice of Exemption with the County Clerk of the Board of Supervisors. Motion carried, 4-0.

RESOLUTION NO. 2023-035

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF HIGHLAND, CALIFORNIA, APPROVING CONDITIONAL USE PERMIT (CUP 23-013) AND DESIGN REVIEW APPLICATION (DRA 23-003) FOR THE CONSTRUCTION OF A 4,690 SQUARE FOOT METAL BUILDING RELATED TO THE EXPANSION OF AN EXISTING MAJOR AUTO REPAIR FACILITY ON A 0.92 ACRE PARCEL LOCATED AT 27178 3RD STREET.

5. Conditional Use Permit CUP-23-003 for the development of a 53,665 square foot speculative industrial warehouse building, Variance VAR-23-001 to allow the building to exceed the maximum building height permitted in the Business Park Zone by 10', Design Review DRA-23-004 for the project's Site Plan, Building Elevations, Conceptual Grading Plan, Public Art Piece, Conceptual Landscape Plan, and Mitigated Negative Declaration.(2.86 acre site on the south side of 5th Street, approximately 250 feet west of Central Avenue, Applicant: Patriot USICV)

Associate Planner Tafolla presented the staff report.

Chair Hamerly stated the height was being calculated in the plans from finished floor elevation but clarified on the variance that it's actually from finished grade to determine the maximum building height.

Associate Planner Tafolla stated correct.

Chair Hamerly asked ok, the wording of Item 2 in the recommendation, the variance would read for 49 feet measured from grade apex of parapet?

Associate Planner Tafolla stated correct.

Chair Hamerly opened the public hearing.

Applicant Kevin Rice stated thanks to the staff and everyone for all their hard work, I appreciate all your time as the member of Planning Commission. The teams are here for all

your technical questions because I'm sure you'll have several of those so thanks so much. Appreciate your efforts. Thank you.

Public Speaker Anshu Pathak stated I am the owner of the property next to the proposed development. I was offered 101.6 million [Correction: The Public Speaker meant $1.6 million] to sell my property to this buyer or somebody else, but I did not agree to it. I want to live in a very peaceful environment, I do not want trucks all over me, or 45-foot buildings around me. I wanted the city to allow me to put 200 trees and they refused it, so I don't think city has any interest in the environment or people who are interested in environmental solutions. They purchased a part of the property which is not owned by the past owner. I have filed a lawsuit against the city and the related trespassers, so I will be adding this new developer, so they don't trespass. If they do, they should leave me alone. My property is here, but the person who has bought this property comes inside my property. The guy who sold it, he entered my side of the property because my property goes straight. The gentleman who purchased the property has a beautiful project, and I don't want to mess with this project, but I don't want to sell him my property. The height of the building is too high. The City does not want to let me put trees there. You are using my property for a long time and free of charge. [Inaudible] I'm not going to allow them to steal my property and allow them to make 45-foot walls around me. The City Attorney sent me the outdated title report. I told her this is the old title report, give me the new title report.

Chair Hamerly asked did you apply for a permit or ask permission to plant trees on your property?

Public Speaker Anshu Pathak stated the city said no.

Community Development Director Mainez stated this is not on the agenda. He is bringing up a lot that is not relevant tonight. It's an open code case and mentioned there is a legal court case. I would advise that we don't discuss this property unless it is block walls that are relevant to the height.

Chair Hamerly stated I thought trees would be a part of it because he stated I do not want to see a 45-foot-tall building my backyard.

Public Speaker Anshu Pathak stated I do not want 45 height building behind in front of me. It is for you to vote on what is right for the residents and environment. I just want to plant trees.

Public Speaker Jody Scott stated I am concerned about the height. Did this project go to SBIAA for air height?

Associate Planner Tafolla stated yes, it was. 45 feet was noticed to SBIAA.

Chair Hamerly stated the change from 45 to 49 is more of a technicality because the truck bay is depressed about four feet. Overall height or maximum height is measured from lowest adjacent to the apex of the tallest portion of the structure.

Vice Chair Thomas asked if you could come up and speak about the public art. What were your thoughts about the design? I like the comparison that was shown on the one on Central Avenue and 3rd Street.

Applicants Architect Kevin Alcantra stated we designed the building to the south, so we wanted something complementary but not exact, and the design in it is a little different. It is more upplight. We were just getting creative with something that is easy to maintain, clean, and not damageable.

Commissioner Miller asked can the Applicant speak to the need to have the 45- or 49-foot height and why that's necessary?

Applicant's Architect Kevin Alcantra stated I think this is our 7th project here in City of Highland and we definitely like developing in this city. The market dictates that the building needs to be a minimum of 32 feet clear and the prospective tenants can rack their product up to a certain level within the building. The design of these types of buildings, that parapet is always above that and there is the thickness of the roof above that. Typically, 50 feet is what you would see for something like this.

Commissioner Miller asked is there any opportunity to optimize and meet somewhere in the middle?

Applicant's Architect Kevin Alcantra stated to clarify we are pretty much 45 above grade, and as you depress those dock doors, the four feet the trucks can back up without needing to go down a ramp. So, if this was a level building, it would be 45 feet tall, but because it's depressed in the truck bay, and it goes to 49 feet.

Chair Hamerly asked are you able to work with 45 feet?

Applicant's Architect Kevin Alcantra stated we did spend a lot of our investing time and money to kind of look at a west facing truck bay which could help with that balance of the site. That turn at the northwest corner does not work for trucks at that corner, we tried our very best but the way we have laid out the site is most optimal for logistics and work safely for the community.

Chair Hamerly stated regarding the finished floor elevation is noted at 1,166, but all the surrounding elevations are running from 1,169.5 to 1,168.5. Hopefully that doesn't mess up your calculations for maximum height, but that's about 3 feet off on the actual spot elevations that are around the interior of the building. Make a note of that for staff and pick that up on plan check.

Applicant's Engineer Ryan stated that number is 1,169.

Commissioner Miller asked was there an analysis done on 5th Street to understand what the flow depth was there? My concern is the entries that we have the entry high point elevations were pretty close to equivalent to topic curb topic curbs, it is typically Q25.

Applicant's Engineer Ryan stated just for the driveway, you will have a little bit of flow going out to the street at the driveway location on the east side. For the west side we will have a reach line at the driveway.

Commissioner Miller stated my concern is if we are providing a high enough high point elevation at the entrance to keep the 5th street flows within 5th Street and not allow those to enter into the site?

Applicant's Engineer Ryan stated yes. We are not doing any off-site improvements. We will keep the existing conditions.

Commissioner Miller stated City Creek that runs along the northwest section of the project boundary, have you acquired any plans for that Channel that tell you what the 100-year water surface is associated with?

Applicant's Engineer Ryan stated we have the water flood map and we checked that, and our area is out not covered with the flood map.

Chair Hamerly stated two of trees specified look like they are the only ones that are going to get any kind of height to them. All the Afghan Pines are along the southern property line, was there any thought to you putting some taller species along the street 5th Street?

Applicant's Architect Kevin Alcantara stated our Landscape Architect is not in attendance, but we do not want to cover a lot of the design of our building. We just want it to be integrated with the artwork and not really shade the building.

Chair Hamerly closed the public hearing.

A MOTION was made by Vice Chair Thomas, seconded by Commissioner Sutorus to:

1. Adopt Resolution No. 2023 - 036, approving Conditional Use Permit CUP-23-003 for the development of a 53,665 square foot warehouse/distribution facility and related improvements;

2. Adopt Resolution No. 2023 - 037 approving Variance VAR-23-001, allowing an increase in the maximum building height for the subject warehouse from 35 feet to 49 feet tall, 10 feet greater than permitted in the Business Park Zone;

3. Adopt Resolution No. 2023-038 approving Design Review Application DRA-23-004 for the Site Plan, Building Elevations, Conceptual Grading Plan, Public Art Piece and Conceptual Landscape Plan, subject to the Conditions of Approval, and the Findings of Fact; and

4. Adopt Resolution No. 2023-039, approving a Mitigated Negative Declaration and direct Staff to File and Notice of

Determination with San Bernardino County Clerk of the Board of Supervisors. Motion carried, 3-1 with Commissioner Miller no vote.

Commissioner Miller abstained because the additional height of the building is excessive.

6. Development of a 220-unit, 4-story multi-family apartment complex utilizing a Density Bonus for eleven (11) affordable units under Section 16.40.090 *Development Density* of the Highland Municipal Code. Entitlements include Design Review Application (DRA 23-002) of the project plans, Lot Line Adjustment (LLA 23-003) to relocate the existing parcel boundaries and create separate parcels for a multi-phase development, Variance (VAR 23-003) to construct a perimeter fence/wall 29% taller than the maximum height permitted for residential projects, and a Conditions, Covenants and Restrictions---Density Bonus and Inclusionary Housing Agreement to demonstrate compliance with Highland Municipal Code Chapters 16.40 *Development Density* and 16.50 *Inclusionary Housing*.(West side of Sterling Avenue, 250 feet north of 9th Street, Applicant: Helios Holdings, LLC)

Assistant Community Development Director Stater presented the staff report.

Vice Chair Thomas asked are we adopting a resolution for tonight's meeting?

Assistant Community Development Director Stater stated yes, and within that resolution will be all of the individual recommendations to the City Council.

Chair Hamerly stated regarding the in-lieu fee, is that a standard per unit Development Impact Fee or fees assessed?

Assistant Community Development Director Stater stated it is standard. When the city enacted the fee, there was a subcommittee that looked at what it cost to build affordable housing. The subcommittee said we are not going to collect from our developers $70,000 a unit to build. The subcommittee recommended to the City Council a fee of $3,750. The City Council adopted that fee and has not been changed since.

Applicant's Representative Oscar Urandga stated we have some lovely renderings that we wanted to show off. We wanted you all to get a sense of what we are proposing and why we are proposing it. We want to provide a safe and healthy enclave. I think at the end of the day we wanted a target market for workforce housing, what we call naturally attainable and occurring affordable housing. We are very interested in modern, contemporary, and attractive design. The arrival experience, again, is something that we give a lot of thought to. We wanted something that was attractive, welcoming, but also very secure. We sincerely wanted this to be a catalyst project for the community, so we went a little further into design. We honestly wanted to make a meaningful contribution to the housing crisis. I personally am part of the Multifamily Housing Council for Orange County and Inland Empire. There are many forces that have on a project at any given time, and many of those forces are dynamic. They change over time, and we try to pay a lot of attention to the marketplace. I mentioned an incredible demand for housing which is a regional demand. We are looking for flexibility in terms of phasing, which is why we proposed a lot line adjustments the way that we did. Our interest is in a long-term hold in part because we're in an opportunity zone which are some tax benefits there that could be attractive to equity

investors. We're monitoring inflation daily, costs are incredible. Rent continues to climb to it's something that is kind of unprecedented in my career. We took advantage of SB 330 to lock in fees, so out of all of those variables, we were able to make one variable a constant. There is a very high open space requirement, a high inclusionary requirement, and when we strategize about how we can solve all those things we came up with our strategy of providing the 5% very low income. That affords us all those incentives and concessions to accommodate parking. We have put a number of different amenities, that are active, some are passive, some are focused on children and adults. We did have a rooftop deck at one point, but we were told we were the first four story building in the city. Just a lot of thought, a lot of care, iterations, expense, and collaboration with staff went into that plan. We are welcome to answer any questions you may have.

Applicant's Architect Daniel Gaman stated Assistant Community Development Director Stater did a fabulous presentation on the project. I am more than happy to answer any questions you might have about why we're proposing the design. It is long skinny building because we have a long skinny site for the building. The colors were chosen as classic evening wear, warmed up a little bit by the wood grain, and the recreational amenity building is kind of a butterfly strangling struggling to break free from that long bar building behind it. Showing on the PowerPoint, this is one of the courtyards in the building B, there is a BBQ area in the front. The client, Mr. Webb, was very family oriented, he has two children of his own and he is thinking about children. We thought about families and children all the way through this, so we have two tot lots. There is also a dog run, which is by the other courtyard. There is a very large pool, indoor and outdoor fitness club house space. It is very much for like a suburban type of design and the imperative of this kind of density is that you begin to think a little bit more urban. Thank you.

Chair Hamerly opened the public hearing.

Public Speaker Jody Scott stated I think this project has a lot of potential, but I do have some concerns. I presented you all with a letter. I have concerns about the schools and traffic which includes ingress and egress. Other two concerns are the height of the project and law enforcement. The concerns can be addressed by requiring staying with it, this includes the city and the owner of the property. The ones here tonight are the developers, they're not the owners, they're not the ones when the project are finished and make certain that the project is held up to some standards. This particular project is right on the entryway into the city so let's make it a good entryway, not another slum. We all know that apartments have a real bad name, because that is basically what they always turn out to be. They might be good for about four or five years, and then they go down. So, we need to make sure that this this project is done right and enforcement of certain rules. I would like to see a 24/7 onsite manager 24/7, that is a must. The project must have some CC&R's, such as no hanging towels or clothes over the balcony. People driving down Base Line or Sterling can see this four-story building. This is not what we want in the City of Highland. No windows or balconies facing private property, I couldn't tell which side the balconies and windows were on, but we need to make certain that the private citizen has their home is protected. There should be a restriction on the number of people that can be in a certain home. We don't want ten families in 456 square foot house. So, stay with the cleanup. Lastly, I would say it is a good project overall. I like what it can bring to the city, thank you.

Public Speaker Margaret Cisneros asked how many owners and neighbors did you contact? Can you answer that?

Chair Hamerly stated I am writing down everything you are stating. If you have a list of questions, I'll write them down. I don't want to interrupt back and forth.

Public Speaker Margaret Cisneros stated when I came to City of Highland, it was County before. When I closed escrow, it was the City of Highland. So, I have been living here since it has been the city. I did not ever dream that I would not have a home. I understand these projects can move very fast. It has good features, but there's some features that looks like the Hilton hotel. I may want to live there. You have to consider what is there, not just what you hope to have there. I don't know any of my neighbors that were contacted except Jody Scott. I contacted her, so you are lacking in your input. Please consider us that are there, we have all the negatives to live with. I am 94 years old now and I would like my years to be tranquil. I live there with my 2 caregivers, and my daughter. Please consider what you are doing. Will you show me where I live?

Assistant Community Development Director Stater pointed to where Mrs. Cisneros lives. She lives adjacent to the project on the north hand side.

Public Speaker Margaret Cisneros stated I keep thinking about the good years and try to minimize the negatives I have had to live with to where we had to take down chain link fencing to put steel ones up to keep the negatives out of my house. Please consider the people that are there. I've tried to be a good neighbor and I think some of the staff knows I am across the street from the school. They had to remodel all the front of their school and their parking and everything because of so much negative.

Public Speaker Kathleen Ogeen stated I am the daughter to Margaret, and I am a caregiver for her because she has developed lung disease. When they were remodeling the school my mother dedicated frontage to her property so the school children could have easier access to their school safely. She donated that to the city and there was all of that construction and then she's diagnosed with lung disease because there is not even noticeable particulate matter that goes on with these kinds of developments. I'm partial to that because she is my mother, and she has to live with oxygen 24/7 now. She was there first and so were the residents around there. This outside entity wants to come in and say the city needs affordable housing. Well, sure they do, all the displaced people that are being displaced with these warehouses that are getting voted in. Where are they going to go? Is that rent going to be affordable to them? I doubt it. They have a warehouse salary and they're just trying to make ends meet and working more jobs. I think Highland can look for other places that are more conducive to this instead of trying to put this high density down everybody's throat. You go through suffering; my mom and all the residents were patient with the remodeling. The Principal came and spoke with the residents and said this is going to be more than a year's project, they offered us headphones for the noise and masks. Since you do not live in this area, I didn't see any reports that could be presented to your Planning Commission that would show the crime rate. There are police that do not even want to go down Elm Street to answer calls because it is so violent there. We're making calls all the time there is graffiti, homelessness, and burglary. I am totally in opposition to this. I think you could do better in finding an area that's conducive to this beautiful affordable housing. I really think there's a lot of work to do before we entertain this kind of development in the City of Highland. Thank you.

Chair Hamerly asked how many neighbors were interviewed or any interaction with the neighborhood when it was being designed? Is there risk of Mrs. Cisneros being displaced?

Applicant's Representative Oscar Uranga stated we went to great lengths to reach out to the church to the north. Staff was actually helpful in trying to introduce this to them. We never actually connected, we tried exhaustively. Through the traffic study process, reached out to the school itself. There's a lot of dialogue between them and the engineering staff on improvements to the Sterling Avenue median or not putting in a median. Again, safety was one of our guiding principles that we really insisted on and we aligned with the school regarding that. I think we found good compromise there and in addition to the public process, the MND was circulated to residents.

Chair Hamerly stated based on the comments it was what type of input from the neighborhood in the conceptual design or the ideation portion of the project that led to the inspiration.

