

CITY OF HIGHLAND REGULAR MEETING OF THE PLANNING COMMISSION AGENDA

MEMBERS

Randall Hamerly, Chair
Chandra Thomas, Vice Chair
Edward Amaya, Commissioner
Jarrod Miller, Commissioner
Jessica Sutorus, Commissioner

REGULAR MEETING

August 2, 2022
6:00 p.m.
City Hall
Donahue Council Chambers
27215 Base Line
Highland, California

STAFF

Lawrence A. Mainez, Community Development Director
Kim Stater, Assistant Community Development Director
Ash Syed, Associate Planner
Angela Tafolla, Assistant Planner
Angelica Martinez, Planning Technician II
Camille Goritz, Administrative Assistant III

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

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The City of Highland complies with the Americans with Disabilities Act of 1990. If you require special assistance to attend or participate in this meeting, please call the City Clerk's Office at (909) 864-6861 Ext. 226, at least 72 hours prior to the meeting.

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 Planning Commission, less than 72 hours prior to that meeting, are available for public inspection at Highland 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, please submit your comments by email to be read aloud at the meeting. Email comments must be submitted by 5:00 p.m. on August 2, 2022 to publiccomment@cityofhighland.org. If you are submitting a public comment pertaining to an item on the August 2, 2022 agenda, please identify the agenda item number in the subject line.

For those wishing to make public comments regarding a public hearing item 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 at publiccomment@cityofhighland.org.

Members of the public will be permitted to make public comments in person.

**PLANNING COMMISSION
REGULAR MEETING AGENDA
August 2, 2022 - 6:00 P.M.**

CALL TO ORDER

PLEDGE OF ALLEGIANCE

COMMUNITY INPUT (ITEMS NOT ON THE AGENDA)

To address the Planning Commission, please complete a speaker form located at the entrance and give it to the Administrative Assistant prior to the beginning of the meeting. Your name will be called when it is your turn to speak. Individual speakers are limited to three minutes each. Comments received via email by August 2, 2022, 5:00 p.m., will be read into the record, provided that the reading shall not exceed three (3) minutes.

CONSENT CALENDAR

1. Minutes from the July 19, 2022 Regular Meeting.

RECOMMENDATION: That the Planning Commission approve the minutes, as submitted.

PUBLIC HEARING

2. Conditional Use Permit CUP-22-002 to permit the development and operation of a 54,330 square foot warehouse and associated improvements; Variance VAR-22-001 to allow the warehouse building to exceed the maximum building height permitted in the Business Park Zone by 7.5'; Design Review DRA-21-024 for the project's Site Plan, Building Elevations, Rough Grading Plan and Conceptual Landscape Plan; and Tentative Parcel Map 20544/TPM-22-002 to combine eight (8) parcels into one (1). (APN No: 1192-561-11, 1192-561-15 through 21)

RECOMMENDATION:

Staff recommends the Planning Commission:

1. Adopt Resolution No. 2022 - ____ approving Conditional Use Permit CUP-22-002 for the development of a 54,330 square foot warehouse building and related improvements (Attachment 2);
2. Adopt Resolution No. 2022 - ____ approving Variance VAR-22-001 allowing an increase in the maximum building height for the subject warehouse from 35' to 42.5' tall, 7.5' greater than permitted in the Business Park Zone (Attachment 3);
3. Adopt Resolution No. 2022- ____ approving Design Review Application DRA-21-024 for the Site Plan, Building Elevations, Rough Grading Plan and Conceptual Landscape Plan, subject to the Conditions of Approval, and the Findings of Fact (Attachment 4); and
4. Adopt Resolution No. 2022-____ Approving Tentative Parcel Map 20544 TPM-22-002, creating a single lot for the project, subject to the Conditions of Approval, and the Findings of Fact (Attachment 5).
5. Adopt Resolution No. 2022-____ approving a Mitigated Negative Declaration and direct Staff to File and Notice of Determination with San Bernardino County Clerk of the Board of Supervisors (Attachment 6);

ANNOUNCEMENTS

ADJOURN

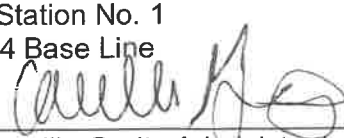
I, Camille Goritz, Administrative Assistant III of the City of Highland, California, certify that I caused to be posted this agenda on or before the 28th of July 2022 by 5:30 p.m. on our website at www.cityofhighland.org and in the following designated areas:

Highland Branch Library
7863 Central Avenue

Fire Station No. 1
26974 Base Line

City Hall
27215 Base Line

Date: July 28, 2022


Camille Goritz Administrative Assistant III



STAFF REPORT

TO THE PLANNING COMMISSION

DATE: August 2, 2022

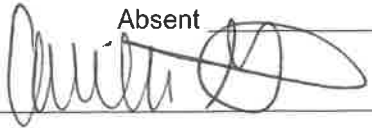
FROM: Lawrence Mainez, Community Development Director

PREPARED BY: Camille Goritz, Administrative Assistant III *CG*

SUBJECT: Minutes from the July 19, 2022 Planning Commission Regular Meeting.

RECOMMENDATION: Staff recommends the Planning Commission approve the Minutes as submitted.

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

Approved _____	Motion _____	Second _____	Agenda Item No. <u>1</u>
Denied _____	Ayes _____		
Continued _____	Noes _____		File No. _____
Tabled _____	Abstain _____		
	Absent _____		
 Recording Secretary		 Community Development Director	

PLANNING COMMISSION REGULAR MEETING MINUTES
July 19, 2022 – 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	Edward Amaya
	Commissioner	Jarrold Miller
	Commissioner	Jessica Sutorus

Staff Present: Lawrence Mainez, Community Development Director
Kim Stater, Assistant Community Development Director
Gary Chambers, Code Enforcement Officer
Camille Goritz, Administrative Assistant III

The Pledge of Allegiance was led by Chair Hamerly.

COMMUNITY INPUT (ITEMS NOT ON THE AGENDA)

None

CONSENT CALENDAR

1. Minutes from the July 5, 2022 Regular Meeting.

A MOTION was made by Commissioner Miller, seconded by Commissioner Amaya, to approve the minutes as amended. Motion carried, 4-0-1, with Vice Chair Thomas abstaining.

PUBLIC HEARINGS

2. A Public Hearing to declare the existence of a Public Nuisance in accordance with Title 8, Chapter 8.32, of the Highland Municipal Code, and authorize the abatement thereof, at the Properties generally located at 27059 5th St. & 27048 3rd St., Highland, CA 92346. Tax Assessor's Parcel Numbers 1192-631-10, 1192-631-11, 1192-631-24, 1192-631-25, & 1192-631-26.

Code Enforcement Officer Chambers presented the staff report.

Chair Hamerly opened the public hearing.

Jorge Garcia, Representative, stated we bought the property in April 2022 with Crow Holdings and were unaware of that at this time until the seller gave us this information. Officer Chambers reached out to us regarding the Public Hearing letter, and we've been in contact with the tenant Bill Morgan. We are finding solutions out to get him off the property because our goal is eventually to develop that property and we also want to make sure that we have a relationship with the City. Within a few weeks we are going

to submit the Design Review Application and we are requesting for 60 days to give us some time to work that out with the tenants.

Chair Hamerly asked how did Mr. Morgan represent the lease agreement or occupancy agreement that he drafted with you on sale of the property?

Jorge Garcia stated we inherited the lease back, upon acquiring the property. Mr. Morgan is leased until December is what we found out.

Chair Hamerly asked is a lease agreement binding under the terms of sale it is an illegal basis for the agreement? If they don't have the legal basis for renting the property or leasing the property for the use for which it's been leased, does that constitute a binding agreement upon sale?

Community Development Director Mainez stated no. Those private agreements are civil issues, this is not a part of the action tonight. This is totally illegal use determination, the agreements to purchase, sale, lease, and rent is irrelevant.

Chair Hamerly stated to make sure in the record that we understand that even though there is an inherited lease agreement with Mr. Morgan, that it would not be binding upon the purchaser of the property because it was not a legal basis for the use that they are using the property for at this time.

Chair Hamerly closed the public hearing.

A MOTION was made by Commissioner Amaya, seconded by Commissioner Miller, to adopt Appeals Board Resolution No 2022-014, declaring the existence of a public nuisance on Properties generally located at 27059 5th St. & 27048 3rd St., Highland, CA 92346, and order the abatement thereof. Motion carried, 5-0.

RESOLUTION NO. 2022-014

A RESOLUTION OF THE PLANNING COMMISSION/APPEALS BOARD OF THE CITY OF HIGHLAND, CALIFORNIA, DECLARING THAT A PUBLIC NUISANCE EXISTS ON THE PROPERTIES IDENTIFIED AS APN's 1192-631-10, 1192-631-11, 1192-631-24, 1192-631-25, and 1192-631-26, GENERALLY LOCATED 27059 5th St. and 27048 3rd St. AND ORDERING THE OWNERS OF THE PROPERTIES TO ABATE THE NUISANCE CONTAINED THEREON.

3. A Public Hearing to declare the existence of a Public Nuisance in accordance with Title 8, Chapter 8.32, of the Highland Municipal Code, and authorize the abatement thereof, at the Property generally located at 26562 3rd St., Highland, CA 92346, Tax Assessor's Parcel Number 1192-551-07.

Code Enforcement Officer Chambers presented the staff report.

Chair Hamerly stated on page 3, very first paragraph, last line of the exhibit dated November 18, 2021. Mr. Villarruel is misspelled.

Chair Hamerly opened and closed the public hearing.

A MOTION was made by Commissioner Amaya, seconded by Vice Chair Thomas, to adopt Appeals Board Resolution No 2022-015, declaring the existence of a public nuisance on the Property generally located at 26562 3rd St., Highland, CA 92346 and order the abatement thereof. Motion carried, 5-0.

RESOLUTION NO. 2022-015

A RESOLUTION OF THE PLANNING COMMISSION/APPEALS BOARD OF THE CITY OF HIGHLAND, CALIFORNIA, DECLARING THAT A PUBLIC NUISANCE EXISTS ON THE PROPERTY IDENTIFIED AS APN: 1192-551-07, GENERALLY LOCATED AT 26562 3rd ST., HIGHLAND, CA 92346, AND ORDERING THE OWNERS OF THE PROPERTY TO ABATE THE NUISANCE CONTAINED THEREON.

4. A Public Hearing to declare the existence of a Public Nuisance in accordance with Title 8, Chapter 8.32, of the Highland Municipal Code, and authorize the abatement thereof, at the Properties generally located at 25112 3rd St., San Bernardino, CA 92410, Tax Assessor's Parcel Numbers 0279-151-14.

Code Enforcement Officer Chambers presented the staff report.

Chair Hamerly stated page 2, immediately following the June 1st, 2021, on the next line should be October 7, 2021, not October 7, 2022.

Chair Hamerly opened the public hearing.

Jose Ojeda Applicant stated Mr. Gary Chambers is lying because when I had a meeting with Mr. Mainez, he stated that there is an ordinance for the whole City of Highland that prohibit storage containers. I have drove around and can see plenty of them, and I have stopped by and asked the mayor how long the containers have been there for, and they said four years. It seems that Mr. Mainez and Mr. Chambers pick and choose how to apply the law. Looking at you guys here, this is what's wrong with this city. First, I was misled because it says 25112. 3rd Street in San Bernardino which is my address. If I knew it was in Highland, trust me, I wouldn't buy the property. The things that I have heard that you guys are racist. There is 1, 2, 3, 4 and 5 Commissioners, and we have only one Hispanic.