Applicant's Representative Oscar Uranga stated we are concerned about safety. We are willing to work closely with our neighbors as we get into final engineering on any kind of custom edge conditions, maybe different plantings. The consideration is baked into the design in the form of very large setbacks and putting the building in the very center of the property. The additional height in the walls does not just provide safety or security for us, but it provides screening for their yards and provides privacy. We think those are good planning principles that we implemented into the design.

Chair Hamerly stated what you mentioned during your presentation was that you viewed this project as long-term ownership, correct?

Applicant's Representative Oscar Uranga stated yes, that's the intention. We are living through some of the most challenging capital markets, high interest rates, difficult financial times of my career. The advantage of the opportunity zone is to hold for a long time to take advantage of some tech tax benefits, and that is the intention. We take a thoughtful and caring approach with all the properties that we develop.

Chair Hamerly asked will there be 24-hour security or on-site management with CC&R's?

Applicant's Representative Oscar Uranga stated with any project these days, we insist on a robust CCTV system and cameras are everywhere. This is a for rental property, so CC&R's do not apply. There will be lease terms that force people to comply with certain rules. We do not want stuff hanging over the railing, that would be a violation of their lease agreement. Regarding the number of people in a unit is explicitly spelled out in the affordable housing agreement will show the number of people that can live in a one bedroom or studio. We want to build and maintain a healthy environment. We do not have a property management company picked out just yet. There will be 24 hours, seven days a week on-site management staff. During construction there will be clear signage that shows who to contact if there's dust or noise.

Commissioner Miller stated I have a suggestion when looking at the mitigation measures that are applicable to construction is to ensure that someone is coming by weekly and that those measures are being implemented.

Applicant's Representative Oscar Uranga stated yes, there is inspections that are required.

Commissioner Miller stated there are 11 very low-income units. How are you going about setting that affordable price for the other units?

Applicant's Representative Oscar Uranga stated the market will decide. They will be governed by 30% of 50% of AMI which is published every year as a new schedule. I think some cities have a utility allowance that they even publish that is inclusive. Those 11 units will get parking and treated like everybody else in the complex. You will not be able to tell which one is a very low income versus a market rate unit. The market rate for unit rents will be determined by the marketplace and we are monitoring that.

Public Speaker Margaret Cisneros asked are there any parking spaces that face the neighborhood?

Chair Hamerly stated it is surrounded by cars that will be parked facing outward, but the vehicles will be facing a 7 3/4-foot wall. You most likely will not see the vehicles that are parked behind the wall or have lights shining into your backyard because of the perimeter wall.

Chair Hamerly stated any comments on the site plan? There is obviously a main entrance that is at the southern side of the property. Did I hear correctly that the northern access was only emergency access?

Assistant Community Development Director Stater stated the northern access is egress only. There is two on Sterling Avenue and on Elm Street that is for emergency access.

Commissioner Sutorus asked if there were only one Electric Vehicle (EV) charger?

Assistant Community Development Director Stater stated there is about 30 EV chargers.

Chair Hamerly asked for high density apartments, is it required to provide or just accommodate EV charging within the garages?

Applicant's Architect Daniel Gaman stated we have 91 garages and then the rest are surface parking spaces, so I can't quote the code of what the requirement is, but it certainly makes sense from a functional point of view because of covered space. The first EV owners will have garages as well.

Chair Hamerly stated any comments on the landscape plan?

Commissioner Miller asked are we meeting the water budget?

City Landscape Architect Scott Rice stated yes. The biggest thing was trying to fit in as much landscape as possible into the available space, given the limitations, because of the building and the parking.

Chair Hamerly stated one of the areas that I was looking at since there is a deficit of viable planter areas to get any tree massing against the building. Did we consider anything such as a green wall?

Applicant's Architect Daniel Gaman stated you make a very good point. When the elevations come back up, you will notice that the stairs exteriors of the building are expressed. They have a hooded roof form that comes over them so it's not a blank wall.

Chair Hamerly stated it actually building B south elevation, right hand side has four stories of blank wall facing the south opposite end of the building. I can see the stairwell right there, but at the corner that's exposed to two sides of parking right hand side grid there is four stories of blank wall.

Applicant's Architect Daniel Gaman stated we can take that into consideration.

Chair Hamerly asked is the dog run real or artificial grass?

Applicant's Representative Oscar Uranga stated we are not sure yet. If it is artificial grass, there's going to be a maintenance element to it.

Chair Hamerly stated lets go over the amenities.

Vice Chair Thomas stated regarding the playground equipment, will there be playground equipment proposed anywhere on site for an older age child? It seemed to be proposed for younger children. I recommend incorporating a playground for older age children, so we have both.

Chair Hamerly stated I recommend the private open areas with each unit have been reduced on the upper floors. You may want to have some contingency plans in place on how we could expand the BBQ areas if those do become a high demand.

Chair Hamerly stated the main entry gate where it states Halcyon, is that going to be back lighted or is that a non-illuminated sign?

Applicant's Representative Oscar Uranga stated not sure, it is a design detail we have to get to.

Chair Hamerly stated I encourage you to provide something since the streetlights probably won't pick it up if you're trying to find your way to Halcyon. PL-6 was the screening, I guess the only thing I would encourage is the shading looks a little meager along the north side. I know the building's going to put that whole thing in shade anyway, but maybe work with the city landscape architect and your landscape architect.

Applicant's Representative Oscar Uranga stated that northern side is where we have this drainage and edge condition with another neighbor, and so we didn't want to overstate how many trees we thought we could fit in there.

Chair Hamerly stated overall I thought there were very artistically done to break up the mass of a fairly large building, so it does not read as monolithic. There are a lot of garage doors in a row and not a lot of opportunities for varying them.

Applicant's Architect Daniel Gaman the architecture that drops from the third floor we have focused a lot on that long stretch of garage doors. I think we could play more with the color

because they do tend to be monolithic along the bottom. There is language is a little hard to describe why the colors are where they are, but it that could read down into the garage doors better.

Chair Hamerly stated any comments on the grading plan?

Commissioner Miller stated I thought DRC did a really good job on the drainage and the water quality, not only as it relates to the grading plan, but also quantifying the volumes and discharges in the Mitigated Negative Declaration.

Chair Hamerly stated on page 141 table 2.3 we have the unit types by phase. This table differs from the composition and the phasing of the table that is declared elsewhere and that is actually in the document that is recorded with this. I don't know if this needs to be changed so it's internally consistent or if it doesn't matter.

Assistant Community Development Director Stater stated it changed over time, so this MND was circulated July 1st through July 31st, 2023 but that has been slightly modified. It is not significant enough to go back and change the document without recirculating it.

Vice Chair Thomas stated I understand the needs of the current residents. I think it will serve you well if you continue to keep those communications open, but just overall families need homes to live here in Southern California, that's crucial. I hear the concerns, but I also hear that housing is a huge problem and we don't have a lot of wiggle room around that. I like the project; you did a great job.

Commissioner Sutorus stated I appreciate all the residents, concerns, and comments. I know that we are in a fast-changing world. Electric cars are coming, and air quality is going to get better. I sit on a Commission just for large trucks, electrifying and turning into hydrogen where things are changing quickly. Interest rates are high, and people cannot afford to buy homes right now and renting is the only option.

Chair Hamerly closed the public hearing.

A MOTION was made by Vice Chair Thomas, seconded by Commissioner Miller to:

1. Adopt Resolution No. 2023 - 040 approving "Conditions, Covenants and Restrictions--Density Bonus and Inclusionary Housing Agreement" to facilitate the development of a 220-unit multi-family housing project utilizing Density Bonus provisions and establishing the Inclusionary Housing Unit requirements for the project;

2. Adopt Resolution No. 2023-041 approving Design Review Application (DRA 23-002) for the site plan, landscape plan, grading plan, and building elevations related to the construction of a 220-unit, 4-story apartment complex, subject to the Conditions of Approval.

3. Adopt Resolution No. 2023-042 approving Lot Line Adjustment (LLA 23-003) to relocate the existing parcel boundaries and create separate parcels for a multi-phase development; subject to the Conditions of Approval and Findings of Fact;

4. Adopt Resolution No. 2023-043 approving Variance (VAR 23-003) to allow an increase in the maximum height for the perimeter fence/wall from 6-feet to 7.75-feet, 29% greater than the maximum height permitted in the for residential projects; subject to the Findings of Fact; and

5. Adopt Resolution No. 2023-044 adopting the associated Mitigated Negative Declaration (ENV 23-005), and direct Staff to file a Notice of Determination with the County Clerk of the Board.

RESOLUTION NO. 2023 - 040

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF HIGHLAND, CALIFORNIA, RECOMMENDING THE CITY COUNCIL APPROVE THE CONDITIONS, COVENANTS, AND RESTRICTSIONS--- DENSITY BONUS AND INCLUSTIONARY HOUSING AGREEMENT RELATED TO DESIGN REVIEW APPLICATION (DRA 23-002) FOR THE CONSTRUCTION OF A 220-UNIT, 4-STORY APARTMENT COMPLEX, UTILIZING A FIVE (5) PERCENT "DENSITY BONUS" FOR ELEVEN (11) AFFORDABLE UNITS UNDER SECTION 16.40.090 OF THE HIGHLAND MUNICIPAL CODE, ON A VACANT 6.77 ACRE SIT LOVATED ON THE WEST SIDE OF STERLING AVENUE, 250 FEET NORTH OF 9TH STREET.

RESOLUTION NO. 2023 - 041

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF HIGHLAND, CALIFORNIA, RECOMMENDING THE CITY COUNCIL APPROVE DESIGN REVIEW APPLICATION (DRA 23-002) FOR SITE PLAN, LANDSCAPE PLAN, PHOTOMETRIC PLAN, GRADING PLAN, AND BUILDING ELEVATIONS RELATED TO THE CONSTRUCTION OF A 220-UNIT, 4-STORY APARTMENT COMPLEX ON A VACANT 6.77 ACRE SITE LOCATED ON THE WEST SIDE OF STERLING AVENUE, 250 FEET NORTH OF 9TH STREET.

RESOLUTION NO. 2023 - 042

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF HIGHLAND, CALIFORNIA, RECOMMENDING THE CITY COUNCIL APPROVE LOT LINE ADJUSTMENT (LLA 23-003) TO RELOCATE THE EXISTING PARCEL BOUNDARIES TO CREATE SEPARATE PARCELS FOR THE MULTI-PHASE DEVELOPMENT OF A 220-UNIT, 4-STORY APARTMENT COMPLEX ON A 6.77 ACRE SITE LOCATED ON THE WEST

SIDE OF STERLING AVENUE, 250 FEET NORTH OF 9TH STREET. ASSESSOR'S PARCEL NUMBERS: 0278-131-45, -46, & -47

RESOLUTION NO. 2023 - 043

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF HIGHLAND, CALIFORNIA, RECOMMENDING THE CITY COUNCIL APPROVE VARIANCE (VAR 23-003) TO ALLOW AN INCREASE IN THE MAXIMUM HEIGHT FOR A PERIMETER FENCE/WALL FROM 6-FEET TO 7.75-FEET IN ASSOCIATION WITH DESIGN REVIEW APPLICATION (DRA 23-002) AND LOT LINE ADJUSTMENT (LLA 23-003) TO CONSTRUCT A MULTI-PHASE, 220-UNIT, 4-STORY APARTMENT COMPLEX ON A VACANT 6.77 ACRE SITE LOCATED ON THE WEST SIDE OF STERLING AVENUE, 250 FEET NORTH OF 9TH STREET.

RESOLUTION NO. 2023 - 044

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF HIGHLAND, CALIFORNIA, RECOMMENDING THE CITY COUNCIL ADOPT A MITIGATED NEGATIVE DECLARATION AND MITIGATION MONITORING AND REPORTING PROGRAM (ENV 23-005) FOR THE DEVELOPMENT OF A OF A 220-UNIT, 4-STORY APARTMENT COMPLEX ON A VACANT 6.77 ACRE SITE LOCATED ON THE WEST SIDE OF STERLING AVENUE, 250 FEET NORTH OF 9TH STREET. RELATED ENTITLEMENTS INCLUDE DESIGN REVIEW APPLICATION (DRA 23-002), LOT LINE ADJUSTMENT (LLA 23-003), AND VARIANCE (VAR 23-003).

7. Specific Plan Revision (SPR 23-001) proposing an amendment to the Greenspot Village & Marketplace Specific Plan (SPR 06-001), to increase the maximum dwelling unit count from 946 to 1,218 dwelling units, and Design Review Application (DRA 23-009), proposing the construction of a 272-unit multi-family residential development. (Planning Area 3 of the Greenspot Village & Marketplace Specific Plan, Applicant Rexco Development)

Assistant Community Development Director Stater presented the staff report.

Commissioner Miller asked if even though we would increase the number of residences, we are decreasing the traffic associated with that commercial is so great that we end up with a net reduction?

Assistant Community Development Director Stater stated yes, correct. There is a little bit of change in peak hour times and trips, but overall, you will definitely see a net reduction.
Chair Hamerly asked was it a mixed use before commercial?

Assistant Community Development Director Stater stated yes, it was mixed use.

Commissioner Miller asked is Greenspot Road adequate to handle all the traffic coming in.

Assistant Community Development Director Stater stated yes.

Commissioner Miller asked does that extend to the on and off ramps as they currently exist today?

Assistant Community Development Director Stater stated the city's making some improvements, as well as Caltrans.

Assistant Public Works Director Matt Bennett stated long range plans will include the build out. The 5th Street interchange is in the planning stages. The collective improvements based on the Specific Plan include intersection improvements well outside of east or west towards 5th Street and Palm Avenue. We are continuing to watch and grow with the development as it comes along.

Chair Hamerly opened the public hearing.

Applicant Patrick Tritz stated I'm here to answer any questions. Assistant Community Development Director Stater did a great job of describing the project.

Chair Hamerly asked when is your anticipated completion on the first phase?

Applicant Patrick Tritz stated the end of this year.

Public Speaker Jody Scott stated there is 946 homes approved now and you are adding 272 more homes? So, it's going to be a total of 1218 homes, right?

Assistant Community Development Director Stater stated yes, correct.

Public Speaker Jody Scott stated how many of the increased additions on this site are going to be low and very, very low? Are there any low-income density points that they're getting for this particular project?

Assistant Community Development Director Stater stated this will be a market rate project.

Public Comment Glenn Elssmann stated I am a part of the Greenspot Village and Marketplace Land Holdings and Specific Plan. All of the Planning Commissioners are attentive to the details and really want to see high quality product projects, but also projects that have really thought through the detail. I want to compliment Patrick Tritz and Rexco for their incredible effort to ensure that the traffic impacts have been modified and it meets the different elements here.

Chair Hamerly stated the leasing office rendering was for the other property that was proposed previously. I don't know what the wishes of the other Commissioners would be referencing with that facility. Are we comfortable including a copy of the previously approved leasing office clubhouse or would you like to continue the item and see the actual clubhouse for phase two?

Applicant's Architect Damien Titano stated the intent when we did this project was the second phase was going to have different products than the first phase and to develop a little bit higher density for the desires of the city. The leasing offices are both complementary to create one larger space and that they do mirror each other. We cannot guarantee that that is going

to be the final version yet, because of operations. We can't commit to it because of two different projects, but now the intent is that both leasing offices are mirrored.

Applicant Patrick Tritz stated the intent is for it to be one cohesive project, however the real estate loans shows two separate parcels and loans. I have fences that have multiple openings so that they can flow between each other. There is also an EV gate between the two properties which gives a third point of access in an emergency situation. So, the intent is that one big project, however two separate phases. Does that make sense?

Chair Hamerly stated not only the emergency linkage there for safety, but also it makes sense that if it is two phases of the project that there be at least a pedestrian link so that the residents can walk through.

Applicant Patrick Tritz stated there is a pedestrian link.

Applicant's Architect Damien Titano stated legally they are two separate projects, so we have to have they have to act independently for now. I want to specify that the leasing office pictures you have in your packet will be complementary with one another, this photo is just taken from phase one plans.

Chair Hamerly stated when we approve a project, but not all of the information or plans are complete, do we approve it or continue the meeting?

Applicant Patrick Tritz stated the leasing office will be the same as the leasing office from phase one.

Chair Hamerly stated we are stuck in the middle because we are making a recommendation to the City Council. I'll defer to staff, but technically, we do not have the building that is going to be built and we're recommending this to the City Council. Hopefully in interim the actual document will be in the packet that is given to the City Council.

Assistant Community Development Director Stater stated yes, the correct document will make it into the City Council agenda packet.

Chair Hamerly stated any comments on the site plan?

Commissioner Miller stated as it relates to drainage, I am concerned about capacity in the Greenspot Road storm drain. We did make certain assumptions about how this whole area was going to drain down Greenspot Road. I think flows will concentrate from both developments along Calhoun Road and enter the storm drain. I think we will get more flow on Calhoun Road and the Greenspot Road intersection than what the initial storm drain design could accommodate. I think this needs to be looked at regionally and rather than meeting water quality criteria.

Chair Hamerly stated as it pertains to the parking that's around phase two leasing office, where would be the parking for visitors To visit the leasing office for phase two?

Applicant's Architect Damien Titano pointed to the PowerPoint. This edge along the northern side of the roundabout would be the easiest to accommodate parking. Currently there was some area here (pointing to the site plan) that was intended for guest spaces.

Chair Hamerly stated one of my concerns is there are three primary recreation areas, and they are all clustered at the east end of the site and I guess their concern is twofold. I would hope that the recreation areas be more evenly distributed throughout the site because that is going to make a quiet side and a noisy side of the project because those play areas are right up against the apartment units.

Applicant Patrick Tritz stated these small recreational areas have never created a problem with other apartments we have built. I see I respect what you're saying. We have never had an issue of trying to sound mitigate them, there is plenty of landscaping around.

Chair Hamerly stated moving onto the elevations. I like the decorative wall features, and how it breaks up vertically. It adds a nice entry statement to the spanish style architecture.

Commissioner Miller asked will there be awnings on the windows to the south to help with the direct sun?

Applicant Patrick Tritz stated we will have recesses in those windows, we are not sure if we are installing awnings.
Chair Hamerly regarding the conceptual landscape plan, the garden spaces that are between the different blocks of units are a community open space. Are those flower gardens or private planter areas?

Applicant's Representative Damian Titano stated private planter areas.

Chair Hamerly closed the public hearing.

A MOTION was made by Commissioner Sutorus, seconded by Vice Chair Thomas to adopt Resolution No. 2023- 045 recommending the City Council:

1) Make a finding under Public Resources Code Section 21166 and the corresponding CEQA Guidelines Section 15162 that there are no substantial changes or new information of substantial importance that would trigger the preparation of a subsequent EIR and further finding that the project is exempt from further environmental review under Government Code Section 65457;

2) Introduce Ordinance No.____ to amend the Greenspot Village & Marketplace Specific Plan (SPR 23-001); and

3) Adopt City Council Resolution No. 2023-045 to approve Design Review Application (DRA 23-009), subject to the Conditions of Approval and Findings of Fact.

RESOLUTION NO. 2023-045

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF HIGHLAND, CALIFORNIA, RECOMMENDING THE CITY COUNCIL 1) INTRODUCE AN ORDINANCE APPROVING SPECIFIC PLAN REVISION (SPR 23-001) TO INCREASE THE MAXIMUM DWELLING UNIT COUNT WITHIN THE GREENSPOT VILLAGE & MARKETPLACE SPECIFIC PLAN FROM 946 DWELLING UNITS TO 1,218 DWELLING UNITS, 2) ADOPT A RESOLUTION TO APPROVE DESIGN REVIEW APPLICATION (DRA 23-009) TO CONSTRUCT A 272-UNIT MULTI-FAMILY RESIDENTIAL COMPLEX ON A VACANT 12.6 ACRE SITE WITHIN PLANNING AREA 3, AND 3) MAKE A DETERMINATION THAT THE ADOPTION OF THE ORDINANCE IS EXEMPT FROM FURTHER CEQA REVIEW UNDER CEQA GUIDELINES SECTION 15162, PUBLIC RESOURCES CODE SECTION 21666 AND GOVERNMENT CODE SECTION 65457. ASSESSOR'S PARCEL NUMBERS: 1201-351-28, 1201-351-14, 1201-351-15, 1201-351-16.

ANNOUNCEMENTS

The Planning Commissions next regular meeting is scheduled October 3, 2023.

ADJOURN

There being no further business, Chair Hamerly declared the meeting adjourned at 10:58 p.m.

Submitted by:

Camille Goritz, Administrative Assistant III
Community Development Department

Approved by:

Randall Hamerly, Chair
Planning Commission

Attachment 3

Dudek Response letter dated November 1, 2023

MEMORANDUM

To:	Angela Tafolla, Associate Planner, City of Highland
From:	Hayley Ward, Project Manager, Dudek
Subject:	Response to Appeal of CUP 23-003 (Environmental)
Date:	November 1, 2023
cc:	Kim Stater, City of Highland
	Kevin Rice, Patriot Development Partners

CUP 23-003 was approved on September 19, 2023. Project includes demolition of one existing structure and construction of an approximately 53,665-square-foot (gross area, inclusive of mezzanine/office spaces), one-story warehouse building on an approximately 2.43-acre site (gross area). The warehouse building would be composed of approximately 49,665 square feet of warehouse space and 4,000 square feet of mezzanine/office space. An appeal was filed on October 2, 2023. The following responses address environmental concerns raised in the appeal. Noted that other, non-environmental concerns related to noticing, planning, etc. were also raised. Those are addressed separately by Staff.

Building Height

Summary: On the notice, it was stated that the proposed building height was 42.5, but the PC approved the height of 49 feet.

> *Response*: With respect to the environmental analysis in the ISMND the minor variance is analyzed as clearly requesting a 10 foot increase in height. As stated in Section 2.3, Project Characteristics, Page 4 of the IS/MND, "Given that the City's Municipal Code allows for a maximum height of 35 feet in the Business Park zone, a minor variance (Variance No. VAR 23-001) is being requested to accommodate the project's height. Internally, the project would have a clear height of 45 feet..." A variance is sought by the applicant because typical tenants of warehouses similar to the proposed warehouse require internal clear heights of 36 feet. After accounting for joists, lights, and sprinkler systems, modern warehouses require approximately 4-5 feet to reach the roof of the structure, followed by an additional 4-5 feet above the roof line to screen roof-mounted equipment, such as HVAC systems. The building itself is 45 feet tall, and the building parapet is 4 feet tall to hide the HVAC units, therefore the planning commission approved 49 feet, even though the building itself is only 45 feet. It is noted that warehouses are also permitted in the Industrial zone subject to Design Review per Table 16.24.030.A - Uses Permitted Within Employment Districts. However, per Table 16.24.040.A - Industrial Site Development Minimum Standards, the maximum height limit in the Industrial zone in 50', thus the request is compatible with other warehouse standards in the City.

Proximity to Sensitive Receptors

Summary: Per CARB guidance, siting warehouse facilities so that their property lines are at least 1,000 feet from the property lines of the nearest sensitive receptors.

Response:

According to the 2005 CARB[i] report the commenter is quoting from, the text states that lead agencies should "avoid siting new sensitive land uses within 1,000 feet of a distribution center". Land use and zoning is done through the General Plan Land Use designation and Zoning Map prepared and adopted by the City. In the General Plan, the City included policies specific to the sitting of industrial and warehouses uses. The Public Health, Safety and Environmental Justice Element of the General Plan included the following Goals, Policies and Actions:

> **Goal 1: Protect the health of community members by improving air quality.**
>
> 1.1d: Warehouse Standards. Include air quality and vegetation buffer standards for new warehouses uses and loading docks.
>
> **Goal 5: Improve the quality of the built and natural environments to reduce disparate health and environmental impacts.**
>
> Policy 5.1: Adopt land use regulations that protect residential and park uses from the impacts of industrial and roadway pollution.
>
> Action 5.1a: Land Use Review. Conduct a review of existing Municipal Code to determine where existing legislation encourages or allows land uses and programs that are detrimental to the health of residents in DACs.
>
> Action 5.1b: Monitor Industrial Areas. Establish a monitoring program to periodically evaluate and report the immediate and long-term health and environmental impacts of the proximity of residential and park uses to industrial areas in DACs.
>
> Action 5.1c: Siting Industrial Uses. Disallow siting and construction of new industrial uses that could impact the health of residents in the DACs

The City's latest General Plan was adopted in 2012. The Land Use Element of the General Plan identified the 5th Street Corridor as a Community Policy Area, stating that, "[w]ith its strategic location between SBIA and the SR-3/I-210 corridor, the 5th Street Corridor represents an excellent opportunity to capture ...employment growth. To position Highland to take advantage of this increased demand, the Land Use Plan for the 5th Street Corridor is dominated by Business Park and Industrial land uses." The General Plan included the following Policies specific to this Community Policy Area:

> 2) Continue to plan and promote the 5th Street Corridor as the major industrial entryway into the San Bernardino International Airport.
>
> 5) Protect and enhance the integrity and desirability of industrial sites from nonindustrial uses.
>
> 6) Improve landscaping along the edges and median of 5th Street and the boundaries of the corridor.

7) Ensure quality development through Development Code standards and the Community Design Element policies and guidelines.

As part of the General Plan and consistent with this Community Policy Area, the project area and surrounding properties were designed as Industrial and Business Park usses. Thus, the City has already made the determination for the siting of business park uses.

The 2020 CARB[ii] report states that "Local governments can designate local truck routes and restrict parking near sensitive land uses."

The General Plan also includes Goals and Policies related to Haul Routes, including that "Haul routes have been identified, and will be utilized, which will not create significant impacts within residential areas and will not negatively impact access into commercial/industrial areas;" The project site is located off a designated truck route in an area zoned and designated for business park uses.

Despite the adjacent residence being a non-conforming use, the project prepared modeling for Air Quality, Greenhouse Gas Emissions and Energy, in addition to Construction and Operational Health Risk Assessments for the nearby sensitive land uses. According to Tables 3.3-8 and 3.3-11 in the ISMND, the mitigated Construction and Operational HRAs determined that the project would not exceed the level of significance for cancer risk and chronic hazard risk. These tables are provided below for convenience.

Table 3.3-8. Construction Health Risk Assessment Results - Mitigated

Impact Parameter	Units	Project Impact	CEQA Threshold	Level of Significance
Maximum Individual Cancer Risk–Residential	Per Million	5.38	10	Less than Significant
Chronic Hazard Index–Residential	Index Value	0.005	1.0	Less than Significant

Source: SCAQMD 2019.
Notes: CEQA = California Environmental Quality Act.
See Appendix A-2 of the ISMND.

Table 3.3-11. Operational Health Risk Assessment Results - Mitigated

Impact Parameter	Units	Project Impact	CEQA Threshold	Level of Significance
Maximum Individual Cancer Risk–Residential	Per Million	1.0	10	Less than Significant
Chronic Hazard Index–Residential	Index Value	0.0003	1.0	Less than Significant

Source: SCAQMD 2019.
Notes: CEQA = California Environmental Quality Act.
See Appendix A-2 of the ISMND.

As seen in the results summarized above, these studies concluded that health impacts to these nearby sensitive receptors such as the commenter's residence would be **less than significant** with the incorporation of Tier 4 Interim Engines during construction of the project, and electric- or natural gas-powered forklifts during operation of the project.

Number of Diesel Trucks and TRUs

Summary: The commenter states that the Project Applicant did not disclose the number of diesel truck trips, how many trucks would have truck refrigeration units (TRUs), and where diesel TRUs would operate more than 200 per week to the City.

Response: Trip generation estimates were conducted for the project within the ISMND and within Appendix J of the ISMND. The project's trip generation summary was provided in Table 3.17-1 of the ISMND, which has been included below for convenience.

Table 3.17-1. Project Trip Generation Summary

Land Use	Size/Units	Daily	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
Trip Rates and Trip Generation								
Warehousing[1]	per TSF	1.71	0.13	0.04	0.17	0.05	0.13	0.18
Land Use								
Proposed Project	53.665 TSF	92	7	2	9	3	7	10
Non-PCE Trips	Passenger Cars (72.5%)	67	5	2	7	2	5	7
	2-axle Trucks (4.6%)	25	2	0	2	1	2	3
	3-axle Trucks (5.7%)	5	0	0	0	0	0	0
	4+axle Trucks (17.2%)	16	2	0	2	1	2	3
	Total Non-PCE Trips	**92**	**7**	**2**	**9**	**3**	**7**	**10**
Project Trip Generation PCE								
PCE Trips[3]	Passenger Cars (1.0 PCE)	67	5	2	7	2	5	7
	2-axle Trucks (1.5 PCE)	6	0	0	0	0	0	0
	3-axle Trucks (2.0 PCE)	10	0	0	0	0	0	0
	4+axle Trucks (3.0 PCE)	48	6	0	6	3	6	9
	Total PCE Trips	**131**	**11**	**2**	**13**	**5**	**11**	**16**

Source: Appendix J
Notes: TSF = thousand square feet, PCE = passenger car equivalent
Some of the totals may not match exactly due to rounding.
1 Trip rates from the Institute of Transportation Engineers, Trip Generation, 11th Edition, 2021. Land Use Code 150 – Warehousing.
2 Vehicle Mix and Percent from SCAQMD 2014.
3 Passenger Car Equivalent (PCE) factors per the San Bernardino County CMP (SANBAG 2016).

Regarding the commenter's concern of TRUs, the project would not include any cold storage space, which was outlined in the Project Description of the ISMND. Because the project would not contain any warehousing space that includes cold storage, TRUs would not be traveling to or from the project site. Therefore, no diesel truck refrigeration unit trips were analyzed within the ISMND's transportation analysis.

Noise

Summary: The commenter states that planning officials did not conduct a noise impact study for the proposed warehouse, and then provides information regarding idling diesel truck noise levels and information about particulate matter (PM) emissions.

Response: Noise analysis was conducted for the project within the ISMND and within Appendix I of the ISMND. This study concluded that noise impacts would be less than significant using the City's noise thresholds listed in Section 8.50 of the City's Municipal Code.

Summary: The commenter states that several ordinances require that noise not exceed 55 decibels in residential areas.

Response: Section 8.50 of the City's Municipal Code states that allowable nighttime (between the hours of 10 PM and 7AM) noise levels are not to exceed 55 decibels in residential areas.

The project would be required to adhere to City of Highland General Plan limitations on construction noise through restrictions on allowable construction hours (Goal 7.3, Action 1): "As a condition of approval, limit non-emergency construction activities adjacent to existing noise-sensitive uses to daylight hours between 7:00 a.m. and 7:00 p.m.". Therefore, since construction would not be occurring from 10 PM to 7 AM, construction noise would not exceed 55 decibels during nighttime hours.

During operation, HVAC equipment, parking lot activity and truck loading dock activities would introduce new sources of noise to the project site. According to Table 3.13-6 in the ISMND, combined operational activities would not exceed the applicable noise standard outlined in the City Municipal Code. This table is provided below for convenience.

Table 3.13-6. Combined On-Site Noise Summary of Results - Noise Levels (dBA L_{eq}) at Property Boundaries

Receiver Location	Zoning	Applicable Noise Standard - Daytime (7 a.m. to 10 p.m.) / Nighttime (10 p.m. to 7 a.m.)	HVAC	Parking Lot Activity	Truck Loading Dock Activity	Combined HVAC, Parking Lot and Truck Loading Dock Activities Noise	Applicable Noise Standard Exceeded?
N1	Business Park	70/65	32	38	40	42	No
W1	Business Park	70/65	29	36	30	38	No
E1	Business Park	70/65	15	37	56	56	No
S1	Business Park	70/65	19	37	60	60	No
Residence to N	Residential	70/65	31	31	34	37	No
Head Start to E	Business Park	60/55	16	31	54	54	No
Residence to SE	Business Park	70/65	19	31	34	36	No

Source: Appendix I-3 of ISMND.

[i] 2005 CARB Report: 20 - CARB, Air Quality and Land Use Handbook 2005.pdf (sfmohcd.org) https://sfmohcd.org/sites/default/files/20%20-%20CARB%2C%20Air%20Quality%20and%20Land%20Use%20Handbook%202005.pdf

[ii] 2020 CARB Report: Concept Paper for the Freight Handbook (ca.gov) https://ww2.arb.ca.gov/sites/default/files/2020-03/2019.12.12%20-%20Concept%20Paper%20for%20the%20Freight%20Handbook_1.pdf

Attachment 4

HMC Section 16.08.070 – Variances

16.08.070 Variances.

A. Purpose and Intent. The purpose of variances is to provide for equity in use of property, and to prevent unnecessary hardships that might result from a strict or literal interpretation and enforcement of certain regulations prescribed by this title.

B. Authority. The authority to grant minor variances shall be vested with the community development director. The authority to grant major variances, as defined herein, shall be vested with the planning commission. Variances from the terms of the regulations of this title shall be granted only when it is demonstrated that the strict application of the zoning regulations deprives such property of privileges enjoyed by other property in the vicinity and under identical zoning district due to special circumstances applicable to the property in question, including size, shape, topography, location or surroundings. Consequently, variances to a zoning regulation prescribed by this title may be granted with respect to development standards including, but not limited to, walls, fences, screening and landscaping, site area, width and depth, coverage, front, side, and rear yards, height of structures, usable open space, and on-street and off-street parking and loading facilities. In approving a variance, the community development director and planning commission may impose reasonable conditions.

C. Minor Variances. The community development director may approve requests for minor variances to modify the following requirements of this title:

1. Parking improvements.

2. Up to 30 percent of parking and loading space requirements, not to exceed two spaces.

3. Up to 40 percent of front yard setback requirements.

4. Up to 40 percent of side yard setback requirements, but no closer than three feet from property line.

5. Up to 30 percent of rear yard setback requirements, but no closer than 10 feet from property line.

6. Up to 30 percent of area requirements, excluding lot area requirements.

7. Up to 30 percent of height limitations, except that any height deviation not exceeding two feet shall also be considered a minor variance.