Two Commissioners raised their hands to say they are also Hispanic.

Jose Ojeda apologized and said he was looking at their name plates. I know people from Burrtec and I after I drop my containers, two days later Mr. Gary left me a nice note and a block away from my property, there's a glass business with a storage container, still there. I asked them for the violations from 2021 and 2022 and many of the places that I've been around are not on the list. They are not applying the law across the board. I don't have a problem complying, but the law applies to everyone, not only me. I tried to speak to Mr. Mainez, the Mayor, and Council Member Chavez, and Mr. Mainez has a cynic attitude. I asked to put a few trees up and they said you are not allowed to put anything there and when I bought that property it was a junk yard, homeless encampment. My neighbors thanked me when I bought the property because I cleaned up the property. My cousin has three trucks. This region is going to be logistic driven; we are working on a plan to expand the development of the airport. In a year we're going to be gone, why are you harassing us? I feel that I've been singled out. If you guys want to proceed with this nonsense, why don't we start going to the Burrtec yard, but they have a contract with the City, right? This

right? This is what I call unfairness, I'm a business guy, but when I see I have been singled out, I don't agree with it.

Lukas Feles, Public Speaker stated being an adjacent property owner to Mr. Ojeda. I had trucks on my property that I had pallets on them, and I moved them, which cost be a little bit of money in rent. Our property has a family trust and I'm not part of that right now, but one day it will be mine. The property has two lots that have trucks on it and we've been told to move and we're trying the best we can, but it's frustrating when we see companies like Burrtec and other companies on 5th Street and Del Rosa Avenue that have containers. I was in escrow and my escrow fell out, I 45 days away, maybe 60 of being done, I would have been retired. I would have no longer been the City of Highlands problem, but it fell out because of the City of Highland and San Bernardino was waiting to rezone that to industrial use and I am right in the middle of it. Let's get this rezoned, and developers are coming in, and they just want my property. We had homeless on our property with \$800,000 warrants out for their arrest, and the police ask if do you want to prosecute? Yes, all those calls of homeless people and most all the damage you can't get away from violence, it happens anywhere. I beg City of Highland and San Bernardino to get this thing rezoned industrial. Please give us all a chance, and once this zoning happens and all that is done, I think you will see all your problems go away.

Chair Hamerly asked if Burrtec was City of Highland or City of San Bernardino and if they are in the airport zone?

Community Development Director Mainez stated yes, I believe they're referring to some property that's being used by Burrtec, but I hate to speculate. If it is at that one, it is in the City of Highland, and they would be part of the Specific Plan Amendment. Again, I don't want to speculate if it is that property in the City, they are grandfathered in and already went through a process, so I don't anticipate them changing the property or the use.

Chair Hamerly stated since it's a Specific Plan, so that would be its own zoning designation, it would not have to rezone?

Community Development Director Mainez stated correct, and because that's not on the agenda tonight, I'm reluctant to really get into it too much tonight.

Odir Estrada, Public Speaker stated I am one of the drivers for Mr. Ojeda, and since the time that we've been parked there, I have only seen one homeless there. the lot is always quiet and maintain it to be clean. There is only 3 trucks and it's our livelihood, we are just doing our jobs for our families.

Alex Ojeda, Public Speaker stated I am Jose Ojeda's cousin, and those are my trucks and trailers there. I've been parking them for roughly a couple months. I am here to show support for him. He has really cleaned it all up, and there are times there is a lot of tagging and he goes out there and he cleans it to make sure it looks clean for the city. He's cleaned up the homeless situation that's been there, there was homeless people when we first started parking there and now there's hardly anybody there.

Chair Hamerly stated part of the correspondence back and forth between your cousin and the City, he was saying that you had parked your trucks at another location and it was not available to you anymore?

Alex Ojeda stated correct.

Chair Hamerly asked so there was no other location that was available for your vehicle? Alex Ojeda stated no, the parking situation around San Bernardino and Highland areas, is not very big in order to go to different places and he was enough to help me out and let me park there for a few months.

Chair Hamerly asked how long would you need to be able to relocate your vehicles?

Alex Ojeda stated honestly, I would have to start looking in order to even give you an estimated time to figure out how to get my trailers and trucks moved. 90% of time they are not there, we are on the road most of the time.

Chair Hamerly asked would you say that that 60 day is a reasonable amount of time for you to relocate the vehicles or what would be a fair amount of time?

Alex Ojeda stated until I start looking to figure out how much it is to relocate the trucks and to find another parking situation, I would be able to give you a better time frame.

Commissioner Miller stated Mr. Ojeda did state a request for six months and based on that timeline of May 3rd, 2022, and six months, I'd put us to November.

Chair Hamerly stated Mr. Feles and Mr. Ojeda both mentioned a timeframe for the rezoning of the property, and I know they're targeting the rezoning the entire district for the airport master plan. The land use trucking services and terminals is only allowed in the VP Zoning District and the catch phrase here is if ancillary to a permanent warehousing or other related business on the property. I just want to make sure that everyone in attendance understands that the application of the code is uniformly applied for all similar zones within the city, and that's what constitutes the violation. The other thing the triggering action is each of these incident's reports, the very first line and every single one of them stated this case was originally initiated due to a complaint received. The city doesn't have enough staff to constantly go around and patrol the city looking for violations. It's usually reacting to an active complaint, so if there's a violation occurring somewhere in the city and somebody sees it, you notify the city and that is what prompts them. The first is it's not necessarily a violation of zone to have trucking services in storage on a business property, as long as the property is zoned and as long as the storage is an ancillary use to the primary use of the property. Those are stated clearly in the report, and I just want that reaffirmed into the record. If they wish to pursue a rezoning of the property to something that would be appropriate for the use for which it's intended or is presently being used that is always an avenue that's available to them, and then we would see you back before the Planning Commission and ultimately the City Council.

Vice Chair Thomas stated we have had several cases come before us like trucking and storage container on a property, it's all about zoning, and I think a lot of time that education and outreach portion may be missed. You as a property owner or someone occupying the property probably don't understand the municipal code and so I understand how it can seem like it's solely attack on you. I can assure you there's been many, many properties that have come across just like this situation, including the speaker that spoke this evening and when you get a notice of violation or an administrative civil liability from the code enforcement officer, that's at opportunity for property owners to have that education and outreach. There were several notices of violations and although they requested six months

from now, I think it would be a fair compromise for both to meet somewhere in the middle where it's not 60 days and it's not 120, but it's 90 days, because we want to be fair and representative of all that have come before us. I would like to make it consistent for all the cases that we have seen so far.

Jose Ojeda stated I am asking six months, being a truck driver is very hard and stressful.

Vice Chair Thomas asked so in 120 days you're making the commitment to us tonight that in 120 days if the officer goes out there, those trucks will be moved? If you're granted 120 days.

Jose Ojeda stated yes.

Vice Chair Thomas stated I would like to change my position and I'll support the 120 days.

Ivan Garcia, Public Speaker asked what are the fees to rezone the property so he can continue to store these trucking? Can we come up with a solution from now until the next 6 months?

Chair Hamerly stated as I stated earlier that rezoning is the option that's available to every property owner. The timeframe and the fees for doing that, the staff would have to be the ones to answer that, but that is obviously that's the preferred course of action so that the present use would then be illegally conforming use pending the rezoning.

Community Development Director Mainez stated this is irrelevant for the action tonight. The fees are probably about \$15,000 and it could take up to 90 days to get to a public hearing and there's no guarantee. Are they asking special privilege just for their property? If so, that's spot zoning we wouldn't do, again, it would be almost as complicated as doing a Specific Plan for the airport which is already in the process. In addition to standards, we'd have to look at design guidelines, not just the use, it is a lot more complicated. Giving the applicant more time is fine, it is their prerogative if they want to submit an application, and ultimately, would go to Planning Commission and City Council for approval. There is no advantage for this applicant, the proper way to do this is speaking to staff first and getting the zone clearance first.

Chair Hamerly closed the public hearing. Stated in the Resolution item number 7 and 9, 60 days will be changed to 120 days which will be equivalent of the 6 months originally asked back dated to May 3, 2022, which would be November 3, 2022.

A MOTION was made by Vice Chair Thomas, seconded by Commissioner Amaya, to adopt Appeals Board Resolution No. 2022-016, as amended declaring the existence of a public nuisance on Properties generally located at 25112 3rd St., San Bernardino, California 92410 (within the corporate boundaries of the City of Highland), and order the abatement thereof. Motion carried, 5-0.

RESOLUTION NO. 2022-016

A RESOLUTION OF THE PLANNING COMMISSION/APPEALS BOARD OF THE CITY OF HIGHLAND, CALIFORNIA, DECLARING THAT A PUBLIC NUISANCE EXISTS ON THE PROPERTY IDENTIFIED AS APN 0279-151-14, GENERALLY LOCATED AT 25112 3rd ST., SAN BERNARDINO, CA 92410 (WITHIN THE CORPORATE BOUNDARIES OF

THE CITY OF HIGHLAND), AND ORDERING THE OWNER OF THE PROPERTY TO ABATE THE NUISANCE CONTAINED THEREON.

ANNOUNCEMENTS

The next Planning Commission meeting is scheduled August 2, 2022 at 6:00 p.m.

ADJOURN

There being no further business, Chair Hamerly declared the meeting adjourned at 7:25 p.m.

Submitted by:

Approved by:

Camille Goritz, Administrative Assistant III
Community Development Department

Randall Hamerly, Chair
Planning Commission



STAFF REPORT

TO THE PLANNING COMMISSION

DATE: August 2, 2022

FROM: Lawrence A. Mainez, Community Development Director

REVIEWED BY: Kim Stater, Assistant Community Development Director *KS*

PREPARED BY: Angela Tafolla, Assistant Planner *AT*

SUBJECT: Conditional Use Permit CUP-22-002 to permit the development and operation of a 54,330 square foot warehouse and associated improvements; Variance VAR-22-001 to allow the warehouse building to exceed the maximum building height permitted in the Business Park Zone by 7.5'; Design Review DRA-21-024 for the project's Site Plan, Building Elevations, Rough Grading Plan and Conceptual Landscape Plan; and Tentative Parcel Map 20544/TPM-22-002 to combine eight (8) parcels into one (1).

LOCATION: A 3.01 acre site at the northwest corner of Central Avenue and 3rd Street; Assessor's Parcel Numbers 1192-561-11, 1192-561-15 through 21.