8. Up to 50 percent of maximum gross floor area requirements.

D. Major Variances. Any request for a variance other than a minor variance shall be termed a major variance, and shall be reviewed and acted upon by the planning commission, upon conducting the required public hearing.

E. Required Findings. The planning commission, and/or the community development director, shall make all the following findings in a decision to grant a variance request:

1. That strict or literal interpretation and enforcement of the specified regulation would result in practical difficulty or unnecessary hardship not otherwise shared by others within the surrounding area or vicinity;

2. That there are exceptional or extraordinary circumstances or conditions applicable to the property involved or to the intended use of the property which do not apply generally to other properties in the vicinity and under the same zoning classification;

3. That the strict interpretation and enforcement of the specified regulation would deprive the applicant of privileges enjoyed by the owners of other properties in the vicinity and under the same zoning classification;

4. That the granting of the variance will not constitute a grant of special privilege inconsistent with the limitations on other properties in the vicinity and under the same zoning classification;

5. That the granting of the variance will not be detrimental to the public health, safety or welfare, or materially injurious to properties or improvements in the vicinity; and

6. That the granting of the variance is consistent with the objectives and policies of the general plan and the intent of this title.

F. Conditions. Conditions of approval for a variance may include, but shall not be limited to:

1. Requirements for open spaces, fences, walls, and screening buffers; requirements for landscaping and erosion control measures, including maintenance thereof;

2. Requirements for dedications and street improvements;

3. Regulation of vehicular ingress and egress and traffic circulation; and

4. Regulation of hours of operation, and such other conditions deemed necessary to ensure compatibility with surrounding uses, to preserve the public health, safety, and welfare, and to

enable the reviewing authority to make all the findings required above. (Ord. 213 § 5, 1996; Ord. 171 § 2.70, 1994)

Attachment 5

Appeal Application and Support Letter

OCT 2 2023

CITY OF HIGHLAND

CITY OF HIGHLAND

27215 Base Line, Highland, CA 92346
Telephone (909) 864-8732 FAX: (909) 862-3180

COMMUNITY DEVELOPMENT DEPARTMENT
PLANNING DIVISION

APPEAL APPLICATION

Filing Fee: $248

Date of Action: 9/19/2023

File Index No.: CUP23-003

City Staff to Complete
Date Appeal Filed: 10/2/2023
Receipt Number: APP 23-001

Project Applicant(s): Patriot Warehouse project

Appellant's Name(s): AB Pathak AKA Arshn Pathak

Appellant's Address: 26855 4th Place, Highland, CA 92346

Phone: 7026863369

Assessor's Parcel No. of Subject Property or Street Address: 192-561-12-0000

General Location of Property: Parcel Numbers 1192561 01, 03, 04, 05, 06, 07, 10, and 12

APPEAL STATEMENT

1. I/We hereby appeal to the City of Highland: (Check one)

___ Public Nuisance Hearing Board from action by: (Check one)

✓ Planning Commission from action by: (Check one)

___ City Council from action by: (Check one)

___ Vehicle Abetment Hearing Board from action by: (Check one)

☒ Community Development Director / Code Compliance

☐ Building Official / Code Compliance

☐ City Engineer

☐ City Planner

☑ Planning Commission

☐ Historic and Cultural Preservation Board

2. I/We are appealing the project/Code compliance action taken to:

- [x] DENY the project
- [ ] APPROVE the project
- [ ] ADOPT a Negative Declaration
- [ ] DENY the project without prejudice
- [ ] APPROVE the project with Conditions (Attach a copy of the Conditions, if they are the subject of the appeal)
- [ ] DECLARE the existence of a Public Nuisance and/or Inoperable Vehicle(s)
- [ ] OTHER (Specify)_____

3. Detail what is being appealed and what action or change you seek. Specifically address the findings, mitigation measures, conditions and/or policies with which you disagree. Also state exactly what action/changes you would favor.

Attached herewith

4. State why you are appealing - be specific. Reference any errors or omissions - attach any supporting documentation.

Attached herewith

5. Public Nuisance/Inoperable Vehicle Appeals - state why you appealing and if you are the owner of the property or the owner of the vehicle(s).

N. A.

I/We certify that I/We are the:

- [x] Legal Property Owner(s)
- [ ] Authorized Legal Agent(s)
- [ ] Registered Vehicle Owner(s)
- [ ] Other Interested Person(s)

[Signature of Appelleant(s)]

Date: 10/21/23

[Signature of Appelleant(s)]

Date: _____

From
AB Pathak
26855 4th Place.
Highland, CA 92346
7026863369
anshupathak@aol.com
October 2, 2023

To
Community Development Director,
27215 Baseline St.,
City of Highland
Highland, CA 92346

Sub. Amended Appeal - Patriot warehouse project (CUP-23-003)

Sir,

I am the owner of the following properties in the City of Highland.

1. 26855 4th Place, Highland, CA 92346. (1192-561-12-0000)
2. 8046 Central Ave., Highland, CA 92346. (1192-561-10-0000)

I was present at the September 19, 2023, Public Hearing to oppose the recommendation based on the Environmental Assessment for the "Patriot warehouse project" (CUP-23-003) to protect my rights based on the Environmental Assessment.

FRAUD 1 – NOTICE OF PUBLIC HEARING

1. The Notice of Public Hearing given to the Public by the City of Highland was **fraudulent** because the proposal was made for **42.5 feet** on the NOTICE. [Exhibit 1]
2. Notice of Public Hearing was not given for **49 Feet** for the project. [Exhibit 1]
3. The Planning Commission approved the height of **49 Feet** at a Public Hearing and committed Fraud on the residents of the City of Highland.
4. Based on the facts stated in the above paragraphs, the approval MUST be revoked.

FRAUD 2

1. I have attached "Warehouse Projects: Best Practices and Mitigation Measures to Comply with the California Environmental Quality Act" issued by the State of California Attorney General to support my appeal. [Exhibit 2]

2. It's clarified on Page 6 as follows:

Per California Air Resources Board (CARB) guidance, siting warehouse facilities so that their property lines are <u>at least 1,000 feet from the property lines</u> of the nearest sensitive receptors.

3. The City of Highland defrauded the residents of the City of Highland and the Planning Commission by concealing the material facts on the Notice of Public Hearing about the guidelines set by "California Air Resources Board. (CARB) for warehouse facilities.
4. Property lines of Warehouse facilities MUST be at least 1,000 feet from the property lines of the nearest sensitive receptors.
5. The Planning Commission would NOT have approved the PROPOSAL if the City of Highland had clarified that Warehouse facilities MUST be at least 1,000 feet from the property lines of the nearest sensitive receptors.
6. Based on the facts stated in the above paragraphs, the approval MUST be revoked.

UNDISPUTED FACTS ABOUT PATRIOT

A. Patriot has submitted applications for the following projects in the City of Highland.

1. Patriot Development Warehouse CUP 21-007 (NWC Victoria & 6th St.)
2. Patriot Development Warehouse CUP 22-002 (NWC 3rd St. & Central Ave.)
3. Patriot Development Warehouse CUP 22-003 (Grape St. south of Cypress St.)
4. Patriot Development Warehouse CUP 22-004 (SEC Victoria & Cypress)
5. Patriot Development Warehouse CUP 22-011 (South side of Del Rosa west of 6th St.)
6. Patriot Development Warehouse CUP 22-014 (SEC Victoria Ave. and 5th St.)
7. **Patriot Development Warehouse CUP 23-003 (South side of 5th St. west of Central Ave.) 1192-561-04; 1192-561-05; 1192-561-06; 1192-561-07.**

B. **Patriot will be filing more projects in the City of Highland because they have purchased vacant land next to my residence. Parcel Number 1192-561-11-0000, 1192-561-15-0000, 1192-561-16-0000, 1192-561-17-0000,1192-561-18-0000,1192-561-19-0000, 1192-561-20-0000 and 1192-561-21-0000.**

C. A real estate agent of Patriot offered me $1.6 Million for my properties, which I refused in September 2022. 1192-561-10-0000; 1192-561-12-0000.

D. Boundaries of Patriot's Parcel Numbers (1) 1192-561-11-0000, (2) 1192-561-18-0000, and (3) 1192-561-19-0000 are attached to <u>my residence</u>. Parcel Number 1192-561-12-0000.

UNDISPUTED FACTS ABOUT DISTANCE

1. I reside at 26855 4th Place, Highland, CA 92346. Parcel # 1192-561-12-0000.
2. I also own vacant land, 8046 Central Ave. Highland, CA 92346. Parcel # 1192-561-10-0000.
3. Patriot wants to build a Warehouse on Parcel Numbers 1192-561-04; 1192-561-05; 1192-561-06, and 1192-561-07.
4. The boundary of my property Parcel Number 1192-561-10-0000 is next to Patriot's Parcel Numbers 1192-561-04; 1192-561-05; 1192-561-06, and 1192-561-07.
5. My residence, Parcel Number 1192-561-12, is next to my vacant land, Parcel Number 1192-561-10.
6. **The distance between my residence, Parcel Number 1192-561-12, and Parcel Number 1192-561-07 is 41 Feet.**
7. **The Patriot Warehouse Project is 41 Feet from my residence.**
8. None of the Council Members of the City of Highland resides within 41 Feet of a 49 Feet High Warehouse.
9. None of the Employees of the City of Highland resides within 41 Feet of a 49 Feet High Warehouse.
10. None of the Attorneys of the City of Highland resides within 41 Feet of a 49 Feet High Warehouse.
11. The City Planner knows that my residence (26855 4th Place, Highland, CA 92346) is within 50 Feet of the **Patriot Warehouse Project.**
12. **Patriot Warehouse Project** knows that my residence (26855 4th Place, Highland, CA 92346) is within 50 Feet of the **Patriot Warehouse Project.**

FACTS KNOWN TO PATRIOT WAREHOUSE PROJECT - (CUP-23-003)

1. The Patriot knows my residence is 41 Feet away from their warehouse project.
2. Patriot knows that per California Air Resources Board (CARB) guidance, siting warehouse facilities property lines are at least 1,000 feet from the property lines of the nearest sensitive receptors.
3. Patriot knows discrepancies, conflicts in boundary lines, shortages in the area, and encroachments between me and Patriot.
4. Patriot knows they have purchased vacant land near my residence to build more warehouses. Parcel Number 1192-561-11-0000, 1192-561-15-0000, 1192-561-16-0000, 1192-561-17-0000,1192-561-18-0000,1192-561-19-0000, 1192-561-20-0000 and 1192-561-21-0000.
5. Patriot knows I refused their offer to sell my properties in September 2022 for $1.6 Million. Parcel Number 1192-561-08; 1192-561-12.
6. Patriot knows that the boundaries of Patriot's Parcel Numbers 1192-561-11-0000, 1192-561-18-0000, and 1192-561-19-0000 are attached to my residence. Parcel Number 1192-561-12-0000.

7. Patriot knows that they cannot build Warehouses next to my residence within 1000 feet based on guidelines set by the Attorney General of the State of California.

FACTS KNOWN TO CITY OF HIGHLAND - (CUP-23-003)

1. The City of Highland knows the distance between my residence and the Patriot Warehouse Project is 41 Feet.
2. The City of Highland knows that per California Air Resources Board (CARB) guidance, siting warehouse facilities property lines are at least 1,000 feet from the property lines of the nearest sensitive receptors.
3. The City of Highland knows that The Patriot Warehouse Project did not notify the City in writing of the following.
   A. How many diesel trucks would come daily?
   B. How many trucks per day with diesel refrigeration units, or
   C. Where diesel Truck Refrigeration Units (TRU) would operate for more than 300 hours per week.
4. The City of Highland knows discrepancies, conflicts in boundary lines, shortages in the area, and encroachments between me and Patriot.
5. The City of Highland knows Patriot has purchased vacant land near my residence to build more warehouses. Parcel Number 1192-561-11-0000, 1192-561-15-0000, 1192-561-16-0000, 1192-561-17-0000,1192-561-18-0000,1192-561-19-0000, 1192-561-20-0000 and 1192-561-21-0000.
6. The City of Highland knows that I refused the offer of Patriot to sell my properties in September 2022 for $1.6 Million. Parcel Number 1192-561-08; 1192-561-12.
7. The City of Highland knows that the boundaries of Patriot's Parcel Numbers 1192-561-11-0000, 1192-561-18-0000, and 1192-561-19-0000 are attached to <u>my residence</u>. Parcel Number 1192-561-12-0000.
8. The City of Highland knows that they cannot allow Patriot to build Warehouses next to my residence within 1000 feet based on guidelines set by the Attorney General of the State of California.

MISREPRESENTATION, CONCEALMENT OF TRUTH, AND FRAUD BY THE CITY OF HIGHLAND

1. The City of Highland concealed the truth to the "Community Development Director" in their written report submitted at the hearing that my residence is <u>less than 50 Feet</u> from the proposed "Patriot Warehouse Project."
2. The City of Highland concealed the truth to the "Community Development Director" in their written report submitted at the hearing that they cannot allow Patriot to build Warehouses next to my residence within 1000 feet based on guidelines set by the Attorney General of the State of California.

REVOCATION IS NECESSARY

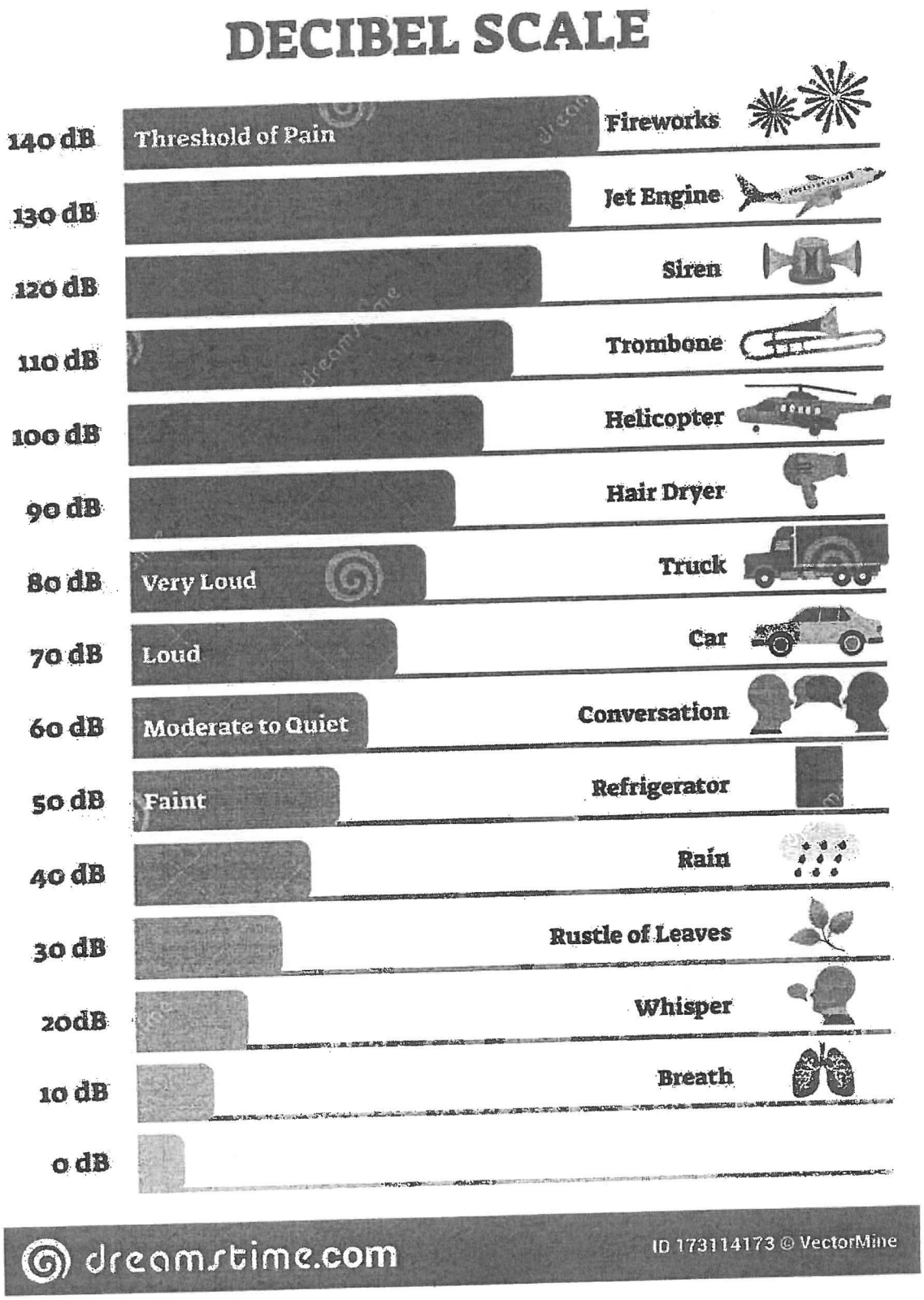
1. I am a senior citizen.
2. I have ongoing health issues due to diabetes.
3. My health, safety, and welfare can be served only by revocation.
4. I will suffer from excessive noise due to:
   A. truck engine idling,
   B. shouting,
   C. loud music, and
   D. backup beepers.
5. Planning officials did not conduct a noise impact study for the proposed warehouse, especially when my residence is within fifty feet.
6. Idling diesel trucks emit noise at 85 dBA (decibels) measured at 50 feet.
7. In 2022, the Union of Concerned Scientists released an update of their 2005 report, Diesel Engines and Public Health. The 2022 report noted:

   A. "Diesel-powered vehicles, vessels, locomotives, and equipment account for over 60 percent of all nitrogen oxides (NOx) and more than 70 percent of all fine particulate matter (PM2.5) emissions from US transportation sources. Heavy-duty diesel vehicles alone account for 20 percent of all NOx and 25 percent of PM2.5 pollution emitted by vehicles in the country."
   B. "Particulate matter (PM) irritates the eyes, nose, throat, and lungs, contributing to respiratory and cardiovascular illnesses and even premature death. Although everyone is susceptible to particulate pollution, children, the elderly, and individuals with preexisting respiratory conditions are the most vulnerable. A recent study found that the rates of nine common causes of death, including cardiovascular disease, lung cancer, and other prevalent fatal conditions, were associated with exposure even at concentrations of fine particulates lower than the current federal standards."
8. The Clean Air Task Force created Deaths by Dirty Diesel – Mapping the health impacts of diesel nationwide. This interactive map will allow you to see how diesel emissions affect those living in your area. By comparing your area with others with higher Air Pollution from Diesel, you can help elected officials and your neighbors understand why it is vital to encourage greater use of Zero or Near-Zero emission trucks and discourage proposals that add more conventional diesel truck traffic.
9. Consumer Reports has launched a program that partners with area residents and other allies to monitor and document warehouse impacts. A 2022 article describes how sensors installed through this program showed that "air quality was moderately unhealthy 30% of the time." These unhealthful conditions correlated with high levels of truck traffic captured by program sensors.
10. A 2023 article describes how Consumer Reports is also assisting neighborhoods with advancing laws that reduce health and other warehouse impacts. For

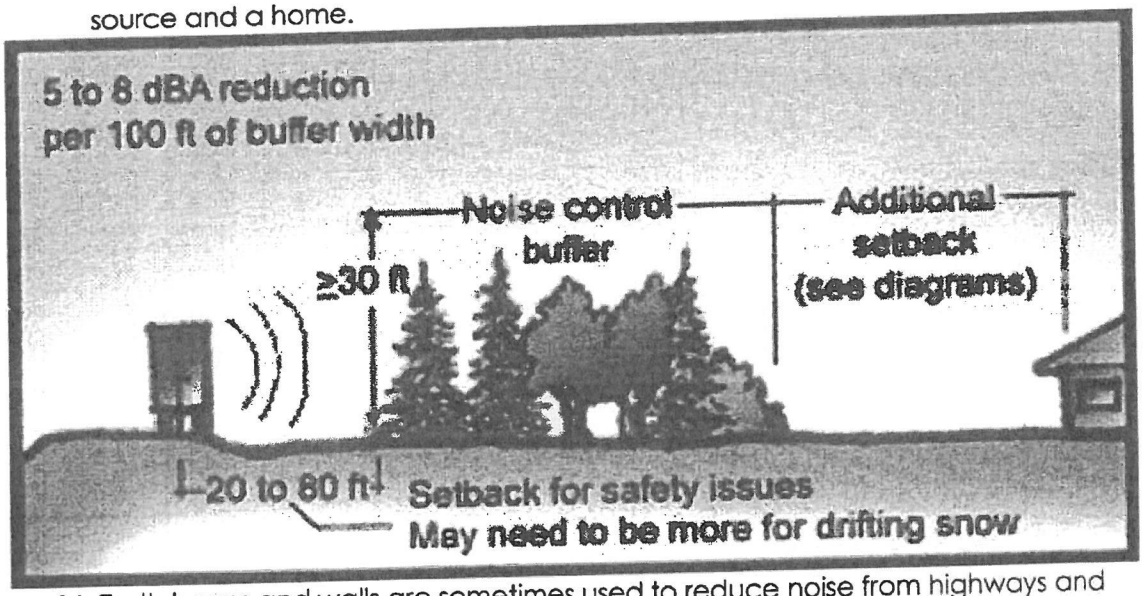
further information, contact Alan Smith, Manager, Consumer Reports Community Leadership, at alan.smith@consumer.org.

11. The chart below compares noise levels (in decibels) from various sources, including trucks. Several ordinances require that **noise not exceed 55 decibels** in residential areas (outside a home).

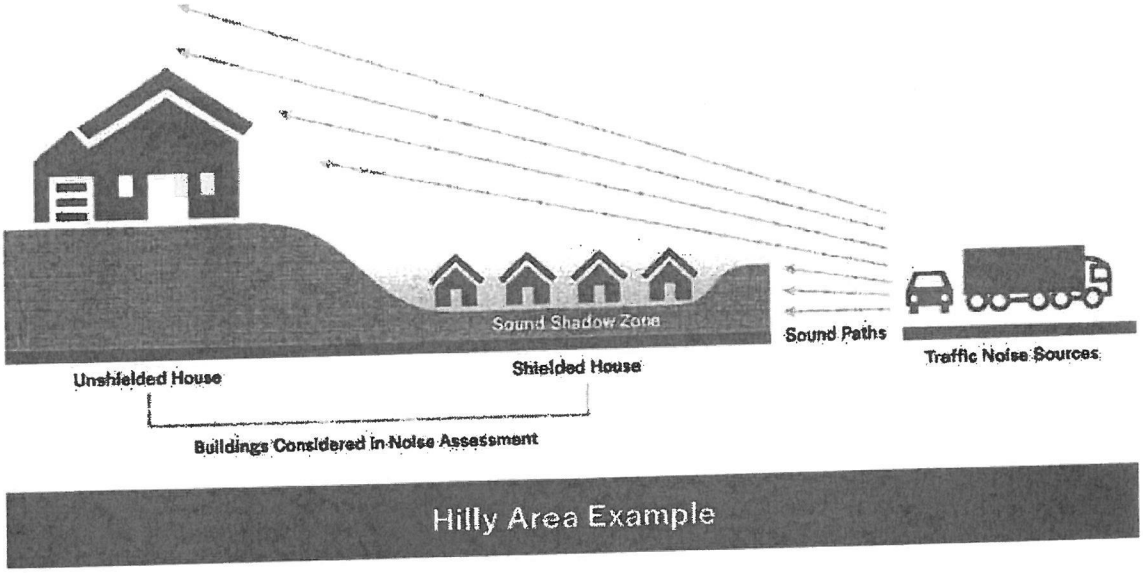
12.


DECIBEL SCALE
140 dB
Threshold of Pain
Fireworks
130 dB
Jet Engine
120 dB
Siren
110 dB
Trombone
100 dB
Helicopter
90 dB
Hair Dryer
80 dB
Very Loud
Truck
70 dB
Loud
Car
60 dB
Moderate to Quiet
Conversation
50 dB
Faint
Refrigerator
40 dB
Rain
30 dB
Rustle of Leaves
20dB
Whisper
10 dB
Breath
0 dB
dreamstime.com
ID 173114173 © VectorMine

13. Simple noise models, such as the Distance Attenuation Calculator, indicate that a separation distance of 1600 feet would be needed for the 85-decibel noise from idling diesel truck engines to drop to the residential property acceptable level of 55 decibels.
14. If a home is located 400 feet from the portion of a warehouse site where trucks would be idling the noise level could be 67 decibels, which is 12 decibels above the 55-decibel acceptable level for residential areas.
15. As shown in the following graphic, a 5 to 8-decibel decrease can be achieved for every 100 feet of densely growing evergreens and shrubs between a noise source and a home.



16. Earth berms and walls are sometimes used to reduce noise from highways and other sources. As shown in the next graphic, these measures only work in the area of the noise ***shadow*** created by the berm or wall. In other words, if a berm or wall does not obstruct your view of a noise source from your home, it may do little to keep your home quiet. Section VI, of the 2022 California Attorney General publication *Warehouse Projects: Best Practices and Mitigation Measures to Comply with the California Environmental Quality Act* listed a number of measures to reduce noise impacts.



Property Value

17. Truck noise may be the aspect of a warehouse with the most significant effect on residential property value. About noise and property value, researchers concluded the following in a 2021 study entitled An Analytical Framework for Evaluating Potential Truck Parking Locations:
18. "Increases in noise pollution are inevitable when dispersed idling trucks are centralized into the new or expanded truck stop.
19. The Federal Highway Administration mandates that maximum noise levels for large trucks not exceed 85 dBA (decibels) 50 feet away. Combined, this data can approximate sound values over different distances. For every 2.5 dBA increase in noise levels above 55 dBA, residential property values are assumed to decrease by 0.2% to 1.2%, with wealthier communities, containing a higher willingness to pay for peace and quiet, being more sensitive to such increases in noise pollution (Palmquist, 1980). Any truck stop development project will require a noise impact study that evaluates the feasibility of installing noise barriers to remediate the noise pollution problem."
20. In general, noise decreases by 6 decibels for every doubling of distance from a source. So, if the truck noise level is 85 decibels at 50 feet, it would be 79 decibels at 100 feet, 73 decibels at 200 feet, and then 67 decibels at 400 feet.
21. Simple noise models, such as the Distance Attenuation Calculator, indicate that it would require a separation distance of 1600 feet for the 85-decibel noise from idling diesel truck engines to drop to the residential property acceptable level of 55 decibels.
22. If a home is located 400 feet from the portion of a warehouse site where trucks would be idling, the noise level could be 67 decibels, which is 12 decibels above

the 55 decibels acceptable level for residential areas. After dividing 12 decibels by 2.5 decibels, we get 4.8, which could result in a (0.2% x 4.8) 0.96% to (1.2% x 4.8) 5.7% decline in home resale value.

23. If the warehouse can be seen from the home, a further decrease in property value may result.

Recommendation for the FBI Investigation

I further request the FBI investigation for bribery into the applications and approvals of the warehouse projects in the City of Highland, including the following.

1. Patriot Development Warehouse CUP 21-007 (NWC Victoria & 6th St.)
2. Patriot Development Warehouse CUP 22-002 (NWC 3rd St. & Central Ave.)
3. Patriot Development Warehouse CUP 22-003 (Grape St. south of Cypress St.)
4. Patriot Development Warehouse CUP 22-004 (SEC Victoria & Cypress)
5. Patriot Development Warehouse CUP 22-011 (South side of Del Rosa west of 6th St.)
6. Patriot Development Warehouse CUP 22-014 (SEC Victoria Ave. and 5th St.)
7. Patriot Development Warehouse CUP 23-003 (South side of 5th St. west of Central Ave.) 1192-561-04; 1192-561-05; 1192-561-06; 1192-561-07.

Respectfully Submitted:

AB Pathak (Anshu Pathak)

Copy to Employees and Counsel of the City of Highland

*Please forward a copy of this letter to the FBI for Investigation.

CITY OF HIGHLAND
NOTICE OF PUBLIC HEARING

A PUBLIC HEARING HAS BEEN SCHEDULED BEFORE THE HIGHLAND PLANNING COMMISSION TO CONSIDER THE FOLLOWING:

FILE/INDEX:	Conditional Use Permit (CUP 23-003) Design Review Application (DRA 23-004) Variance (VAR 23-001)
APPLICANT:	Patriot Partners, LLC
PROPOSAL:	The project includes construction of an approximately 53,665-square-foot, one-story warehouse building composed of approximately 49,665 square feet of warehouse space and 4,000 square feet of mezzanine/office space. The warehouse building would have a maximum height of 42.5 feet when measured from grade. Given that the City's Municipal Code allows for a maximum height of 35 feet in the Business Park zone, a minor variance is being requested to accommodate the project's height.
PROJECT LOCATION:	The project site is located at a 2.43-acre property on the south side of 5th Street, approximately 182 feet west of Central Avenue in the City of Highland, California. Assessor's Parcel Numbers: 1192-561-01, -03, -04, -05, -06, -07 and -10
PLACE OF MEETING:	Highland City Council Chambers 27215 Base Line, Highland, CA 92346
DATE AND TIME OF MEETING:	Tuesday, September 19, 2023 at 6:00 p.m.

ENVIRONMENTAL ASSESSMENT: Pursuant to the California Environmental Quality Act (CEQA) Guidelines, an Initial Study was prepared and a Mitigated Negative Declaration and Mitigation Monitoring and Reporting Program were prepared and circulated in accordance with the California Environmental Quality Act and will be recommend for approval.

For those wishing to make public comments at the September 19th, Planning Commission meeting, you may do so in person, by mail or e-mail to be read aloud at the meeting. Comments can be submitted any time prior to the meeting as well as during the meeting up until the end of the corresponding item. To submit by email, please direct your comments to publiccomment@cityofhighland.org. When you are making a comment regarding an item on the agenda, please identify the agenda item in the subject line. All email comments shall be subject to the same rules as would otherwise govern speaker comments at the Planning Commission meeting. Members of the public will be permitted to make public comments in person.

If you wish to challenge the proposal or the related environmental determinations in court, you may be limited to raising only those issues you or someone else raised at the public hearing described in this notice, or in written correspondence delivered to the City of Highland, at or prior to, the public hearing.

Dated: August 29, 2023

Betty Hughes, MMC
City Clerk of the City of Highland

Exhibit 1

11

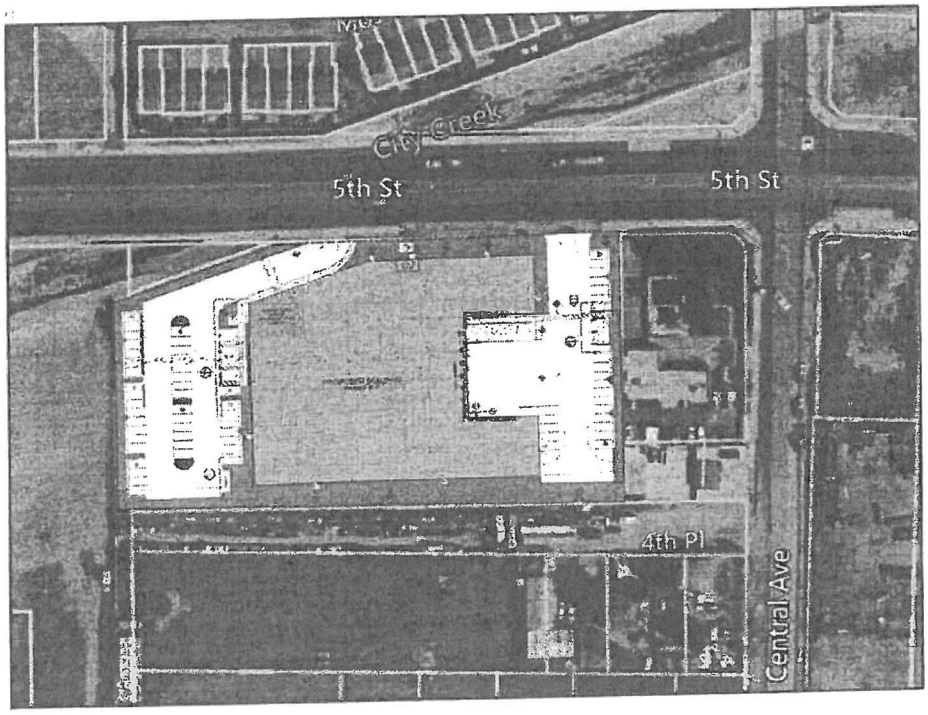
City of Highland

27215 Base Line, Highland, CA. 92346
Phone: (909) 864-8732, x 258 Fax: (909) 862-3180
Contact: Angela Tafolla, Assistant Planner, atafolla@cityofhighland.org

PROJECT NOTICE

The proposal listed below has been filed with the City of Highland Planning Department. You are invited to comment because you may own property or have a regulatory interest in development in the area.

FILE NO.:	**Conditional Use Permit No. CUP 22-003** entitling a general distribution warehouse; and **Design Review Application No. DRA No. 23-004**, review of the Site Plan, Building Elevations, Landscaping and Grading for the commercial warehouse use; and **Variance No. VAR 23-001** for a Minor Variance (30% increase or less) to allow a 5-foot increase in building height from 35 feet to 45 feet.
LOCATION:	Four (4) parcels located on the south side of 5th Street just west of Central Avenue. The total project site is approximately 2.86 acres. APN: 1192-561-04; 1192-561-05; 1192-561-06; 1192-561-07
DESCRIPTION:	The Applicant is requesting to construct an approximately 53,665 square foot warehouse building and associated improvements, including loading docks, passenger vehicle parking spaces, a stormwater detention/infiltration basin, and landscape area across four (4) parcels totaling approximately 2.86-acres. The project site is located on the south side of 5th Street just west of Central Avenue in the Business Park (BP) zoning district.
APPLICANT	Kevin Rice, Patriot Development Partners LLC



12

PRINTED NAME DATE

COMMENTS REGARDING CONDITIONAL USE PERMIT NO. 23-003 for Patriot Warehouse on the south side of 5th Street just west of Central Avenue:

SIGNATURE

Your comments must be received by this office no later than **April 20, 2023**. Comments received after that date may not be considered in the decision. If you have no comment, no reply is necessary.

Project Site

N

13

ROB BONTA
Attorney General

State of California
DEPARTMENT OF JUSTICE

Warehouse Projects: Best Practices and Mitigation Measures to Comply with the California Environmental Quality Act

Exhibit 2

14

Table of Contents

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VI. Noise Impacts Analysis and Mitigation 10
VII. Traffic Impacts Analysis and Mitigation 11
VIII. Other Significant Environmental Impacts Analysis and Mitigation 12
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In carrying out its duty to enforce laws across California, the California Attorney General's Bureau of Environmental Justice (Bureau)[1] regularly reviews proposed warehouse projects for compliance with the California Environmental Quality Act (CEQA) and other laws. When necessary, the Bureau submits comment letters to lead agencies regarding warehouse projects, and in rare cases the Bureau has filed litigation to enforce CEQA.[2] This document builds upon the Bureau's work on warehouse projects, collecting information gained from the Bureau's review of hundreds of warehouse projects across the state.[3] It is meant to help lead agencies pursue CEQA compliance and promote environmentally-just development as they confront warehouse project proposals.[4] While CEQA analysis is necessarily project-specific, this document provides information on feasible best practices and mitigation measures, nearly all of which have been adapted from actual warehouse projects in California.

I. Background

In recent years, the proliferation of e-commerce and rising consumer expectations of rapid shipping have contributed to a boom in warehouse development.[5] California, with its ports, population centers, and transportation network, has found itself at the center of this trend. In 2020, the Ports of Los Angeles, Long Beach, and Oakland collectively accounted for over 34% of all United States international container trade.[6] The Ports of Los Angeles and Long Beach alone generate about 35,000 container truck trips every day.[7] Accordingly, the South Coast Air Basin now contains approximately 3,000 warehouses of over 100,000 square feet each, with a total warehouse capacity of approximately 700 million square feet, an increase of 20 percent over the last five years.[8] This trend has only accelerated, with e-commerce growing to

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[1] https://oag.ca.gov/environment/justice.

[2] https://oag.ca.gov/environment/ceqa; *People of the State of California v. City of Fontana* (Super. Ct. San Bernardino County, No. CIVSB2121829); *South Central Neighbors United et al. v. City of Fresno et al.* (Super. Ct. Fresno County, No. 18CECG00690).

[3] This September 2022 version revises and replaces the prior March 2021 version of this document.

[4] Anyone reviewing this document to determine CEQA compliance responsibilities should consult their own attorney for legal advice.

[5] As used in this document, "warehouse" or "logistics facility" is defined as a facility consisting of one or more buildings that stores cargo, goods, or products on a short- or long-term basis for later distribution to businesses and/or retail customers.

[6] Data from the Bureau of Transportation Statistics, Container TEUs (Twenty-foot Equivalent Units) (2020), https://data.bts.gov/stories/s/Container-TEU/x3fb-aeda/ (Ports of Los Angeles, Long Beach, and Oakland combined for 14.157 million TEUs, 34% of 41.24 million TEUs total nationwide) (last accessed September 18, 2022).

[7] U.S. Dept. of Transportation, Federal Highway Administration, *FHWA Operations Support – Port Peak Pricing Program Evaluation* (2020), available at https://ops.fhwa.dot.gov/publications/fhwahop09014/sect2.htm (last accessed September 18, 2022).

[8] South Coast Air Qual. Mgmt. Dist., *Final Socioeconomic Assessment for Proposed Rule 2305 – Warehouse Indirect Source Rule – Warehouse Actions and Investments to Reduce Emissions (WAIRE) Program and Proposed Rule 316 – Fees for Rule 2305*, at 7-8, 41 (May 2021).

13% of all retail sales and 2021 being a second consecutive record year for new warehouse space leased.[9] The latest data and forecasts predict that the next wave of warehouse development will be in the Central Valley.[10]

When done properly, these activities can contribute to the economy and consumer welfare. However, imprudent warehouse development can harm local communities and the environment. Among other pollutants, diesel trucks visiting warehouses emit nitrogen oxide (NO_x)—a primary precursor to smog formation and a significant factor in the development of respiratory problems like asthma, bronchitis, and lung irritation—and diesel particulate matter (a subset of fine particular matter that is smaller than 2.5 micrometers)—a contributor to cancer, heart disease, respiratory illnesses, and premature death.[11] Trucks and on-site loading activities can also be loud, bringing disruptive noise levels during 24/7 operation that can cause hearing damage after prolonged exposure.[12] The hundreds, and sometimes thousands, of daily truck and passenger car trips that warehouses generate contribute to traffic jams, deterioration of road surfaces, and traffic accidents.

These environmental impacts also tend to be concentrated in neighborhoods already suffering from disproportionate health impacts and systemic vulnerability. For example, a comprehensive study by the South Coast Air Quality Management District found that communities located near large warehouses scored far higher on California's environmental justice screening tool, which measures overall pollution and demographic vulnerability.[13] That

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[9] U.S. Census Bureau News, Quarterly Retail E-Commerce Sales 4th Quarter 2021 (February 22, 2022), https://www.census.gov/retail/mrts/www/data/pdf/ec_current.pdf (last accessed September 18, 2022); CBRE Research, *2022 North America Industrial Big Box Report: Review and Outlook*, at 2-3 (March 2022), *available at* https://www.cbre.com/insights/reports/2022-north-america-industrial-big-box#download-report (last accessed September 18, 2022).

[10] CBRE Research, *supra note* 9, at 4, 36; New York Times, *Warehouses Are Headed to the Central Valley, Too* (Jul. 22, 2020), *available* at https://www.nytimes.com/2020/07/22/us/coronavirus-ca-warehouse-workers.html.

[11] California Air Resources Board, Nitrogen Dioxide & Health, https://ww2.arb.ca.gov/resources/nitrogen-dioxide-and-health (last accessed September 18, 2022) (NOx); California Air Resources Board, Summary: Diesel Particular Matter Health Impacts, https://ww2.arb.ca.gov/resources/summary-diesel-particulate-matter-health-impacts (last accessed September 18, 2022); Office of Environmental Health Hazard Assessment and American Lung Association of California, Health Effects of Diesel Exhaust, https://oehha.ca.gov/media/downloads/calenviroscreen/indicators/diesel4-02.pdf (last accessed September 18, 2022) (DPM).

[12] Noise Sources and Their Effects, https://www.chem.purdue.edu/chemsafety/Training/PPETrain/dblevels.htm (last accessed September 18, 2022) (a diesel truck moving 40 miles per hour, 50 feet away, produces 84 decibels of sound).

[13] South Coast Air Quality Management District, "Final Socioeconomic Assessment for Proposed Rule 2305 – Warehouse Indirect Source Rule – Warehouse Actions and Investments to Reduce Emissions (WAIRE) Program and Proposed Rule 316 – Fees for Rule 2305" (May 2021), at 4-5.

study concluded that, compared to the South Coast Air Basin averages, communities in the South Coast Air Basin near large warehouses had a substantially higher proportion of people of color; were exposed to more diesel particulate matter; had higher rates of asthma, cardiovascular disease, and low birth weights; and had higher poverty and unemployment rates.[14] Each area has its own unique history, but many of these impacts and vulnerabilities reflect historic redlining practices in these communities, which devalued land and concentrated poverty, racial outgroups, and pollution into designated areas.[15]

II. Proactive Planning: General Plans, Local Ordinances, and Good Neighbor Policies

To systematically guide warehouse development, we encourage local governing bodies to proactively plan for logistics projects in their jurisdictions. Proactive planning allows jurisdictions to prevent land use conflicts before they materialize and direct sustainable development. Benefits also include providing a predictable business environment, protecting residents from environmental harm, and setting consistent expectations jurisdiction-wide.

Proactive planning can take many forms. Land use designation and zoning decisions should channel development into appropriate areas. For example, establishing industrial districts near major highway and rail corridors but away from sensitive receptors[16] can help attract investment while avoiding conflicts between warehouse facilities and residential communities. Transition zones with lighter industrial and commercial land uses may also help minimize conflicts between residential and industrial uses.

In addition, general plan policies, local ordinances, and good neighbor policies should set minimum standards for logistics projects. General plan policies can be incorporated into existing economic development, land use, circulation, or other related general plan elements. Many jurisdictions alternatively choose to consolidate policies in a separate environmental justice element. Adopting general plan policies to guide warehouse development may also help

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[14] *Id.* at 5-7.

[15] Beginning in the 1930s, federal housing policy directed investment away from Black, immigrant, and working-class communities by color-coding neighborhoods according to the purported "riskiness" of loaning to their residents. In California cities where such "redlining" maps were drawn, nearly all of the communities where warehouses are now concentrated were formerly coded "red," signifying the least desirable areas where investment was to be avoided. *See* University of Richmond Digital Scholarship Lab, Mapping Inequality, https://dsl.richmond.edu/panorama/redlining/#loc=12/33.748/-118.272&city=los-angeles-ca (Los Angeles), https://dsl.richmond.edu/panorama/redlining/#loc=13/32.685/-117.132&city=san-diego-ca (San Diego), https://dsl.richmond.edu/panorama/redlining/#loc=11/37.81/-122.38&city=oakland-ca (Oakland), https://dsl.richmond.edu/panorama/redlining/#loc=13/37.956/-121.326&city=stockton-ca (Stockton), https://dsl.richmond.edu/panorama/redlining/#loc=12/36.751/-119.86&city=fresno-ca (Fresno) (all last accessed September 18, 2022).

[16] In this document, "sensitive receptors" refers to residences, schools, public recreation facilities, health care facilities, places of worship, daycare facilities, community centers, or incarceration facilities.

jurisdictions comply with their obligations under SB 1000, which requires local government general plans to identify objectives and policies to reduce health risks in disadvantaged communities, promote civil engagement in the public decision making process, and prioritize improvements and programs that address the needs of disadvantaged communities.[17]

Local ordinances and good neighbor policies that set development standards for all warehouses in the jurisdiction are a critical and increasingly common tool that serve several goals. When well-designed, these ordinances direct investment to local improvements, provide predictability for developers, conserve government resources by streamlining project review processes, and reduce the environmental impacts of industrial development. While many jurisdictions have adopted warehouse-specific development standards, an ordinance in the City of Fontana provides an example to review and build upon.[18] Good neighbor policies in Riverside County and by the Western Riverside Council of Government include additional measures worth consideration.[19]

The Bureau encourages jurisdictions to adopt their own local ordinances that combine the strongest policies from those models with measures discussed in the remainder of this document.

III. Community Engagement

Early and consistent community engagement is central to establishing good relationships between communities, lead agencies, and warehouse developers and tenants. Robust community engagement can give lead agencies access to community residents' on-the-ground knowledge and information about their concerns, build community support for projects, and develop creative solutions to ensure new logistics facilities are mutually beneficial. Examples of best practices for community engagement include:

- Holding a series of community meetings at times and locations convenient to members of the affected community and incorporating suggestions into the project design.
- Posting information in hard copy in public gathering spaces and on a website about the project. The information should include a complete, accurate project description, maps and drawings of the project design, and information about how the public can provide input and be involved in the project approval process. The

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[17] For more information about SB 1000, *see* https://oag.ca.gov/environment/sb1000.
[18] https://oag.ca.gov/system/files/attachments/press-docs/Final%20Signed%20Fontana%20Ordinance.pdf (last accessed September 18, 2022).
[19] For example, the Riverside County policy requires community benefits agreements and supplemental funding contributions toward additional pollution offsets, and the Western Riverside Council of Governments policy sets a minimum buffer zone of 300 meters between warehouses and sensitive receptors. https://www.rivcocob.org/wp-content/uploads/2020/01/Good-Neighbor-Policy-F-3-Final-Adopted.pdf (last accessed September 18, 2022) (Riverside County); http://www.wrcog.cog.ca.us/DocumentCenter/View/318/Good-Neighbor-Guidelines-for-Siting-Warehouse-Distribution-Facilities-PDF?bidId= (last accessed September 18, 2022) (Western Riverside Council of Governments).

information should be in a format that is easy to navigate and understand for members of the affected community.

- Providing notice by mail to residents and schools within a certain radius of the project and along transportation corridors to be used by vehicles visiting the project, and by posting a prominent sign on the project site. The notice should include a brief project description and directions for accessing complete information about the project and for providing input on the project.
- Providing translation or interpretation in residents' native language, where appropriate.
- For public meetings broadcast online or otherwise held remotely, providing for access and public comment by telephone and supplying instructions for access and public comment with ample lead time prior to the meeting.
- Partnering with local community-based organizations to solicit feedback, leverage local networks, co-host meetings, and build support.
- Considering adoption of a community benefits agreement, negotiated with input from affected residents and businesses, by which the developer provides benefits to the affected community.
- Creating a community advisory board made up of local residents to review and provide feedback on project proposals in early planning stages.
- Identifying a person to act as a community liaison concerning on-site construction activity and operations, and providing contact information for the community liaison to the surrounding community.
- Requiring signage in public view at warehouse facilities with contact information for a local designated representative for the facility operator who can receive community complaints, and requiring any complaints to be answered by the facility operator within 48 hours of receipt.

IV. Warehouse Siting and Design Considerations

The most important consideration when planning a logistics facility is its location. Warehouses located in residential neighborhoods or near sensitive receptors expose community residents and those using or visiting sensitive receptor sites to the air pollution, noise, traffic, and other environmental impacts they generate. Therefore, placing facilities away from sensitive receptors significantly reduces their environmental and quality of life harms on local communities. The suggested best practices for siting and design of warehouse facilities does not relieve lead agencies' responsibility under CEQA to conduct a project-specific analysis of the project's impacts and evaluation of feasible mitigation measures and alternatives; lead agencies' incorporation of the best practices must be part of the impact, mitigation and alternatives analyses to meet the requirements of CEQA. Examples of best practices when siting and designing warehouse facilities include:

- Per California Air Resources Board (CARB) guidance, siting warehouse facilities so that their property lines are at least 1,000 feet from the property lines of the nearest sensitive receptors.[20]
- Providing adequate amounts of on-site parking to prevent trucks and other vehicles from parking or idling on public streets and to reduce demand for off-site truck yards.
- Establishing setbacks from the property line of the nearest sensitive receptor to warehouse dock doors, loading areas, and truck drive aisles, and locating warehouse dock doors, loading areas, and truck drive aisles on the opposite side of the building from the nearest sensitive receptors—e.g., placing dock doors on the north side of the facility if sensitive receptors are near the south side of the facility.
- Placing facility entry and exit points from the public street away from sensitive receptors—e.g., placing these points on the north side of the facility if sensitive receptors are adjacent to the south side of the facility.
- Ensuring heavy duty trucks abide by the on-site circulation plans by constructing physical barriers to block those trucks from using areas of the project site restricted to light duty vehicles or emergency vehicles only.
- Preventing truck queuing spillover onto surrounding streets by positioning entry gates after a minimum of 140 feet of space for queuing, and increasing the distance by 70 feet for every 20 loading docks beyond 50 docks.
- Locating facility entry and exit points on streets of higher commercial classification that are designed to accommodate heavy duty truck usage.
- Screening the warehouse site perimeter and onsite areas with significant truck traffic (e.g., dock doors and drive aisles) by creating physical, structural, and/or vegetative buffers that prevent or substantially reduce pollutant and noise dispersion from the facility to sensitive receptors.
- Planting exclusively 36-inch box evergreen trees to ensure faster maturity and four-season foliage.
- Requiring all property owners and successors in interest to maintain onsite trees and vegetation for the duration of ownership, including replacing any dead or unhealthy trees and vegetation.
- Posting signs clearly showing the designated entry and exit points from the public street for trucks and service vehicles.
- Including signs and drive aisle pavement markings that clearly identify onsite circulation patterns to minimize unnecessary onsite vehicle travel.
- Posting signs indicating that all parking and maintenance of trucks must be conducted within designated on-site areas and not within the surrounding community or public streets.

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[20] CARB, Air Quality and Land Use Handbook: A Community Health Perspective (April 2005), at ES-1. CARB staff has released draft updates to this siting and design guidance which suggests a greater distance may be warranted in some scenarios. CARB, Concept Paper for the Freight Handbook (December 2019), *available at* https://ww2.arb.ca.gov/sites/default/files/2020-03/2019.12.12%20-%20Concept%20Paper%20for%20the%20Freight%20Handbook_1.pdf (last accessed September 18, 2022).