OWNER: Patriot USICVI Central 3rd, LLC

REPRESENTATIVE: Herdman Architecture & Design

RECOMMENDATION: Staff recommends the Planning Commission:

1. Adopt Resolution No. 2022 - ____ approving Conditional Use Permit CUP-22-002 for the development of a 54,330 square foot warehouse building and related improvements (Attachment 2);
2. Adopt Resolution No. 2022 - ____ approving Variance VAR-22-001 allowing an increase in the maximum building height for the subject warehouse from 35' to 42.5' tall, 7.5' greater than permitted in the Business Park Zone (Attachment 3);

Approved _____	Motion _____	Second _____	Agenda Item No. <u>2</u>
Denied _____	Ayes _____		File No. _____
	Noes _____		
Continue _____	Abstain _____		
	Absent _____		

Caillaud
Recording Secretary

Lawrence Mainez
Community Development Director

3. Adopt Resolution No. 2022-____ approving Design Review Application DRA-21-024 for the Site Plan, Building Elevations, Rough Grading Plan and Conceptual Landscape Plan, subject to the Conditions of Approval, and the Findings of Fact (Attachment 4); and
4. Adopt Resolution No. 2022-____ Approving Tentative Parcel Map 20544 TPM-22-002, creating a single lot for the project, subject to the Conditions of Approval, and the Findings of Fact (Attachment 5).
5. Adopt Resolution No. 2022-____ approving a Mitigated Negative Declaration and direct Staff to File and Notice of Determination with San Bernardino County Clerk of the Board of Supervisors (Attachment 6);

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 posted on the City's website and mailed to property owners within 300 feet of the project site as well as those who requested notice.

PUBLIC COMMENT: Staff received one written letter of concern related to the project. The letter of opposition was received from a property owner/resident. The neighbor did not agree with big business type uses coming to Highland. They expressed concern for the existing small business owners. (Attachment 12 – Public Comment)

DESCRIPTION OF THE SITE: The site is comprised of eight parcels, six (6) of which are currently vacant and the remaining two (2) contain a mobile office trailer and a garage type structure to be demolished prior to the start of construction.

The approximate 3.01-acre rectangular-shaped site is located on the northwest corner of 3rd Street and Central Avenue. The project site is relatively flat, sloping down gradually to the southwest. The site has a General Plan Land Use designation of Business Park, and the project site is zoned as Business Park within the Airport Influence Zone (Zone E – Airport Influence Zone – Negligible Risk Level) (Attachment 1 – Vicinity Map).

North and West of the site there remains scattered single-family development, business park uses, vacant land, and a County Head Start school. To the east are a variety of business

park/industrial uses. To the south is the City of San Bernardino, with areas owned and operated by the San Bernardino International Airport Authority and various industrial type uses. (Attachment 8 - Zoning Overview).

Surrounding Land Uses

	<i>Existing Use</i>	<i>General Plan Designation</i>	<i>Zoning Designation-</i>
<i>North</i>	Single-family homes, Business Park uses, and County Head Start school	Business Park (BP)	Business Park (BP)
<i>South</i>	3rd Street Vacant land, Industrial use, and San Bernardino International Airport	<i>City of San Bernardino</i> Specific Plan / San Bernadino International Airport	<i>City of San Bernardino</i> Specific Plan Alliance California / San Bernadino International Airport
<i>East</i>	Central Avenue, Contractors/equipment storage yards	Business Park (BP)	Business Park (BP)
<i>West</i>	Vacant Land	Business Park (BP)	Business Park (BP)

The Airport Gateway Specific Plan is a draft land use policy document anticipated for consideration by the Highland Planning Commission and City Council within the next few months. It 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 boundaries include 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 project site is located within the proposed Airport Gateway Specific Plan and would be consistent with approved uses (Figure 6, Airport Gateway Specific Plan). The Airport Gateway and Specific Plan project is currently undergoing environmental review and is described in more detail in the building elevation section.

PROJECT REVIEW: The project proposes the construction of a 54,330 square foot, single-story, concrete tilt-up industrial building. The necessary entitlements include a Conditional Use Permit, a Variance for maximum building height, Design Review and a Tentative Parcel Map.

A. Conditional Use Permit

The Municipal Code requires the approval of a Conditional Use Permit to allow the establishment of "General wholesale, storage, and distribution including warehousing," in the Business Park Zone.

Site Plan – Access & Circulation The interior space would be comprised of a 48,330 square foot warehouse and a 6,000 square foot mezzanine/office. Additionally, there would be tractor-

trailer loading docks, trailer parking, and passenger vehicle parking. 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 sits back 20' from 3rd Street and 213' from Central Avenue (Attachment 9 – Project Plans).

There are two proposed driveways: one (1) on Central Avenue and one (1) on 3rd Street. The driveway on Central Avenue will provide vehicular access for passenger cars only and will have full access, right in/out and left in/out. The driveway on 3rd Street will provide vehicular access for passenger cars and commercial trucks guided by road signage. From the intersection of 3rd Street and Central Avenue, truck traffic is expected to exist the site by turning west on 3rd Street and right (north) on Victoria Avenue and right (east) on 5th Street ultimately to the 210 Freeway onramps at Greenspot Road/5th Street. A lesser amount of truck traffic will travel north to the 210 via Victoria Avenue.

The building has 10 dock hi doors along the west side of the building, interior to the site. The office/mezzanine is located at the southeast corner. The office floor plan includes restrooms, offices, a conference room, lobby, and breakroom on the first floor and a singular open office space on the second.

A trash enclosure is located near the westerly property line at the rear of the building. It measures 33'Lx12'W. It is designed with painted tilt-up screen walls, steel gates and steel roof covering. Enclosures are conditioned to comply with the City and State's most current design criteria.

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 73 total spaces. See the calculation below.

Proposed Use:	Size	Parking Ratio	Parking Required
Warehouse	48,330	1/1,000 sf	49
Office Mezzanine	6,000	1/250 sf	24
Total Parking Required			73

Passenger car parking delineated on the Site Plan shows 64 parking spaces; 49 standard, 1 vanpool, 5 ADA, 4 clean air vehicles, and 5 electric vehicle spaces. Per Code requirements, this is an overall deficit of 9 spaces (73 required less the 64 proposed). Four (4) bicycle parking and storage spaces will be provided in accordance with the Highland Municipal Code.

The Applicant believes the City's parking standards to be in excess of typical warehousing needs and provided a parking study for consideration by the Commission to reduce the requirement as mandated by the Municipal Code. The parking study analyzed the specific site characteristics, parking ratios at similarly sized sites, and a comparison of surrounding communities.

The applicant studied two similar facilities within three (3) miles of the site: one in San Bernardino at the SEC Central Avenue & Tippecanoe, a 296K building with 197 spaces; the second on Almond Ave., a 326K building at the SEC Nevada Street & Almond Avenue with 174 spaces. Observations at each facility showed a peak demand of 112 at the San Bernardino facility and 55 spaces at the Redlands facility. Given these ratios, the estimated peak demand for the proposed Highland project is 20 spaces (Attachment 10 - Parking Study).

The study also analyzed requirements in a select number of Inland Empire cities with a significant number of warehousing and distribution businesses. The findings show that if this size project were building in Rancho Cucamonga the number of spaces required would be 57, for Fontana it would be 56, in Perris 54, and in Moreno Valley it would be 57 spaces.

Staff supports the parking demand study and its findings (pg. 10 of the study) that 64 spaces will be adequate to serve the site.

Noise: The neighborhood to the north and east of the project contains single family residents and a Head Start school. Special consideration is taken to ensure these sensitive noise receptors will not have significant impacts as a result of the project's construction and continued operation.

Noise and vibration are studied in Section 3.13 of the Initial Study beginning on Page 84. The report reviews Federal, State and Local standards. Appendix G contains data on Construction Noise Modeling, Equipment Specifications and Noise Calculations.

With respect to operational noises, the Study cites section 8.50 of the Highland Municipal Code that regulates noise. For example, combined on-site noise includes HVAC systems, parking lot activity, and truck loading dock activity. As measured from the surrounding residences, the noise levels may reach 54 dBA L_{eq} . The acceptable noise level is between 55 and 60 respective of the time of day. The details are enumerated in Section 3.13 of the Initial Study.

With respect to construction noise, hours will be limited by the Building & Safety Division to 7:00 am to 7:00 pm Monday thru Saturday. Construction noise will most greatly affect the residence to the north. During the most intensive construction, demolition, the 8-hour noise levels are 80 dBA L_{eq} , which meets, but does not exceed, the maximum level provided by the Federal Transit Administration's guidance document used as a local reference.

The project as conditioned will meet standards for both operational and construction noise.

Lighting/Photometrics: Parking lot lights include building and pole mounted amber series LED "D-Series" brand products which are constructed of precision cast aluminum body and door frame, stainless steel hardware, and a polyester powder coat finish. The

Photometric Study is included in the plan set, labeled E-FC. The site is well lit at its entries, along the building, parking lot and dock doors. There are two calculation zones on site. The zones average 0.5 and 3.0 foot candles with maximums of 6.4 and 6.9 foot candles at the front southeast corner, adjacent to the street. The Plan meets the Code requirement for an average of one-half foot-candle of illumination for visibility and security.

Compliance with Site Development Standards

The Municipal Code has many standards related to setbacks and on-site development improvements. The project meets each of the standards:

- Minimum front, street side and rear building setback areas of 20' each
- Maximum lot coverage of 60%
- A minimum building separation of 40 feet shall be required from adjacent residential districts. At least 20 feet of said setback, which is nearest the street or district boundary line, shall be landscaped. The remainder may be used for internal circulation/access or off-street parking.
- A three-foot high wall or berm shall be constructed in back of the landscaped area along street setbacks (Planning/Landscaping Condition of Approval No. 19-22).
- 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.

B. Variance

The maximum building height permitted in the BP zone is 35'. The Applicant proposes an overall building height of 42.5', exceeding the maximum by 7.5' (21.5%). A minor variance is required if the project is to be approved as detailed in the Building Elevations.

The Applicant provided findings that describe why the project necessitates the additional height. These include: internal clear heights of 36' to accommodate, "joists, lights and sprinkler systems... and 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 is proposed at the minimum height demanded by the market and if reduced by 10' would lose approximately 30% of its storage capacity, drastically reducing its usability as noted in the findings (Attachment 11 - Variance Findings Memorandum).

C. Design Review:

Building Elevations: The building type is a tilt up concrete warehouse, 270' x 219', and 42.5 feet tall. The exterior has a unique modern style, complimentary to design standards recommend for the Airport Gateway. It is relatively flush with eye-catching corner statements. The walls are white (Sherwin Williams "Pure White") with black, white and blue accents on most panels. The panels are in 26' sections.

The building architecture provides substantial façade articulation through accented colors, eye moving angled features, and various textures. Accents include significant use of blue reflective glazing at the street-fronting main entrances to the building. The north, south and east elevations are visually divided by diagonal reveals and a textured formliner finish. Additionally, the primary entrance to the building contains a brow with underlighting. The roof parapet will screen roof-mounted equipment.

The building design was made with consideration to the General Plan's Land Use and Community Design Elements, and the administrative draft Airport Gateway Specific Plan. The site was designed to highlight the importance of the entry to the airport with its sleek contemporary design, formalized landscaping and public art.

The draft Airport Gateway Specific Plan is a multi-jurisdictional plan, involving the Cities of Highland and San Bernardino, the San Bernardino International Airport Authority / Inland Valley Development Agency, San Manuel Band of Mission Indians, and East Valley Water District. That plan, once adopted in the future, will establish the land uses (design standards and streetscape plan). The Specific Plan is awaiting final edits and presentation to the various agencies for adoption. Although not legally required to do so because the Specific Plan is still in draft form, staff did ensure that the subject project was not in conflict with overall land use and site design guidelines.

Grading Plan: The site is relatively flat, sloping down slightly to the southwest. Once graded, the elevation will fall approximately six feet (6') from the northeast to southwest. Roof drains and catch basins are located throughout the property bringing surface water to an infiltration system located underground below the westerly parking lot. This facility is capable of receiving a 100-year storm event. Should the facility fill, water will enter the City's off-site storm drain system.

The warehouse itself slopes down westerly at 0.5% with a four foot (4') fall east to west.

The project frontage has existing sidewalk curb and gutter. Overhead utilities will be underground and poles removed. The project will tie into existing water and gas lines in the adjacent street. A proposed septic system is proposed near the northwest corner of the site. The State Water Board and the East Valley Water District will determine if a septic system would be appropriate here.

Street frontage along 3rd Street consists of a 36' half street section, 16' parkway containing an existing 6' sidewalk. Central Avenue street frontage consists of a 22' half street section

and will ultimately have an 11' parkway with a 7' sidewalk after a 4' right-of-way dedication. The project will construct full right-of-way improvements.

Landscape Plan: The project's Conceptual Landscape Plan has a varied palette of evergreen and deciduous trees and groundcover well suited to the local climate. The Chitalpa and Chinese Pistache are deciduous trees ornamental trees, typically planted for the visual interest and beauty. Evergreen varieties consist of the columnar Italian Cypress, Olive, African Sumac, and Brisbane Box. Shrubs include the Sunset Pink Rockrose and Autumn Sage with colorful red flowers, Red Bird of Paradise, and lavender flowering Mexican Sage. Groundcover throughout the site will be Dwarf Acacia, Atlas Fescue, Pink Muhly, and Prostrate Rosemary, all of which are categorized as "low water" users. There is a good mix of 1, 5 and 15 gallon species as well as 24", 36" and 48" box trees.

The African Sumac and Chitalpa are the dominant tree species with additional Chinese Pistache along the right-of-way and Magnolia and Brisbane Box along the interior adjacent to the building and northerly property line. The full project frontage along Central Avenue and 3rd Street is landscaped with a minimum 20' planter as well as 5' of landscaping within the public right-of-way. There are additional planters between the parking and building on the east and west sides and planters separating every eight passenger vehicle parking spaces.

The Landscape Plan was reviewed by the City's Landscape Architect and found to be adequate for an industrial land use as it relates to tree shade and spacing. One minor modification regarding mow curb location will be addressed in plan check.

Public Art: In accordance with the 5th Street Corridor design guidelines and draft Airport Gateway Specific Plan, the Applicant is proposing an eight foot (8') tall public art piece at the southeast corner of the site, adjacent to the intersection of 3rd Street and Central Avenue. The monument sign announces entryway reading, "City of Highland." The lettering is six and eight inch (6-8") tall, clear anodized aluminum, individual metal letters. The channel lettered background is attached to angled textured band with vertical lines painted to match the angled peppercorn band on the building. The base of the monument contains angled concrete panels that will be painted "pure white". In the spirit of the Airport Gateway Specific Plan, Planning has added a condition to incorporate an aviation/airport theme into the proposed monument sign. (Attachment 4 – Condition 18)

The art piece is located within a landscaped planter, 9' back from the sidewalk. Surrounding plant materials include a mix of groundcover, accent plantings and is flanked by olive trees.

Walls and Fences A screen wall will be installed along the northern perimeter, adjacent to the existing residential development and will extend south along the westerly boundary. Two additional wall segments will be constructed to secure the gated entrances to the truck parking and dock doors. The wall will be concrete tilt-up screen wall 9' tall wall with 9' pilasters at 25' on center. The wall would be painted mostly black with a 3' band at the top painted white and 4' wide pilasters also white in color. Painted steel gates will be provided for pedestrians and truck traffic. Landscape plantings will be installed adjacent to each wall to

soften the exposure. These walls and gates meet the Municipal Code standards including location, height and materials.

D. Tentative Parcel Map

Prior to development of this project site it is necessary to consolidate the 8 separate parcels and create a single parcel incorporating the site's improvements as a warehouse/distribution center. Tentative Parcel Map 20544 is included in Attachment 9 – Project Plan Set. The configuration of the new lot is essentially a flag-shaped and results in street frontages along Central Avenue and 3rd Street. It is approximately 585' feet wide by 259' deep. The proposal meets standards established by the Subdivision Map Act as well as the Section 16.68 Subdivisions, of the Highland Municipal Code. It is more than one (1) acre in area and its widths and depths exceed 150'.

ENVIRONMENTAL REVIEW: An Initial Study was prepared for the project. It was determined that Mitigation Measures were necessary to address reduce impacts to below a level of significance in the areas of air quality, biological resources, cultural resources, geology and soils (paleontological resources), hazards and hazardous materials, and tribal cultural resources.

A Notice of Intent to Adopt a Mitigated Negative Declaration (MND) was circulated through the California State Clearinghouse and made available for comment between July 13, 2022 and August 8, 2021. 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.

Based upon the Findings of the Initial Study and adoption of Mitigation Measures, the Project will not have a significant impact upon the environment. Staff recommends adoption of a Mitigated Negative Declaration and Mitigation Monitoring and Reporting Program.

CONCLUSION: The project represents an industrial development within the General Plan 5th Street Corridor Policy Area. The Corridor is a policy area given special consideration in the General Plan as it has a strategic location between SBIA and the SR-210 corridor. The project is located at the easterly portion of the corridor, a gateway to the Airport. General Plan Goal 10.2 seeks to create attractive and visually unified major arterial corridor with specialized streetscape and landscape improvements. Goal 10.8 seeks to ensure that industrial development is professional and attractive in appearance through coordinate site planning, signage and architectural design. The project will be responsible to construct right-of-way improvements around its perimeter. The corner signage/public art identifies the entrance to Highland and this significant intersection within the 3rd and 5th Street Corridor Policy Area. It enhances the contemporary architecture of the building and sets the tone for surrounding development in Highland.

The design meets the intent of Policy 10.8.5 which encourages "Capitalize on the access to industrial areas created by nearby SR-210 through improved signage and gateway

monumentation” and Policy 10.8.3 to “avoid long, blank building walls by incorporating vertical and/or horizontal façade articulation and modulation and varying use of color, materials and landscaping.” It consolidates smaller lots into larger parcels to create a larger, more functional use. 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 residential uses. The project meets development standards prescribed by the Municipal Code with consideration given to reduced parking and increased building heights. Staff recommends approval subject to the Conditions of Approval and Findings of Fact.

Attachments:

1. Vicinity Map
2. Resolution No. 2022-___ Approving Conditional Use Permit CUP-22-002 **(Conditions attached)**
3. Resolution No. 2022 - ___ Approving Variance VAR-022-001
4. Resolution No. 2022 - Approving Design Review Application DRA-22-024 **(Conditions attached)**
5. Resolution 2022 - ___ Approving Tentative Parcel Map 20544, TPM-22-002 **(Conditions attached)**
6. Resolution No. 2022-___ Approving a Mitigated Negative Declaration **(MMRP, Draft IS/MNDs attached)**
7. General Plan Excerpt – 5th Street Corridor Policy Area
8. Zoning Overview
9. Project Plan Set
(Site Plan, Building Elevations, Grading, Landscaping, Photometric Plan, Parcel Map)
10. Parking Study
11. Variance Findings Memorandum
12. Public Comment

ATTACHMENT 1
Vicinity Map



ATTACHMENT 2

Resolution No. 2022-____

Approving Conditional Use Permit CUP-22-002

PC RESOLUTION NO. 2022 - ____

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF HIGHLAND, CALIFORNIA, ADOPTING A CONDITIONAL USE PERMIT FOR THE DEVELOPMENT OF A 54,330 SQUARE FOOT WAREHOUSE AND ASSOCIATED IMPROVEMENTS AT THE NORTHWEST CORNER OF 3RD STREET AND CENTRAL AVENUE. RELATED ENTITLEMENTS INCLUDE DESIGN REVIEW APPLICATION DRA-21-024, VARIANCE VAR-22-001 AND TENTATIVE PARCEL MAP 20544/TPM-22-002. ASSESSOR'S PARCEL NUMBERS 1192-561-11 and 1192-561-15 THROUGH 21.

APPLICANT: PATRIOT USICV CENTRAL 3RD, LLC (PATRIOT PARTNERS)

A. RECITALS

1. On March 2, 2022, the Applicant filed an application for Conditional Use Permit CUP-22-002 to develop a 54,330 square foot industrial warehouse and associated improvements including loading docks, tractor-trailer stalls, passenger vehicle parking spaces, a stormwater detention/infiltration basin, and landscape area requiring approval of a Conditional Use Permit. Related applications were also filed for Design Review DRA-21-024 including a Site Plan, Building Elevations, Rough Grading Plan, conceptual Landscape Plan; Variance VAR-22-001 to increase the maximum building height permitted to 42.5'; and Tentative Parcel Map 20544/TPM-22-002 to merge eight (8) parcels into one (1);
2. The site is located on an approximately 3.01 acres at the northwest corner of 3rd Street and Central Avenue within 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 August 2, 2022, public hearing;
4. On August 2, 2022, 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 August 2, 2022 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 (CUP-22-002):
- 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: A warehouse facility, such as the one proposed, is permitted within the Business Park Zone 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*, 16.54 *Parking*, and 16.68 *Land Divisions* with respect to the Tentative Parcel Map. The project meets the standards established in the chapters with the exception of a request for a variance to increase the maximum building height to 42.5'. Additionally, the Applicant is requesting the Commission consider a reduction in the number of parking spaces from 73 to 64. Findings can be made for each of the deviations.

The General Plan goals and policies relevant to the project include its inclusion in 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 project 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 complementary to the Policy Area as it is a gateway into the San Bernardino International Airport. It has quality finishes, landscaping, hardscape and will construct surrounding infrastructure including, curb, gutter, sidewalk and water quality features.

- c. The site is suitable for the type and intensity of use or development which is proposed.

Response: The project site is more than adequate for industrial development as it combines eight (8) parcels for a total of 3.01 acres. The minimum lot size in the District is 1 acre. It is relatively flat and will require the demolition of aged garage structures and a mobile office across two (2) of the lots. There are no geographic or man-made impediments to the development of a warehouse on this site. There are utilities available within the adjacent right-of-way and drainage is good for on-site water retention and water quality treatment. There is access to the site from two of its four sides and it is in proximity to other sites zoned for Business Park uses. It is also located within a half mile of the San Bernardino Airport and one and a half mile of the 210 Freeway.

Per Municipal Code Section 16.24.040 Employment District Development Standards, the maximum lot coverage is 60%. The project calls for 41.4%. It meets the minimum lot size, lot width and depth as well as required building setbacks 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 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 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.

- 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 13, 2022 to August 1, 2022. The Initial Study finds that either no impact or less than significant impacts would be associated with the issues of Aesthetics, Agricultural and Forestry Resources, Energy, Greenhouse Gas Emissions, Hazards and Hazardous Materials, Hydrology and Water Quality, Land Use and Planning, Mineral Resources, Noise, Population/Housing, Public Services, and Recreation, Transportation and Traffic, Wildfire, and Utilities and Services Systems.

The Initial Study also finds that the issues of Air Quality, Biological Resources, Cultural Resources, Geology and Soils, 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 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-22-002) facilitating the construction of a 54,330 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 2nd day of August, 2022.