V. Air Quality and Greenhouse Gas Emissions Analysis and Mitigation

Emissions of air pollutants and greenhouse gases are often among the most substantial environmental impacts from new warehouse facilities. CEQA compliance demands a proper accounting of the full air quality and greenhouse gas impacts of logistics facilities and adoption of all feasible mitigation of significant impacts. Although efforts by CARB and other authorities to regulate the heavy-duty truck and off-road diesel fleets have made excellent progress in reducing the air quality impacts of logistics facilities, the opportunity remains for local jurisdictions to further mitigate these impacts at the project level. Lead agencies and developers should also consider designing projects with their long-term viability in mind. Constructing the necessary infrastructure to prepare for the zero-emission future of goods movement not only reduces a facility's emissions and local impact now, but it can also save money as demand for zero-emission infrastructure grows. In planning new logistics facilities, the Bureau strongly encourages developers to consider the local, statewide, and global impacts of their projects' emissions.

Examples of best practices when studying air quality and greenhouse gas impacts include:

- Fully analyzing all reasonably foreseeable project impacts, including cumulative impacts. In general, new warehouse developments are not ministerial under CEQA because they involve public officials' personal judgment as to the wisdom or manner of carrying out the project, even when warehouses are permitted by a site's applicable zoning and/or general plan land use designation.[21]
- When analyzing cumulative impacts, thoroughly considering the project's incremental impact in combination with past, present, and reasonably foreseeable future projects, even if the project's individual impacts alone do not exceed the applicable significance thresholds.
- Preparing a quantitative air quality study in accordance with local air district guidelines.
- Preparing a quantitative health risk assessment in accordance with California Office of Environmental Health Hazard Assessment and local air district guidelines.
- Refraining from labeling compliance with CARB or air district regulations as a mitigation measure—compliance with applicable regulations is required regardless of CEQA.
- Disclosing air pollution from the entire expected length of truck trips. CEQA requires full public disclosure of a project's anticipated truck trips, which entails calculating truck trip length based on likely truck trip destinations, rather than the distance from the facility to the edge of the air basin, local jurisdiction, or other truncated endpoint. All air pollution associated with the project must be considered, regardless of where those impacts occur.

[21] CEQA Guidelines § 15369.

- Accounting for all reasonably foreseeable greenhouse gas emissions from the project, without discounting projected emissions based on participation in California's Cap-and-Trade Program.

Examples of measures to mitigate air quality and greenhouse gas impacts from construction are below. To ensure mitigation measures are enforceable and effective, they should be imposed as permit conditions on the project where applicable.

- Requiring off-road construction equipment to be hybrid electric-diesel or zero-emission, where available, and all diesel-fueled off-road construction equipment to be equipped with CARB Tier IV-compliant engines or better, and including this requirement in applicable bid documents, purchase orders, and contracts, with successful contractors demonstrating the ability to supply the compliant construction equipment for use prior to any ground-disturbing and construction activities.
- Prohibiting off-road diesel-powered equipment from being in the "on" position for more than 10 hours per day.
- Using electric-powered hand tools, forklifts, and pressure washers, and providing electrical hook ups to the power grid rather than use of diesel-fueled generators to supply their power.
- Designating an area in the construction site where electric-powered construction vehicles and equipment can charge.
- Limiting the amount of daily grading disturbance area.
- Prohibiting grading on days with an Air Quality Index forecast of greater than 100 for particulates or ozone for the project area.
- Forbidding idling of heavy equipment for more than three minutes.
- Keeping onsite and furnishing to the lead agency or other regulators upon request, all equipment maintenance records and data sheets, including design specifications and emission control tier classifications.
- Conducting an on-site inspection to verify compliance with construction mitigation and to identify other opportunities to further reduce construction impacts.
- Using paints, architectural coatings, and industrial maintenance coatings that have volatile organic compound levels of less than 10 g/L.
- Providing information on transit and ridesharing programs and services to construction employees.
- Providing meal options onsite or shuttles between the facility and nearby meal destinations for construction employees.

Examples of measures to mitigate air quality and greenhouse gas impacts from operation include:

- Requiring all heavy-duty vehicles engaged in drayage[22] to or from the project site to be zero-emission beginning in 2030.

[22] "Drayage" refers generally to transport of cargo to or from a seaport or intermodal railyard.

- Requiring all on-site motorized operational equipment, such as forklifts and yard trucks, to be zero-emission with the necessary charging or fueling stations provided.
- Requiring tenants to use zero-emission light- and medium-duty vehicles as part of business operations.
- Forbidding trucks from idling for more than three minutes and requiring operators to turn off engines when not in use.
- Posting both interior- and exterior-facing signs, including signs directed at all dock and delivery areas, identifying idling restrictions and contact information to report violations to CARB, the local air district, and the building manager.
- Installing solar photovoltaic systems on the project site of a specified electrical generation capacity that is equal to or greater than the building's projected energy needs, including all electrical chargers.
- Designing all project building roofs to accommodate the maximum future coverage of solar panels and installing the maximum solar power generation capacity feasible.
- Constructing zero-emission truck charging/fueling stations proportional to the number of dock doors at the project.
- Running conduit to designated locations for future electric truck charging stations.
- Unless the owner of the facility records a covenant on the title of the underlying property ensuring that the property cannot be used to provide refrigerated warehouse space, constructing electric plugs for electric transport refrigeration units at every dock door and requiring truck operators with transport refrigeration units to use the electric plugs when at loading docks.
- Oversizing electrical rooms by 25 percent or providing a secondary electrical room to accommodate future expansion of electric vehicle charging capability.
- Constructing and maintaining electric light-duty vehicle charging stations proportional to the number of employee parking spaces (for example, requiring at least 10% of all employee parking spaces to be equipped with electric vehicle charging stations of at least Level 2 charging performance)
- Running conduit to an additional proportion of employee parking spaces for a future increase in the number of electric light-duty charging stations.
- Installing and maintaining, at the manufacturer's recommended maintenance intervals, air filtration systems at sensitive receptors within a certain radius of facility for the life of the project.
- Installing and maintaining, at the manufacturer's recommended maintenance intervals, an air monitoring station proximate to sensitive receptors and the facility for the life of the project, and making the resulting data publicly available in real time. While air monitoring does not mitigate the air quality or greenhouse gas impacts of a facility, it nonetheless benefits the affected community by providing information that can be used to improve air quality or avoid exposure to unhealthy air.
- Requiring all stand-by emergency generators to be powered by a non-diesel fuel.
- Requiring facility operators to train managers and employees on efficient scheduling and load management to eliminate unnecessary queuing and idling of

trucks.

- Requiring operators to establish and promote a rideshare program that discourages single-occupancy vehicle trips and provides financial incentives for alternate modes of transportation, including carpooling, public transit, and biking.
- Meeting CalGreen Tier 2 green building standards, including all provisions related to designated parking for clean air vehicles, electric vehicle charging, and bicycle parking.
- Designing to LEED green building certification standards.
- Providing meal options onsite or shuttles between the facility and nearby meal destinations.
- Posting signs at every truck exit driveway providing directional information to the truck route.
- Improving and maintaining vegetation and tree canopy for residents in and around the project area.
- Requiring that every tenant train its staff in charge of keeping vehicle records in diesel technologies and compliance with CARB regulations, by attending CARB-approved courses. Also require facility operators to maintain records on-site demonstrating compliance and make records available for inspection by the local jurisdiction, air district, and state upon request.
- Requiring tenants to enroll in the United States Environmental Protection Agency's SmartWay program, and requiring tenants who own, operate, or hire trucking carriers with more than 100 trucks to use carriers that are SmartWay carriers.
- Providing tenants with information on incentive programs, such as the Carl Moyer Program and Voucher Incentive Program, to upgrade their fleets.

VI. Noise Impacts Analysis and Mitigation

The noise associated with logistics facilities can be among their most intrusive impacts to nearby sensitive receptors. Various sources, such as unloading activity, diesel truck movement, and rooftop air conditioning units, can contribute substantial noise pollution. These impacts are exacerbated by logistics facilities' typical 24-hour, seven-days-per-week operation. Construction noise is often even greater than operational noise, so if a project site is near sensitive receptors, developers and lead agencies should adopt measures to reduce the noise generated by both construction and operation activities.

Examples of best practices when studying noise impacts include:

- Preparing a noise impact analysis that considers all reasonably foreseeable project noise impacts, including to nearby sensitive receptors. All reasonably foreseeable project noise impacts encompasses noise from both construction and operations, including stationary, on-site, and off-site noise sources.
- Adopting a lower significance threshold for incremental noise increases when baseline noise already exceeds total noise significance thresholds, to account for the cumulative impact of additional noise and the fact that, as noise moves up the decibel scale, each decibel increase is a progressively greater increase in sound

pressure than the last. For example, 70 dBA is ten times more sound pressure than 60 dBA.

- Disclosing and considering the significance of short-term noise levels associated with all aspects of project operation (i.e. both on-site noise generation and off-site truck noise). Considering only average noise levels may mask noise impacts sensitive receptors would consider significant—for example, the repeated but short-lived passing of individual trucks or loading activities at night.

Examples of measures to mitigate noise impacts include:

- Constructing physical, structural, or vegetative noise barriers on and/or off the project site.
- Planning and enforcing truck routes that avoid passing sensitive receptors.
- Locating or parking all stationary construction equipment as far from sensitive receptors as possible, and directing emitted noise away from sensitive receptors.
- Verifying that construction equipment has properly operating and maintained mufflers.
- Requiring all combustion-powered construction equipment to be surrounded by a noise protection barrier
- Limiting operation hours to daytime hours on weekdays.
- Paving roads where truck traffic is anticipated with low noise asphalt.
- Orienting any public address systems onsite away from sensitive receptors and setting system volume at a level not readily audible past the property line.

VII. Traffic Impacts Analysis and Mitigation

Warehouse facilities inevitably bring truck and passenger car traffic. Truck traffic can present substantial safety issues. Collisions with heavy-duty trucks are especially dangerous for passenger cars, motorcycles, bicycles, and pedestrians. These concerns can be even greater if truck traffic passes through residential areas, school zones, or other places where pedestrians are common and extra caution is warranted.

Examples of measures to mitigate traffic impacts include:

- Designing, clearly marking, and enforcing truck routes that keep trucks out of residential neighborhoods and away from other sensitive receptors.
- Installing signs in residential areas noting that truck and employee parking is prohibited.
- Requiring preparation and approval of a truck routing plan describing the facility's hours of operation, types of items to be stored, and truck routing to and from the facility to designated truck routes that avoids passing sensitive receptors. The plan should include measures for preventing truck queuing, circling, stopping, and parking on public streets, such as signage, pavement markings, and queuing analysis and enforcement. The plan should hold facility operators responsible for violations of the truck routing plan, and a revised plan should be required from any new tenant that occupies the property before a business license

is issued. The approving agency should retain discretion to determine if changes to the plan are necessary, including any additional measures to alleviate truck routing and parking issues that may arise during the life of the facility.

- Constructing new or improved transit stops, sidewalks, bicycle lanes, and crosswalks, with special attention to ensuring safe routes to schools.
- Consulting with the local public transit agency and securing increased public transit service to the project area.
- Designating areas for employee pickup and drop-off.
- Implementing traffic control and safety measures, such as speed bumps, speed limits, or new traffic signs or signals.
- Placing facility entry and exit points on major streets that do not have adjacent sensitive receptors.
- Restricting the turns trucks can make entering and exiting the facility to route trucks away from sensitive receptors.
- Constructing roadway improvements to improve traffic flow.
- Preparing a construction traffic control plan prior to grading, detailing the locations of equipment staging areas, material stockpiles, proposed road closures, and hours of construction operations, and designing the plan to minimize impacts to roads frequented by passenger cars, pedestrians, bicyclists, and other non-truck traffic.

VIII. Other Significant Environmental Impacts Analysis and Mitigation

Warehouse projects may result in significant environmental impacts to other resources, such as to aesthetics, cultural resources, energy, geology, or hazardous materials. All significant adverse environmental impacts must be evaluated, disclosed and mitigated to the extent feasible under CEQA. Examples of best practices and mitigation measures to reduce environmental impacts that do not fall under any of the above categories include:

- Appointing a compliance officer who is responsible for implementing all mitigation measures, and providing contact information for the compliance officer to the lead agency, to be updated annually.
- Creating a fund to mitigate impacts on affected residents, schools, places of worship, and other community institutions by retrofitting their property. For example, retaining a contractor to retrofit/install HVAC and/or air filtration systems, doors, dual-paned windows, and sound- and vibration-deadening insulation and curtains.
- Sweeping surrounding streets on a daily basis during construction to remove any construction-related debris and dirt.
- Directing all lighting at the facility into the interior of the site.
- Using full cut-off light shields and/or anti-glare lighting.
- Requiring submission of a property maintenance program for agency review and approval providing for the regular maintenance of all building structures, landscaping, and paved surfaces.
- Using cool pavement to reduce heat island effects.

- Planting trees in parking areas to provide at least 35% shade cover of parking areas within fifteen years to reduce heat island impacts.
- Using light colored roofing materials with a solar reflective index of 78 or greater.
- Including on-site amenities, such as a truck operator lounge with restrooms, vending machines, and air conditioning, to reduce the need for truck operators to idle or travel offsite.
- Designing skylights to provide natural light to interior worker areas.
- Installing climate control and air filtration in the warehouse facility to promote worker well-being.

IX. Conclusion

California's world-class economy, ports, and transportation network position it at the center of the e-commerce and logistics industry boom. At the same time, California is a global leader in environmental protection and environmentally just development. The guidance in this document furthers these dual strengths, ensuring that all can access the benefits of economic development. The Bureau will continue to monitor proposed projects for compliance with CEQA and other laws. Lead agencies, developers, community advocates, and other interested parties should feel free to reach out to us as they consider how to guide warehouse development in their area.

Please do not hesitate to contact the Environmental Justice Bureau at ej@doj.ca.gov if you have any questions.

Attachment 6

City Council Resolution No. 2023 - ___ to uphold PC's approval

RESOLUTION NO. 2023-____

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF HIGHLAND, CALIFORNIA TO DENY APPEAL (APP 23-001), AND UPHOLD PLANNING COMMISSIONS APPROVAL OF CONDITIONAL USE PERMIT (CUP-23-003) FOR THE DEVELOPMENT OF A 53,665 SQUARE FOOT SPECULATIVE INDUSTRIAL WAREHOUSE, VARIANCE (VAR-23-001) TO ALLOW THE BUILDING TO EXCEED THE MAXIMUM BUILDING HEIGHT PERMITTED IN THE BUSINESS PARK ZONE BY 14', DESIGN REVIEW (DRA-23-004) FOR THE PROJECT'S SITE PLAN, BUILDING ELEVATIONS, CONCEPTUAL GRADING PLAN, PUBLIC ART PIECE, CONCEPTUAL LANDSCAPE PLAN, AND MITIGATED NEGATIVE DECLARATION GENERALLY LOCATED ON THE SOUTH SIDE OF 5TH STREET, 250 FEET WEST OF CENTRAL AVENUE. APN: 1192-561-04, -05, -06 and -07

(PROJECT APPLICANT: PATRIOT 5TH & CENTRAL, LLC)

APPELLANT: ANSHU PATHAK

A. RECITALS

1. On March 23, 2023, the Applicant, Patriot 5th & Central, LLC, filed an application for Conditional Use Permit (CUP-23-003) to develop a 53,665 square foot industrial warehouse and associated improvements including loading docks, passenger vehicle parking spaces, a stormwater detention/infiltration basin, and landscape area. Related applications were also filed for Design Review (DRA-23-004) including a Site Plan, Building Elevations, Conceptual Grading Plan, Conceptual Landscape Plan; Variance (VAR-23-001) to increase the maximum building height permitted to 45'.

2. On September 19, 2023, Planning Commission approved of Conditional Use Permit (CUP-23-003) to develop a 53,665 square foot industrial warehouse and associated improvements including loading docks, passenger vehicle parking spaces, a stormwater detention/infiltration basin, and landscape area. Related applications were also filed for Design Review (DRA-23-004) including a Site Plan, Building Elevations, Conceptual Grading Plan, Conceptual Landscape Plan; Variance (VAR-23-001) to increase the maximum building height permitted to 49' and adopted a Mitigated Negative Declaration and Mitigation Monitoring and Reporting Program and subsequently filed a Notice of Determination with the San Bernardino County Clerk of the Board on September 25, 2023.

3. On October 2, 2023, the Appellant filed an Appeal (APP 23-001) to overturn the Planning Commission's approval of Conditional Use Permit (CUP-23-003); Design Review (DRA-23-004); and Variance (VAR-23-001).

4. On November 14, 2023, the City of Highland City Council conducted a public hearing to consider the Appeal of the Planning Commission's determination to

approve Conditional Use Permit (CUP-23-003); Design Review (DRA-23-004); and Variance (VAR-23-001) at the Highland City Hall Council Chambers in Highland, California, at 6:00 p.m., after providing notice to the public in a manner and for the time required by law to hear and consider both oral and written evidence regarding said Appeal. The City Council directed Staff to prepare a Resolution denying the Appeal and upholding Planning Commission's approval.

5. All legal prerequisites to the adoption of this resolution have occurred.

B. RESOLUTION

NOW THEREFORE, it is hereby found, determined and resolved by the City Council of the City of Highland as follows:

1. The City Council finds that all of the facts set forth in the Recitals, Part "A" of this Resolution, are true and correct.

2. The City of Highland City Council, after due consideration, inspection, investigation and study made by itself and on its behalf, and after due consideration of all evidence and reports offered at said hearing, including the staff report to the Planning Commission dated September 19, 2023, and staff report to the City Council dated November 14, 2023, does find and determine the following facts:

   a. All necessary public meetings and opportunities for public testimony and comment have been conducted in compliance with State Law and the Municipal Code of the City of Highland.

3. Conditional Use Permit (CUP23-001) Findings of Fact:

   a. The proposed use is permitted within the subject district pursuant to the provisions of this section, and complies with all of the applicable provisions of this title; and is consistent with the goals, policies, and objectives of the Highland General Plan, and the applicable development policies and standards of the city.

      Response: The proposed warehouse is permitted in the Business Park Zone and General Plan designation upon approval of a Conditional Use Permit. Applicable provisions in Title 16, *Land Use and Development Code*, include but are not limited to, Chapter 16.24 *Employment Zones*, Chapter 16.40 *General Development Standards*, and Chapter 16.54 *Parking*. The project meets the standards established in these chapters subject to approval of a variance to increase the maximum building height from 35' to 49'.

      The General Plan goals relevant to the project are those established for the 5th Street Corridor Policy Area, and general standards applicable to the Land Use Element, Circulation Element, and Community Design Element specifically:

Land Use Element:

Goal 2.5 Promote a mix of attractive employment-generating areas with a mix of uses that provide a sound and diversified economic base and that are compatible with the community's overall residential character.

Policy:

2.5.2 Require development in areas designated for Business Park uses to provide for light industrial, research and development, and/or office-based firms seeking a pleasant and attractive working environment, as well as for business support services and commercial uses requiring extensive land areas.

Goal 2.13 Transform the 5th Street Corridor into a major employment center and gateway to the San Bernardino International Airport.

Policies:

2.13.3 Develop a comprehensive design and branding program for the 5th Street Corridor, promoting it as a unified, business-friendly employment center.

2.13.4 Protect and enhance the integrity and desirability of industrial sites from nonindustrial uses.

2.13.8 Until nonconforming residential uses transition out of the area, provide adequate transitions and/or buffers between existing residential neighborhoods and industrial or other incompatible land uses.

Community Design Element:

Goal 10.8 Ensure that industrial and business park development is professional and attractive in appearance through coordinated site planning, signage and architectural design guidelines.

Policies:

10.8.1 Strengthen the image of industrial and business park areas through entry monument signage, distinctive landscaping and complementary architectural design elements.

10.8.2 Encourage contemporary, clean and distinctive industrial buildings with clearly visible entrances.

10.8.4 Promote the use of 5th Street as a gateway to San Bernardino International Airport through improved signage, gateway monumentation and skyway landscaping.

10.8.6 Provide incentives for consolidating smaller industrial lots into larger parcels.

10.8.7 Screen parking, storage and service areas from public view with landscaped walls, berms and appropriate landscaping treatments.

Circulation Element:

Goal 3.6 Provide a circulation system that reduces conflicts between commercial trucking, private/public transportation and land use.

Policies:

3.6.1 Maintain designated truck routes for use by commercial trucking that link industrial and commercial activity areas with major roadways and regional transportation routes and minimize impacts on local traffic neighborhoods.

3.6.2 Provide appropriately designed roadways for the designated truck routes that can safely accommodate truck travel.

3.6.3 Develop berms and barriers where feasible along truck routes to minimize noise impacts to sensitive land uses.

3.6.4 Provide sufficient loading areas to minimize interference with efficient traffic circulation.

The project meets all relevant goals and policies.

b. The proposed use would not impair the integrity and character of the district in which it is to be established or located.

Response: The proposed speculative industrial warehouse is in keeping with the integrity and character of Business Park District. It would be developed in compliance with the Highland General Plan and Municipal Code standards related to warehousing in the Business Park District within the 5th Street Corridor Policy Area. It meets development code standards such as land use, setbacks, density, lighting, parking, circulation, etc. It has a contemporary, clean and distinctive design in keeping with the Policy Area standards (Goal 10.8 – Policy 2). It has quality finishes, landscaping, and hardscape and will construct surrounding infrastructure.

c. The site is suitable for the type and intensity of use or development which is proposed.

Response: The 2.86-acre site is adequate for proposed industrial development with a 43% lot coverage area. The Municipal Code permits 60% (Per Table 16.24.040.A). The topography of the site is predominantly flat, featuring a partially developed parcel, a residential structure, and storage facilities. Utilities are readily accessible within the adjacent right-of-way, and the site offers favorable drainage conditions for both on-site water retention and water quality treatment. The proposed development aligns well with the industrial objectives outlined in the 5th Street Corridor Policy Area. Accessibility to the site is facilitated through two separate driveways, thus

segregating commercial truck and passenger vehicle traffic. Moreover, the site boasts excellent connectivity to regional transportation networks, being situated approximately half of a mile from the San Bernardino International Airport and a mile from State Route 210 and Interstate 10.

Per Municipal Code Section 16.24.040 Employment District Development Standards, the project meets the minimum lot size, lot width and dept as well as required building setbacks, lot coverage, and landscape coverage.

d. There are adequate provisions for water, sanitation, and public utilities and services to ensure public health and safety.

Response: Existing water, public utilities and services for the project are available adjacent to the site within the public right-of-way. East Valley Water District provided a "Will Serve" letter to the Applicant, confirming the provision of water and sanitary sewer services. All utility providers were given notice of the project and expressed no concern. Public health and safety was addressed with the design and conditioning of the project.

e. The proposed use will not be detrimental to the public health, safety, or welfare, or materially injurious to properties and improvements in the vicinity.

Response: The proposed warehouse development will be compliant with Municipal, Fire & Building codes. Each public safety division of the City has reviewed the project and provided relevant Conditions of Approval that will be adopted by resolution. The necessary ingress and egress are provided and all public utilities and services will be in place. The project will include the use of contemporary, clean and distinctive industrial building design elements in keeping with the Policy Area standards. There is no indication that the project would be detrimental to the public health, safety or welfare, or materially injurious to properties and improvement in the vicinity.

f. The proposed use would not result in a significant effect on the environment.

Response: Pursuant to the California Environmental Quality Act (CEQA) and State and Local CEQA Guidelines, the City of Highland is the Lead Agency. The City oversaw preparation of an Initial Study which was made available for public review from July 14 through August 14, 2023. Mitigation Measures were necessary to reduce potential impacts below a level of significance in the areas of Air Quality, Biological Resources, Cultural Resources, Geology and Soils, and Tribal Cultural Resources. All other CEQA topics were found to be less than significant or no impact. A Mitigated Negative Declaration is the appropriate document for this project and will be adopted concurrently with the Conditional Use Permit.

4. Desing Review (DRA 23-004) Findings of Fact:

a. That the proposed project is consistent with the general plan or specific plan.

Response: The site's designation under the General Plan is categorized as a Business Park, a classification that permits an array of light industrial activities, research and development endeavors, and office operations that contribute to aesthetically pleasing and conducive working environments. Specifically, the Business Park designation allows for light manufacturing, wholesaling, and warehousing activities, provided they are conducted within an enclosed structure, as stipulated in Chapter 2 of the Land Use Element. The proposed development of a 53,665-square-foot warehouse aligns well with these permissible uses.

The project is also consistent with the objectives outlined in the 5th Street Corridor Policy Area, Circulation Element, and Community Design Element, thereby fulfilling all pertinent goals and policies specifically:

Land Use Element:

Goal 2.5 Promote a mix of attractive employment-generating areas with a mix of uses that provide a sound and diversified economic base and that are compatible with the community's overall residential character.

Policy:

2.5.1 Require development in areas designated for Industrial uses to provide for light industrial, research and development, and office based firms seeking an attractive and pleasant working environment and a prestige location.

Goal 2.13 Transform the 5th Street Corridor into a major employment center and gateway to the San Bernardino International Airport.

Policies:

2.13.3 Develop a comprehensive design and branding program for the 5th Street Corridor, promoting it as a unified, business-friendly employment center.

2.13.4 Protect and enhance the integrity and desirability of industrial sites from nonindustrial uses.

2.13.5 Improve landscaping along the edges and median of 5th Street and the boundaries of the corridor.

Community Design Element:

Goal 10.8 Ensure that industrial and business park development is professional and attractive in appearance through coordinated site planning, signage and architectural design guidelines.

Policies:

10.8.1 Strengthen the image of industrial and business park areas through entry monument signage, distinctive landscaping and complementary architectural design elements.

10.8.2 Encourage contemporary, clean and distinctive industrial buildings with clearly visible entrances.

10.8.4 Promote the use of 5th Street as a gateway to San Bernardino International Airport through improved signage, gateway monumentation and skyway landscaping.

10.8.6 Provide incentives for consolidating smaller industrial lots into larger parcels.

10.8.7 Screen parking, storage and service areas from public view with landscaped walls, berms and appropriate landscaping treatments.

Circulation Element:

Goal 3.6 Provide a circulation system that reduces conflicts between commercial trucking, private/public transportation and land use.

Policies:

3.6.1 Maintain designated truck routes for use by commercial trucking that link industrial and commercial activity areas with major roadways and regional transportation routes and minimize impacts on local traffic neighborhoods.

3.6.2 Provide appropriately designed roadways for the designated truck routes that can safely accommodate truck travel.

3.6.3 Develop berms and barriers where feasible along truck routes to minimize noise impacts to sensitive land uses.

b. That the proposed use is in accordance with the objectives of Title 16, Land Use and Development of the City of Highland Municipal Code, and the purposes of the land use district in which the site is located.

Response: In alignment with the Highland Municipal Code's standards for warehousing within the Business Park District, the project is designed to comply with Section 16.24.040, which delineates the Employment District Development Standards. The project proposes a lot coverage of 43%, well within the maximum allowable limit of 60% (per Table 16.24.040.A). Additionally, the project meets the mandated building setbacks and landscape coverage specifications. It is also in compliance with general development standards concerning circulation, parking, and lighting.

c. That the proposed use is in compliance with city design and landscape standards and criteria.

Response: In accordance with the Highland General Plan, specific criteria are outlined for this location under the Land Use (General Plan Chapter 2) and Community Design Elements (General Plan Chapter 10). General Plan Chapter 10, Goal 10.8 is designed to ensure that developments are both professionally executed and aesthetically pleasing through a coordinated approach to site planning, signage, and architectural design. To comply with these guidelines, the project will feature specialized landscaping at its entrances, which serves to enhance the contemporary architectural elements of the building. This approach is congruent with the established thematic development in the Highland area.

The design meets the intent of General Plan Chapter 2, Policy 10.8.2 which encourages "contemporary, clean and distinctive buildings with clearly visible entrances" and Policy 10.8.3 to "avoid long, blank building walls by incorporating diagonal façade articulation and modulation and varying use of color, materials and landscaping." Parking and service areas are screened from public view with walls and landscaping and berms and utilities will be underground. The building is set back as far as possible from adjacent educational facilities.

d. That the proposed use, together with the conditions applicable thereto, will not be detrimental to the public health, safety, or welfare or will not be materially injurious to properties or improvements in the vicinity of the site.

Response: The warehouse development will be in compliance with Municipal, Fire & Building codes. Each public safety division of the City has reviewed the project and provided relevant Conditions of Approval that will be adopted by resolution. The necessary ingress and egress are provided, and all public utilities and services will be in place. The project will include the use of high-quality material and modern design elements in keeping with the Policy Area standards. There is no indication that the project would be detrimental to the public health, safety or welfare, or materially injurious to properties and improvement in the vicinity.

5. Variance (VAR 23-001) Findings of Fact:

a. That a strict or literal interpretation and enforcement of the specified regulation would result in practical difficulty or unnecessary hardship not otherwise shared by others within the surrounding area or vicinity.

Response: The regulation for which a variance is being requested is, Highland Municipal Code, Title 16, *Land Use and Development,* Table 16.24.040.A *Industrial Site Development Minimum Standards, Requirement No. 8, Maximum building height (in feet) – 35'.* Modern day warehousing built to current industry standards requires 36' clear height to accommodate joists, lights and sprinkler systems with 4-5 feet to reach the roof of the structure followed by an additional 4-5 feet above the roofline to screen roof-mounted

equipment, such as HVAC. Limiting the overall building height to 35' makes the use of the building infeasible. The Planning Commission and City Council on Appeal approved a Variance for 14 additional feet which allowed a building at 45 feet with a 4 foot roof line to screen roof equipment for an overall height of 49 feet.

b. That there are exceptional or extraordinary circumstances or conditions applicable to the property involved or to the intended use of the property which do not apply generally to other properties in the vicinity and under the same zoning classification.

Response: The property in question is zoned Business Park which is the limiting condition in this application. While permitting warehousing as a use, the zoning standards did not properly account for the necessary building height to accommodate the operational characteristics as outlined in response 5a above. Within the past two years, the Planning Commission has granted five (5) similar variances to allow warehousing buildings additional height in the Business Park Zone for the same reason. Industrially Zoned property elsewhere in the City that permits warehousing, at a maximum building height of 50' (HMC Table 16.24.040.A).

c. That the strict interpretation and enforcement of the specified regulation would deprive the applicant of privileges enjoyed by the owners of other properties in the vicinity and under the same zoning classification.

Response: The Applicant would be deprived of constructing a fully-functional warehouse due to the fact the HMC height limit of 35' makes the use of the building infeasible. Current industry standards related to a typical tenant of warehouses similar to the proposed warehouse requires internal clear height of 36 feet after accounting for joists, lights, and the sprinkler systems, modern warehouses require additional 4 to 5 feet to reach the roof of the structures, followed by an additional 4 to 5 feet to screen roof top equipment. In this case an overall height of 49 feet was approved similar to other similar zones allowing 50' heights.

d. That the granting of the variance will not constitute a grant of special privilege inconsistent with the limitations on other properties in the vicinity and under the same zoning classification.

Response: The granting of the variance is permitted by the Municipal Code, Section 16.08.070 *Variances* with findings. The Variance was considered by the Commission and City Council on Appeal with respect to the totality of the project and the appropriate findings made. There is no granting of a special privilege as height variances are explicitly listed and have been recently granted to others based on the finding herein.

e. That a granting of the variance will not be detrimental to the public health, safety or welfare, or materially injurious to properties or improvements in the vicinity; and

Response: The granting of a variance is limited to additional 14' of building height. The site design is consistent with all other HMC standards and General Plan Goals and Policies as noted herein. Potential noise, sound, vibration, lighting and traffic were all analyzed in the project's Initial Study. Mitigation Measures were established as appropriate to respond to any potential negative impact to properties and improvements in the area. The Mitigation Measures are adopted with the project's Conditions of Approval.

f. That the granting of the variance is consistent with the objectives and policies of the general plan and the intent of this title.

Response: The granting of the variance will allow the project to be developed in compliance with current industry standards for warehousing and distribution type uses. This use complies with the General Goals and Policies as noted herein. The project's design also complies with other development standards in Title 16.

6. Based on the Findings of Fact and Conclusions set forth above, the City Council hereby upholds the Planning Commission's approval of Conditional Use Permit (CUP-23-003); Design Review (DRA-23-004); and Variance (VAR-23-001).

C. ADOPTION OF RESOLUTION.

The City Clerk shall certify to the adoption of this Resolution and shall cause the same to be published or posted in the manner prescribed by law.

PASSED, APPROVED and ADOPTED this 14th day of November 2023.

_____

Larry McCallon
Mayor

ATTEST:

_____

Betty Hughes, MMC
City Clerk

STAFF REPORT

TO THE CITY COUNCIL

DATE: November 14, 2023

FROM: Joseph A. Hughes, City Manager

REVIEWED BY: Betty Hughes, MMC, City Clerk

PREPARED BY: Alondra Muñoz, Deputy City Clerk

SUBJECT: City Manager Report and Comments
(Work Program, Regional/Legislative/Development Issues, Subcommittees, etc.)

RECOMMENDATION: Discussion and possible action.

Approved _____ Motion _____ Second _____ Agenda Item No. 13

Denied _____ Ayes _____

Continued _____ Noes _____ File No. _____

Tabled _____ Abstain _____

Absent _____

B Hughes

City Clerk

City Manager

STAFF REPORT

TO THE CITY COUNCIL

DATE: November 14, 2023

FROM: Joseph A. Hughes, City Manager

REVIEWED BY: Betty Hughes, MMC, City Clerk

PREPARED BY: Alondra Muñoz, Deputy City Clerk

SUBJECT: Council Member Comments
(Agency/Committee/AB1234 Reports, District Updates, etc.)

RECOMMENDATION: Discussion and possible action.

Approved _____ Motion _____ Second _____ Agenda Item No. 14

Denied _____ Ayes _____

Continued _____ Noes _____ File No. _____

Tabled _____ Abstain _____

Absent _____

B Hughes

City Clerk

City Manager