ATTEST:

Randall Hamerly, Chairman
Planning Commission

Lawrence A. Mainez
Community Development Director

CITY OF HIGHLAND

PLANNING DIVISION CONDITIONS OF APPROVAL

Date: August 2, 2022
Applicant: Patriot USICV Central 3rd, LLC (Patriot Partners)
File/Index: **Conditional Use Permit CUP-22-002**
Proposal: The development and operation of a 54,330 square foot warehouse/logistics and associated improvements.
Location: A 3.01 acre site at the NWC of Central Avenue and 3rd Street.
APNs: 1192-561-11 and 1192-561-15 through 21
Related Entitlements: DRA-21-024, VAR-22-001, TPM-22-002

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-22-002 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-22-002 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 54,330 square foot warehouse and associated improvements including loading docks, tractor-trailer stalls, passenger vehicle parking, a stormwater detention/infiltration basin, landscaping and off-site improvements along the project frontages of Central and Avenue, 3rd Street as illustrated in the approved plans.
 - 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 parking of semi-trailer trucks unrelated to the warehouse business in operation.
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 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.
 - 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 policy.
12. A reduction in the number of parking spaces required by Highland Municipal Code Section 16.52.030 *Schedule of off-street parking requirements*, is approved as validated by the project parking study. The project shall provide no less 64 permanent, striped, parking spaces. These shall generally be comprised of 49 standard spaces, 1 vanpool, 5 ADA, 4 clean air vehicle and 5 electric vehicle spaces and accommodate parking and storage for approximately four (4) bicycles as required by Highland Municipal Code Section 10.24.010. Minor modifications may be made as authorized by the Community Development Director.
13. The design and installation of signs shall be in accordance with Chapter 16.56, Sign Regulations, of the Highland Municipal Code, unless otherwise approved by the Planning Commission.

Mitigation Monitoring and Reporting Program
Initial Study/Mitigated Negative Declaration

Northwest Corner of 3rd Street and Central Avenue Warehouse Project

JULY 2022

Lead Agency:

CITY OF HIGHLAND

27215 Base Line

Highland, California 92346

Contact: Angela Tafolla

Prepared by:

DUDEK

605 Third Street

Encinitas, California 92024

Contact: Sean Kilkenny

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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 Northwest Corner of 3rd Street and Central Avenue Warehouse Project (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: Construction Equipment Emissions Reductions. The following measures shall be incorporated into the project to reduce construction criteria air pollutant emissions, including VOC, NOx, CO, PM₁₀, and PM_{2.5}, generated by construction equipment used for the project. Prior to the issuance of a grading permit, the following shall be incorporated into the grading plan and/or grading permit conditions: For off-road equipment with engines rated at 50 horsepower or greater, no construction equipment shall be used that is less than Tier 4 Interim. An exemption from these requirements may be granted in the event that the applicant documents that equipment with the required tier is not reasonably available and corresponding reductions in criteria air pollutant emissions are achieved from other construction equipment¹. Before an exemption may be considered, the applicant shall be required to demonstrate that two construction fleet owners/operators in the region were contacted and that those owners/operators confirmed Tier 4 Interim or better equipment could	During construction	Project applicant and their construction contractor	City of Highland	

¹ For example, if a Tier 4 Interim piece of equipment is not reasonably available at the time of construction and a lower tier equipment is used instead (e.g., Tier 3), another piece of equipment could be upgraded from a Tier 4 Interim to a higher tier (i.e., Tier 4 Final) or replaced with an alternative-fueled (not diesel-fueled) equipment to offset the emissions associated with using a piece of equipment that does not meet Tier 4 Interim standards.

Table 1 Mitigation Monitoring and Reporting Program

Mitigation Measure	Implementation Timing	Party Responsible for Implementation	Party Responsible for Monitoring	Date of Completion/ Notes
not be located in the region. To ensure that Tier 4 construction equipment or better would be used during the Proposed Project's construction, the applicant will include this requirement in applicable bid documents, purchase orders, and contracts. Successful contractor(s) must demonstrate the ability to supply the compliant construction equipment for use prior to any ground disturbing and construction activities. A copy of each unit's certified tier specification or model year specification and CARB or SCAQMD operating permit (if applicable) shall be available upon request at the time of mobilization of each applicable unit of equipment.				
MM-AQ-2: Operational Forklifts. The project shall include the use of natural gas powered forklifts for use during operation of the project to load and unload trucks within the truck loading area.	During operation	Project applicant	City of Highland	
Biological Resources				
MM-BIO-1: Prior to the start of construction a focused rare plant survey shall be conducted between the months of April through September to determine the presence/absence of smooth tarplant on the project site. The survey will be conducted by knowledgeable botanists during the plant's blooming season by walking transects throughout all suitable habitat areas. Two survey passes will be required in order to survey early and late in the species blooming period. Any observations will be mapped with a GPS and flagged in the field. Every effort shall be taken to avoid impacting observed species such as establishing a buffer and conducting on-site monitoring, if needed. If the tarplant cannot be	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
avoided a relocation plan will be prepared to relocate any observed specimens to an established conservation area and/or seed collected for propagation off site.				
MM-BIO-2: Project activities should avoid the avian nesting season of February through August in order to minimize any potential impact to birds and nests protected under the Migratory Bird Treaty Act and California Fish and Game Code. If project activities cannot avoid the nesting season, a pre-construction clearance survey should be conducted within 3 days prior to ground disturbing activities to determine the presence/absence of nesting birds. If an active nest is found a buffer will be established around the nest until the nestlings have fledged and the nest is no longer active. The buffer will be implemented by a qualified biologist based on the sensitivity of the species to disturbance. Construction activities may continue outside of the buffer under the discretion of a monitoring biologist. Once the biologist has determined the nest is no longer active, the buffer can be removed, and construction may continue.	Prior to and during construction	Project applicant and their construction contractor	City of Highland	
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	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
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	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
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 disturbing, all construction work occurring not less than 100 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 or not additional study is warranted. Depending upon the significance of the find under the 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. In the event that human remains are inadvertently encountered during construction activities, the remains and associated resources shall be treated in accordance with state and local regulations that provide requirements with regard to the discovery of human remains, including California Health and Safety Code Section 7050.5, California Public Resources Code Section 5097.98, and CEQA Guidelines Section 15064.5(e). In accordance with these regulations, if human remains are found, the	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
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.				
Geology and Soils				
MM-GEO-1: Discovery of Paleontological Resources. In the event that paleontological resources (i.e., fossil remains) are exposed during construction activities for the project, all construction work occurring within 50 feet of the find shall immediately stop until a qualified paleontologist, as defined by the Society of Vertebrate Paleontology's guidelines, can assess the nature and importance of the find. Depending on the significance of the find, the qualified paleontologist may record the find and allow work to continue or may recommend salvage and recovery of the resource. All recommendations shall be made in accordance with the Society of Vertebrate Paleontology's guidelines and shall be subject to review and approval by the City of Highland. Work in the area of the find may only resume upon approval of a qualified paleontologist.	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
Tribal Cultural Resources				
MM-TCR-1: Tribal Cultural Resources The Yuhaaviatam of San Manuel Nation (formerly the San Manuel Band of Mission Indians Cultural Resources Department) shall be contacted if any pre-contact and/or historic-era cultural resources are discovered during project implementation, and be provided information regarding the nature of the find, so as to provide Tribal input with regards to significance and treatment. Should the find be deemed significant, as defined by CEQA (as amended, 2015), a cultural resources Monitoring and Treatment Plan shall be created by the archaeologist, in coordination with the Yuhaaviatam of San Manuel Nation, and all subsequent finds shall be subject to this Plan. This Plan shall allow for a monitor to be present that represents the Yuhaaviatam of San Manuel Nation for the remainder of the project, should the Yuhaaviatam of San Manuel Nation elect to place a monitor on-site. 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 Lead Agency for dissemination to the Yuhaaviatam of San Manuel Nation. The City and/or applicant shall, in good faith, consult with the Yuhaaviatam of San Manuel Nation throughout the life of the project.	Prior to and during construction	Project applicant and their construction contractor	City of Highland	

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City of Highland

Engineering Department

Conditions of Approval

(DRA 21-024 – PM 20544) Patriot Industrial Warehouse 3rd Street and Central Avenue

- A - Required Prior Final 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/ Geology/ Grading

- 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.
- B 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 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.
- B 4. 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 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, sand 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.
- E 9. Design grading to drain the entire area of the project to the proposed Water Quality Management Plan (WQMP) post construction BMP 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 basins 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 grading engineer, to the City Engineer.

STREET IMPROVEMENT

- C* 14. Construct new street improvements including, but not limited to, 8" curb and gutter located 22' west of street centerline, 6'-wide curb-adjacent sidewalk, commercial drive approach at location determined in final engineering, and street light. Design the limits and extent of removal of existing improvements, and construction of transitional improvements, as directed by the City Engineer. An in-lieu fee for the street light required on Central Avenue may be requested rather than constructing an unmetered LS2 street light, as directed by the City Engineer. Pay the City street lighting energy and maintenance charges for the initial 12 months.
- C* 15. Construct new asphalt concrete pavement with class II aggregate base improvements to centerline of Central Avenue (T.I.=8) asphalt concrete pavement with class II aggregate base along project frontage. Construct a 4" mill and fill for the northbound #1 on Central Avenue. Design the limits and extent of removal of existing improvements, and construction of transitional improvements, as directed by the City Engineer.
- C* 16. Remove existing interim AC berm improvements and existing drive approaches along northside of 3rd Street and construct new street improvements including, but not limited to, commercial drive approach at location determined in final engineering, P.C.C. curb ramp per Caltrans Standard RSP A88A (R=35'), 8" curb and gutter located 36' north of centerline, and 6'-wide curb adjacent sidewalk. Design the limits and extent of removal of existing improvements, and construction of transitional improvements, as directed by the City Engineer.
- C* 17. Construct commercial drive approaches with curb returns per City Standard 213. Note 4.5' sidewalk easement will be required back of commercial drive approach (Std. 213).

- C 18. Construct private truck ingress/ egress improvements at 3rd Street driveway to permit right in and right out only truck movement.
- E 19. Submit engineering plans for street improvements and signing & striping 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 right of way.
- C 20. Install traffic control signs and pavement markings, with locations and types approved by the City Engineer.
- C 21. Design and construct public improvements including sidewalk, driveway approaches and access ramps 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 22. Submit "Record Revisions" to all plans to reflect the improvements as constructed, and any changes made during construction.

WATER QUALITY/ DRAINAGE

- E 23. 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 residential 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.
- E 24. Include the project grading plan, landscape plan and utility plan with the first submittal of the F-WQMP.
- C 25. 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* 26. 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 to 3rd Street as necessary.

- B 27. At the underground infiltration system 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 chamber 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 28. Register the underground chambers with EPA as a Class V Injection Well.
- E 29. 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.
- E 30. Submit engineering plans for public and private drainage systems 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 the street and storm drain improvement checklist.
- C 31. Design and construct 3rd Street catch basin improvements at existing catch basin location to address post construction BMPs required for project frontage and parkway improvements along 3rd Street and Central Avenue.

MAP/ DEDICATION/ANNEXATION

- C* 32. 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 3rd Street and Central Avenue. 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* 33. Apply to the City to annex the project into the City's Landscape Maintenance District (LMD) for maintenance of future median landscaping along 3rd Street median. Sign the ballots prepared by the City agreeing to the annexation, and the potential future amount of assessment. Assessment for 3rd Street median landscaping will commence the year 3rd Street median is constructed by the City or other future developments. Landscaping within the median shall be maintained by the City.
- B* 34. Dedicate an irrevocable offer of dedication, (1) a 10-foot wide minimum landscape easement across the 3rd Street and Central Avenue frontage, in addition to the required street right-of-way, as approved by the City Engineer, (2) a 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 35. Record a Final 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 36. At the time of Final 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 37. Include an Improvement Certificate/Statement on the Parcel Map in accordance with Section 66411.1 of the Subdivision Map Act.
- A* 38. Dedicate street right of way along 3rd Street to 52' north of centerline and 33' west of centerline along Central Avenue and corner cutoff for ramp radius R=35' at 3rd Street and Central Avenue, as approved by the City Engineer.

FEES/PERMITS

- C* 39. Pay an in lieu fee for the design and construction of the future raised landscape median along the project frontage of 3rd Street, as determined by the City Engineer.
- C* 40. Pay an in lieu fee for the design and construction of the future traffic signal at 3rd Street and Central Avenue, as determined by the City Engineer.
- D 41. Pay appropriate Engineering fees for district annexation, plan check, WQMP review, traffic report review, hydrology study review, structural calculation review, on-site and off-site inspection, utility excavation permits, GIS map plan update, microfilming and storage of maps and plans, and other required fees.
- D 42. Obtain a permit from Engineering prior to any on-site construction or construction within the public right-of-way.
- E 43. Post a deposit for erosion control which shall not be released prior to completion of all on-site construction.
- A 44. 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 45. Obtain written permission from the adjoining property owners for offsite grading and/or construction, if any.
- B 46. Install construction fencing and screening in accordance with Building and Safety Division Policy 335.
- C 47. 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 48. Coordinate, and where necessary, pay for the relocation of any existing public utilities as necessary.

- C 49. 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 50. 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 51. 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 52. All underground structures, except those desired to be retained, must be broken in, backfilled, and inspected before covering.
- D 53. Comply with the prevailing City design and construction standards and requirements at the time of permit issuance.
- B 54. Design and construct a trash enclosure per City Standard 700.
- C 55. 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* 56. Submit a Composite Utility Plan indicating the location of all above ground and flush mount water, electric, cable TV, internet, and telephone utility structures prior to City issuance of utility permits.

Building and Safety Division Conditions of Approval

Date: March 28, 2022
Project: 54,330 sq/ft warehouse building – NWC Central Ave & 3rd St.
Applicant: Herdman Architecture + Design, Patriot Partners (Owner)
Site Location: North West Corner of 6th Street and Victoria Ave.
Project Numbers: **CUP:** 22-002, **DRA:** 21-024, **TPM:** 22-002
APN: 1192-561-11, 1192-561-15 through 21

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
 - (2) Energy Commissioning Plan
2. All structures shall be designed in accordance with the current version of the California Building Codes, including the California Green Building Standards Code. Design all structures to comply with Seismic Design Category D, basic wind speed 96 MPH, at exposure "C", 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. Policy 295.
6. It has come to the City's attention that premature failures have occurred in copper piping when used within the City of Highland, particularly east of City Creek. Property Owners, Contractors and Developers are advised to analyze soil and water compositions when considering the type of pipe material to be utilized. City staff makes no recommendations on which Plumbing Code approved products or methods to be utilize, this is the responsibility of the property owner or contractor. Alternate unapproved code materials may be submitted for City approval at the time of plan submittal via an alternate material and methods application.
7. 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.
8. The Developer/Owner is responsible for the coordination of the final occupancy. The Developer/Owner shall request clearances from each department and/or 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.
9. 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.
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 NPDS 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.
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. Final approvals from all applicable outside agencies and internal departments and divisions are required prior to Building and Safety permit final and occupancy approval.
20. 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)
21. All deferred plan items are to be identified on the plans cover sheet.
22. Final approvals from all applicable outside agencies and internal departments and divisions are required prior to Building and Safety permit final and occupancy approval.
23. 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.
24. 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.
25. 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.
26. Prior to final inspection, provide Building & Safety with a flash disk of the final approved amended plans and documents.

Comments pertaining to the project/ preliminary drawing plans:

27. Demolition permits shall be obtained for all structures to be demolished (Parcels 1192-561-11, 1192-561-15 through 21)
 - a. Submit copies of the property title at permit submittal.
 - b. Provide copy of the hazardous materials survey (asbestos and lead) for each structure.
 - c. Contact the City of Highland Public Services Division for current abatement and documentation requirements prior to performing demolition.
28. All dead and removed trees and foliage is to be properly removed from the site.
29. For the removal of fuel storage tanks, or other excavations involving backfill, a compaction shall be filed with the Building Division. Fuel storage tank removal will

require notification of San Bernardino County Fire, Hazardous Materials and San Bernardino County Environmental Health Department.



City of Highland, **FIRE PREVENTION DIVISION**, Conditions of Approval.

DATE : April 5, 2022

Page 1 of 7

APPLICANT : Bridget Herdman

ADDRESS : 1192-561-11, 1192-561-15, 1192-561-16, 1192-561-17, 1192-561-18,
1192-561-19, 1192-561-20, 1192-561-21.

SITE LOCATION: NWC of Central Ave and 3rd Street, Highland, CA

FILE / INDEX No.: CUP 22-002 DRA 21-024 TPM 22-002

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 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

ATTACHMENT 3

Resolution No. 2022 - ____
Approving Variance VAR-22-001

RESOLUTION NO. 2022-__

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF HIGHLAND, CALIFORNIA, APPROVING VARIANCE VAR-22-001 TO ALLOW AN INCREASE IN THE MAXIMUM BUILDING HEIGHT IN THE BUSINESS PARK ZONE FROM 35' TO 42.5' IN ASSOCIATION WITH CONDITIONAL USE PERMIT CUP-22-002 AND DESIGN REVIEW APPLICATION DRA-21-024 TO CONSTRUCT A 54,330 SQUARE FOOT WAREHOUSE, LOCATED AT THE NORTHWEST CORNER OF 3RD STREET AND CENTRAL AVENUE (APNs: 1192-561-11 AND 1192-561-15 THROUGH 21)

APPLICANT: PATRIOT USICV CENTRAL 3RD, LLC (PATRIOT PARTNERS)

A. RECITALS

1. On June 5, 2022, the Applicant submitted a Variance Application (VAR-22-001) to allow an increase in the maximum building height in the Business Park Zone from 35' to 42.5' related to the construction of a 54,330 square foot warehouse. Related entitlements also submitted include Conditional Use Permit CUP-22-002, Design Review Application DRA-21-024, and Tentative Parcel Map No. 20544 (TPM-22-002).
2. The project site has a General Plan and Zoning Designation of Business Park (BP) which requires approval of a Conditional Use Permit for the establishment of a warehouse.
3. On August 2, 2022 the Planning Commission of the City of Highland, conducted a duly noticed Public Hearing on the Subject Application.
4. 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 August 2, 2022 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 August 2, 2022, 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-22-001:
 - 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 involved is zoned Business Park which is the limiting condition in this application. Industrially Zoned property to the southwest also permits warehousing, but allows a maximum building height of 50'.

- 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 on the site which is zoned Business Park and allows warehousing and distribution.

- 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 Community Development Director has the authority to grant a Minor Variance including, 16.08.070.C.7 *"Up to 30 percent of height limitations, except that any height deviation not exceed two feet shall also be considered a minor variance."* Thus the Director could authorize a maximum building height of 42.5 feet, however, because the related project entitlements require Planning Commission approval, the Variance too must be considered by the Commission with respect to the totality of the project. There is no granting of a special privilege as height variances are explicitly listed.

- 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 7.5' 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 3rd Street with a building setbacks of 20' and 20' from the rear property line, adjacent to existing residential 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 its transition from aging residential stock to uses complimentary to the San Bernardino International Airport and gateway from the 210 Freeway.

7. Based on the Findings and Conclusions set forth above, the Planning Commission approves Variance VAR-22-001 to allow a maximum building height for this project of 42.5' in the Business Park Zone. The variance is related to the development of a 54,330 square foot warehouse subject to Conditional Use Permit CUP-22-002, Design Review DRA-21-024, and Tentative Parcel Map 20544/TPM-22-002 and their Conditions of Approval.

PASSED, APPROVED AND ADOPTED this 2nd day of August, 2022.

Randall Hamerly, Chairman

ATTEST:

Lawrence A. Mainez
Community Development Director

ATTACHMENT 4

Resolution No. 2022 - ____

Approving Design Review Application

DRA-22-024

PC RESOLUTION NO. 2022 – ____

**A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF HIGHLAND, CALIFORNIA, APPROVING DESIGN REVIEW APPLICATION DRA-21-024 INCLUDING SITE PLAN, BUILDING ELEVATIONS, ROUGH GRADING PLAN AND CONCEPTUAL LANDSCAPE PLAN FOR THE DEVELOPMENT OF A 54,330 SQUARE FOOT WAREHOUSE AT THE NORTHWEST CORNER OF 3rd STREET AND CENTRAL AVENUE. RELATED ENTITLEMENTS INCLUDE CONDITIONAL USE PERMIT CUP-22-002, VARIANCE VAR-22-001 AND TENTATIVE PARCEL MAP 20544/TPM-22-002.
ASSESSOR'S PARCEL NUMBERS 1192-561-11 AND 1192-561-15 THROUGH 21.**

APPLICANT: PATRIOT USICV CENTRAL 3RD, LLC (PATRIOT PARTNERS)

A. RECITALS

1. On March 2, 2022, the Applicant filed an application for Design Review DRA-21-024 to develop a 54,330 square foot industrial warehouse and associated improvements including loading docks, tractor-trailer stalls, passenger vehicle parking spaces, a stormwater detention/infiltration basin, and landscape area. The Application includes a Site Plan, Building Elevations, Rough Grading Plan, and Conceptual Landscape Plan; Related entitlements also applied for include Conditional Use Permit CUP-22-002, Variance VAR-22-001 to increase the maximum building height permitted to 42.5'; and Tentative Parcel Map 20544/TPM-22-002 to merge eight (8) parcels into one (1);
2. The site is located on an approximately 3.01 acres at the northwest corner of 3rd Street and Central Avenue within 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 August 2, 2022, public hearing;
4. On August 2, 2022, 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 August 2, 2022 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. Findings of Fact (Design Review)

- a. That the proposed project is consistent with the general plan or specific plan.

Response: The General Plan designation for the site is Business Park, which allows for a “variety of light industrial, research and development and office uses that provide pleasant and attractive working environments.” “Appropriate uses include light manufacturing, wholesaling and warehousing conducted within an enclosed building.” (Chapter 2 Land Use Element) The proposal for a 54,330 square foot warehouse is wholly within the description of permissible uses.

Additionally, the General Plan goals and policies relevant to the project include its inclusion in the 5th Street Corridor Policy Area, Circulation Element, and Community Design Element. The project meets all relevant 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: The project would be developed in compliance with the Highland Municipal Code standards related to warehousing in the Business Park District. Per Municipal Code Section 16.24.040 Employment District Development Standards, the maximum lot coverage is 60%. The project calls for 41.4%. It meets the minimum lot size, lot width and depth as well as required building setbacks and landscape coverage. Additionally, it meets general development standards related to circulation, parking, and lighting.

- c. That the proposed use is in compliance with city design and landscape standards and criteria.

Response: The Highland General Plan describes specific criteria related to this location in the Land Use and the Community Design Elements. Goal 10.2 seeks to create attractive and visually unified major arterial corridor with specialized streetscape and landscape improvements. Goal 10.8 seeks to ensure that development is professional and attractive in appearance through coordinate site planning, signage and architectural design. The corner signage/public art identifies the entrance to Highland and this significant intersection. It enhances the contemporary architecture of the building and sets the tone for surrounding development in Highland.

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 vertical and/or horizontal façade articulation and modulation and varying use of color, materials and landscaping.” It consolidates smaller lots into larger parcels to create a larger, more functional use. 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 residential uses.

- 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-21-024. 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 2nd day of August, 2021.

ATTEST:

Randall Hamerly, Chairman
Planning Commission

Lawrence A. Mainez
Community Development Direct

CITY OF HIGHLAND
PLANNING DIVISION CONDITIONS OF APPROVAL

Date: July 26, 2022
Applicant: Patriot USICV Central 3rd, LLC (Patriot Partners)
File/Index: **Design Review Application DRA-21-024**
Proposal: Design Review of a 54,330 square foot warehouse / logistics and related facilities. DRA includes a Site Plan, Building Elevations, Rough Grading Plan and Conceptual Landscape Plan.
Location: A 3.01 acre site at the NWC of Central Avenue and 3rd Street.
APNs: 1192-561-11 and 1192-561-15 through 21
Related Entitlements: CUP-22-002, VAR-22-001, TPM-22-002

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-21-024) 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, Rough Grading Plan and Conceptual Landscape Plan for the construction and operation of an approximate 54,330 square foot warehouse / logistics and associated improvements including loading docks, tractor-trailer stalls, 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, rough grading plan, conceptual landscape plan, 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 Department 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 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.
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 policy.
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 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. 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.
13. The Applicant / Developer shall install a bicycle rack on-site near the building. The bike racks shall be located in areas where they will not impede the flow of pedestrian traffic.
14. 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.

15. 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 42.5 feet.
16. A photometric plan shall be provided to the Planning Department 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 positioned so as not to displace the intended location of trees in parking lot planters.
17. The Developer shall comply with all applicable Conditions of Approval and the Mitigation Monitoring and Reporting Plan related to the associated entitlements; CUP-22-002, TPM-22-002.
18. Submit a revised monument sign plan incorporating an aviation/airport theme for review and approval by the Planning Division.

Landscaping

19. Provide trees, shrubs and groundcover at all landscape areas as indicated on the architectural site plan. This includes the northern perimeter landscape located within the gated truck loading/ unloading areas, shown as landscape area on the architectural site plan but where the conceptual landscape plan reflects no improvements.
20. Provide concrete headers where frontage landscape meets adjacent offsite parcels to protect the integrity of the proposed planting, and to define the limits of maintenance responsibility.

21. Coordinate the landscape plan layout with the project's Water Quality Management Plan to ensure that the landscape layout aligns with the required Best Management Practices (BMP) facilities.
22. A three-foot high wall or berm shall be constructed in back of the landscaped area along street setbacks

Mitigation Monitoring and Reporting Program
Initial Study/Mitigated Negative Declaration

Northwest Corner of 3rd Street and Central Avenue Warehouse Project

JULY 2022

Lead Agency:

CITY OF HIGHLAND

27215 Base Line

Highland, California 92346

Contact: Angela Tafolla

Prepared by:

DUDEK

605 Third Street

Encinitas, California 92024

Contact: Sean Kilkenny

Printed on 30% post-consumer recycled material.

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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 Northwest Corner of 3rd Street and Central Avenue Warehouse Project (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: Construction Equipment Emissions Reductions. The following measures shall be incorporated into the project to reduce construction criteria air pollutant emissions, including VOC, NO_x, CO, PM₁₀, and PM_{2.5}, generated by construction equipment used for the project. Prior to the issuance of a grading permit, the following shall be incorporated into the grading plan and/or grading permit conditions: For off-road equipment with engines rated at 50 horsepower or greater, no construction equipment shall be used that is less than Tier 4 Interim. An exemption from these requirements may be granted in the event that the applicant documents that equipment with the required tier is not reasonably available and corresponding reductions in criteria air pollutant emissions are achieved from other construction equipment¹. Before an exemption may be considered, the applicant shall be required to demonstrate that two construction fleet owners/operators in the region were contacted and that those owners/operators confirmed Tier 4 Interim or better equipment could	During construction	Project applicant and their construction contractor	City of Highland	

¹ For example, if a Tier 4 Interim piece of equipment is not reasonably available at the time of construction and a lower tier equipment is used instead (e.g., Tier 3), another piece of equipment could be upgraded from a Tier 4 Interim to a higher tier (i.e., Tier 4 Final) or replaced with an alternative-fueled (not diesel-fueled) equipment to offset the emissions associated with using a piece of equipment that does not meet Tier 4 Interim standards.

Table 1 Mitigation Monitoring and Reporting Program

Mitigation Measure	Implementation Timing	Party Responsible for Implementation	Party Responsible for Monitoring	Date of Completion/ Notes
not be located in the region. To ensure that Tier 4 construction equipment or better would be used during the Proposed Project's construction, the applicant will include this requirement in applicable bid documents, purchase orders, and contracts. Successful contractor(s) must demonstrate the ability to supply the compliant construction equipment for use prior to any ground disturbing and construction activities. A copy of each unit's certified tier specification or model year specification and CARB or SCAQMD operating permit (if applicable) shall be available upon request at the time of mobilization of each applicable unit of equipment.				
MM-AQ-2: Operational Forklifts. The project shall include the use of natural gas powered forklifts for use during operation of the project to load and unload trucks within the truck loading area.	During operation	Project applicant	City of Highland	
Biological Resources				
MM-BIO-1: Prior to the start of construction a focused rare plant survey shall be conducted between the months of April through September to determine the presence/absence of smooth tarplant on the project site. The survey will be conducted by knowledgeable botanists during the plant's blooming season by walking transects throughout all suitable habitat areas. Two survey passes will be required in order to survey early and late in the species blooming period. Any observations will be mapped with a GPS and flagged in the field. Every effort shall be taken to avoid impacting observed species such as establishing a buffer and conducting on-site monitoring, if needed. If the tarplant cannot be	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
avoided a relocation plan will be prepared to relocate any observed specimens to an established conservation area and/or seed collected for propagation off site.				
MM-BIO-2: Project activities should avoid the avian nesting season of February through August in order to minimize any potential impact to birds and nests protected under the Migratory Bird Treaty Act and California Fish and Game Code. If project activities cannot avoid the nesting season, a pre-construction clearance survey should be conducted within 3 days prior to ground disturbing activities to determine the presence/absence of nesting birds. If an active nest is found a buffer will be established around the nest until the nestlings have fledged and the nest is no longer active. The buffer will be implemented by a qualified biologist based on the sensitivity of the species to disturbance. Construction activities may continue outside of the buffer under the discretion of a monitoring biologist. Once the biologist has determined the nest is no longer active, the buffer can be removed, and construction may continue.	Prior to and during construction	Project applicant and their construction contractor	City of Highland	
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	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
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	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
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 disturbing, all construction work occurring not less than 100 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 or not additional study is warranted. Depending upon the significance of the find under the 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. In the event that human remains are inadvertently encountered during construction activities, the remains and associated resources shall be treated in accordance with state and local regulations that provide requirements with regard to the discovery of human remains, including California Health and Safety Code Section 7050.5, California Public Resources Code Section 5097.98, and CEQA Guidelines Section 15064.5(e). In accordance with these regulations, if human remains are found, the	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
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.				
Geology and Soils				
MM-GEO-1: Discovery of Paleontological Resources. In the event that paleontological resources (i.e., fossil remains) are exposed during construction activities for the project, all construction work occurring within 50 feet of the find shall immediately stop until a qualified paleontologist, as defined by the Society of Vertebrate Paleontology's guidelines, can assess the nature and importance of the find. Depending on the significance of the find, the qualified paleontologist may record the find and allow work to continue or may recommend salvage and recovery of the resource. All recommendations shall be made in accordance with the Society of Vertebrate Paleontology's guidelines and shall be subject to review and approval by the City of Highland. Work in the area of the find may only resume upon approval of a qualified paleontologist.	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
Tribal Cultural Resources				
MM-TCR-1: Tribal Cultural Resources The Yuhaaviatam of San Manuel Nation (formerly the San Manuel Band of Mission Indians Cultural Resources Department) shall be contacted if any pre-contact and/or historic-era cultural resources are discovered during project implementation, and be provided information regarding the nature of the find, so as to provide Tribal input with regards to significance and treatment. Should the find be deemed significant, as defined by CEQA (as amended, 2015), a cultural resources Monitoring and Treatment Plan shall be created by the archaeologist, in coordination with the Yuhaaviatam of San Manuel Nation, and all subsequent finds shall be subject to this Plan. This Plan shall allow for a monitor to be present that represents the Yuhaaviatam of San Manuel Nation for the remainder of the project, should the Yuhaaviatam of San Manuel Nation elect to place a monitor on-site. 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 Lead Agency for dissemination to the Yuhaaviatam of San Manuel Nation. The City and/or applicant shall, in good faith, consult with the Yuhaaviatam of San Manuel Nation throughout the life of the project.	Prior to and during construction	Project applicant and their construction contractor	City of Highland	

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City of Highland

Engineering Department

Conditions of Approval

(DRA 21-024 – PM 20544) Patriot Industrial Warehouse 3rd Street and Central Avenue

- A - Required Prior Final 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/ Geology/ Grading

- 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.
- B 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 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.
- B 4. 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 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, sand 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.
- E 9. Design grading to drain the entire area of the project to the proposed Water Quality Management Plan (WQMP) post construction BMP 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 basins 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 grading engineer, to the City Engineer.

STREET IMPROVEMENT

- C* 14. Construct new street improvements including, but not limited to, 8" curb and gutter located 22' west of street centerline, 6'-wide curb-adjacent sidewalk, commercial drive approach at location determined in final engineering, and street light. Design the limits and extent of removal of existing improvements, and construction of transitional improvements, as directed by the City Engineer. An in-lieu fee for the street light required on Central Avenue may be requested rather than constructing an unmetered LS2 street light, as directed by the City Engineer. Pay the City street lighting energy and maintenance charges for the initial 12 months.
- C* 15. Construct new asphalt concrete pavement with class II aggregate base improvements to centerline of Central Avenue (T.I.=8) asphalt concrete pavement with class II aggregate base along project frontage. Construct a 4" mill and fill for the northbound #1 on Central Avenue. Design the limits and extent of removal of existing improvements, and construction of transitional improvements, as directed by the City Engineer.
- C* 16. Remove existing interim AC berm improvements and existing drive approaches along northside of 3rd Street and construct new street improvements including, but not limited to, commercial drive approach at location determined in final engineering, P.C.C. curb ramp per Caltrans Standard RSP A88A (R=35'), 8" curb and gutter located 36' north of centerline, and 6'-wide curb adjacent sidewalk. Design the limits and extent of removal of existing improvements, and construction of transitional improvements, as directed by the City Engineer.
- C* 17. Construct commercial drive approaches with curb returns per City Standard 213. Note 4.5' sidewalk easement will be required back of commercial drive approach (Std. 213).

- C 18. Construct private truck ingress/ egress improvements at 3rd Street driveway to permit right in and right out only truck movement.
- E 19. Submit engineering plans for street improvements and signing & striping 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 right of way.
- C 20. Install traffic control signs and pavement markings, with locations and types approved by the City Engineer.
- C 21. Design and construct public improvements including sidewalk, driveway approaches and access ramps 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 22. Submit "Record Revisions" to all plans to reflect the improvements as constructed, and any changes made during construction.

WATER QUALITY/ DRAINAGE

- E 23. 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 residential 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.
- E 24. Include the project grading plan, landscape plan and utility plan with the first submittal of the F-WQMP.
- C 25. 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* 26. 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 to 3rd Street as necessary.

- B 27. At the underground infiltration system 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 chamber 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 28. Register the underground chambers with EPA as a Class V Injection Well.
- E 29. 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.
- E 30. Submit engineering plans for public and private drainage systems 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 the street and storm drain improvement checklist.
- C 31. Design and construct 3rd Street catch basin improvements at existing catch basin location to address post construction BMPs required for project frontage and parkway improvements along 3rd Street and Central Avenue.

MAP/ DEDICATION/ANNEXATION

- C* 32. 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 3rd Street and Central Avenue. 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* 33. Apply to the City to annex the project into the City's Landscape Maintenance District (LMD) for maintenance of future median landscaping along 3rd Street median. Sign the ballots prepared by the City agreeing to the annexation, and the potential future amount of assessment. Assessment for 3rd Street median landscaping will commence the year 3rd Street median is constructed by the City or other future developments. Landscaping within the median shall be maintained by the City.
- B* 34. Dedicate an irrevocable offer of dedication, (1) a 10-foot wide minimum landscape easement across the 3rd Street and Central Avenue frontage, in addition to the required street right-of-way, as approved by the City Engineer, (2) a 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 35. Record a Final 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 36. At the time of Final 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 37. Include an Improvement Certificate/Statement on the Parcel Map in accordance with Section 66411.1 of the Subdivision Map Act.
- A* 38. Dedicate street right of way along 3rd Street to 52' north of centerline and 33' west of centerline along Central Avenue and corner cutoff for ramp radius R=35' at 3rd Street and Central Avenue, as approved by the City Engineer.

FEES/PERMITS

- C* 39. Pay an in lieu fee for the design and construction of the future raised landscape median along the project frontage of 3rd Street, as determined by the City Engineer.
- C* 40. Pay an in lieu fee for the design and construction of the future traffic signal at 3rd Street and Central Avenue, as determined by the City Engineer.
- D 41. Pay appropriate Engineering fees for district annexation, plan check, WQMP review, traffic report review, hydrology study review, structural calculation review, on-site and off-site inspection, utility excavation permits, GIS map plan update, microfilming and storage of maps and plans, and other required fees.
- D 42. Obtain a permit from Engineering prior to any on-site construction or construction within the public right-of-way.
- E 43. Post a deposit for erosion control which shall not be released prior to completion of all on-site construction.
- A 44. 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 45. Obtain written permission from the adjoining property owners for offsite grading and/or construction, if any.
- B 46. Install construction fencing and screening in accordance with Building and Safety Division Policy 335.
- C 47. 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 48. Coordinate, and where necessary, pay for the relocation of any existing public utilities as necessary.

- C 49. 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 50. 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 51. 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 52. All underground structures, except those desired to be retained, must be broken in, backfilled, and inspected before covering.
- D 53. Comply with the prevailing City design and construction standards and requirements at the time of permit issuance.
- B 54. Design and construct a trash enclosure per City Standard 700.
- C 55. 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* 56. Submit a Composite Utility Plan indicating the location of all above ground and flush mount water, electric, cable TV, internet, and telephone utility structures prior to City issuance of utility permits.

Building and Safety Division Conditions of Approval

Date: March 28, 2022
Project: 54,330 sq/ft warehouse building – NWC Central Ave & 3rd St.
Applicant: Herdman Architecture + Design, Patriot Partners (Owner)
Site Location: North West Corner of 6th Street and Victoria Ave.
Project Numbers: **CUP:** 22-002, **DRA:** 21-024, **TPM:** 22-002
APN: 1192-561-11, 1192-561-15 through 21

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
- (2) Energy Commissioning Plan

2. All structures shall be designed in accordance with the current version of the California Building Codes, including the California Green Building Standards Code. Design all structures to comply with Seismic Design Category D, basic wind speed 96 MPH, at exposure "C", 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. Policy 295.
6. It has come to the City's attention that premature failures have occurred in copper piping when used within the City of Highland, particularly east of City Creek. Property Owners, Contractors and Developers are advised to analyze soil and water compositions when considering the type of pipe material to be utilized. City staff makes no recommendations on which Plumbing Code approved products or methods to be utilize, this is the responsibility of the property owner or contractor. Alternate unapproved code materials may be submitted for City approval at the time of plan submittal via an alternate material and methods application.
7. 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.
8. The Developer/Owner is responsible for the coordination of the final occupancy. The Developer/Owner shall request clearances from each department and/or 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.
9. 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.
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 NPDS 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.
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. Final approvals from all applicable outside agencies and internal departments and divisions are required prior to Building and Safety permit final and occupancy approval.
20. 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)
21. All deferred plan items are to be identified on the plans cover sheet.
22. Final approvals from all applicable outside agencies and internal departments and divisions are required prior to Building and Safety permit final and occupancy approval.
23. 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.
24. 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.
25. 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.
26. Prior to final inspection, provide Building & Safety with a flash disk of the final approved amended plans and documents.

Comments pertaining to the project/ preliminary drawing plans:

27. Demolition permits shall be obtained for all structures to be demolished (Parcels 1192-561-11, 1192-561-15 through 21)
 - a. Submit copies of the property title at permit submittal.
 - b. Provide copy of the hazardous materials survey (asbestos and lead) for each structure.
 - c. Contact the City of Highland Public Services Division for current abatement and documentation requirements prior to performing demolition.
28. All dead and removed trees and foliage is to be properly removed from the site.
29. For the removal of fuel storage tanks, or other excavations involving backfill, a compaction shall be filed with the Building Division. Fuel storage tank removal will

require notification of San Bernardino County Fire, Hazardous Materials and San Bernardino County Environmental Health Department.



City of Highland, **FIRE PREVENTION DIVISION**, Conditions of Approval.

DATE : April 5, 2022

Page 1 of 7

APPLICANT : Bridget Herdman

ADDRESS : 1192-561-11, 1192-561-15, 1192-561-16, 1192-561-17, 1192-561-18,
1192-561-19, 1192-561-20, 1192-561-21.

SITE LOCATION: NWC of Central Ave and 3rd Street, Highland, CA

FILE / INDEX No.: CUP 22-002 DRA 21-024 TPM 22-002

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 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

ATTACHMENT 5
Resolution No. 2022 - ____
Approving Tentative Parcel Map 20544,
TPM-22-002

RESOLUTION NO. 2022-____

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF HIGHLAND, CALIFORNIA, APPROVING TENTATIVE PARCEL MAP 20544 (TPM-22-002) TO DECREASE THE NUMBER OF PARCELS FROM EIGHT (8) TO ONE (1) PARCEL IN ASSOCIATION WITH CONDITIONAL USE PERMIT (CUP-22-002) TO DEVELOP A 54,330 SQUARE FOOT INDUSTRIAL WAREHOUSE, LOCATED AT THE NORTHWEST CORNER OF 3RD STREET AND CENTRAL AVENUE (APNs: 1192-561-11 AND 1192-561-15 THROUGH 21)

APPLICANT: PATRIOT USICV CENTRAL 3RD, LLC (PATRIOT PARTNERS)

A. RECITALS

1. On March 2, 2022, the Applicant submitted a Tentative Parcel Map (TPM) Application for Parcel Map No. 20544 (TPM-22-002) to consolidate all parcels associated a 54,330 square foot warehouse development project. Related entitlements include Conditional Use Permit CUP-22-002, Variance VAR-22-001, and Design Review Application DRA 22-024.
2. The project site has a General Plan and Zoning Designation of Business Park (BP) which requires approval of a Conditional Use Permit for the establishment of a warehouse.
3. On August 2, 2022, the Planning Commission of the City of Highland, conducted a duly noticed Public Hearing on the Subject Application.
4. 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 August 2, 2022 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.
3. Tentative Parcel Map 20544 proposes to merge eight (8) lots into one (1) on approximately 3.01 acres.
4. A duly noticed public hearing was held by the Planning Commission on August 2, 2022, 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. Tentative Parcel Map No. 20544 complies with the provisions of Chapter 16.68 *Land Divisions* of the Highland Municipal Code.
6. Tentative Parcel Map No. 20544 complies with the Subdivision Map Act, Sections 66410-66499.58 of the Government Code of the State of California.
7. 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.
8. Findings of Fact for Tentative Parcel Map No. 20544 (TPM-22-002):
 - a. That the proposed map is consistent with applicable General and Specific Plans as specified in Section 65451.

Response: The project site has a General Plan designation of Business Park which cites appropriate uses to “include light manufacturing, wholesaling and warehousing conducted within an enclosed building.” It meets Goal 2.5 to, “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” and Goal 2.13 to, “Transform the 5th Street Corridor into a major employment center and gateway to the San Bernardino International Airport.” It is not located within a Specific Plan area.

- b. That the design or improvement of the proposed subdivision is

consistent with applicable General and Specific Plans.

Response: The subdivision and warehouse improvement are consistent with the design criteria of the General Plan's 5th Street Corridor, Goal 2.13, Policies 1-9, including promote the Corridor as the major industrial entryway into the SBIA, improve landscaping along the boundaries of the corridor, and develop a comprehensive design and branding program for the 5th Street Corridor, promoting it as a unified, business friendly employment center.

The improvement is also consistent with the Community Design Element Corridor Streetscape Plan to, "create grand entryways to San Bernardino International Airport with formal landscaping along 3rd Street and 5th Street." It incorporates the City's name to create community identity, incorporates public art, and begins what is hoped to be a unifying streetscape element as the Corridor develops. It meets the policies of Goal 10.8 to, "ensure that industrial and business park development is professional and attractive in appearance through coordinated site planning, signage and architectural design guidelines.

- c. That the site is physically suitable for the type of development.

Response: The project site is more than adequate for industrial development as it combines eight (8) parcels for a total of 3.01 acres. The minimum lot size in the District is 1 acre. It is relatively flat and will require the demolition of aged garage structures and a mobile office on two (2) parcels. There are no geographic or man-made impediments to the development of a warehouse on this site. There are utilities available within the adjacent right-of-way and drainage is good for on-site water retention and water quality treatment.

There is access to the site from two of its four sides and it is in proximity to other sites zoned for Business Park uses. It is also located within a half mile of the San Bernardino Airport and one and a half mile of the 210 Freeway.

- d. The site is physically suitable for the proposed density of development.

Response: Per Municipal Code Section 16.24.040 Employment District Development Standards, the maximum lot coverage is 60%. The project calls for 41.4%. It meets the minimum lot size, lot width and dept as well as required building setbacks and landscape coverage.

- e. That the design of the subdivision or the proposed improvements are not likely to cause substantial environmental damage or substantially

and avoidably injure fish or wildlife or their habitat.

Response: The Site lies in an urbanized area and was analyzed for impacts through its CEQA Initial Study. The site was previously vacant with unpermitted garage structures. With the appropriate mitigation, as proposed, the transition into a Business Park related use will not have any significant effects. It will not harm fish, wildlife or their habitat. There are no endangered or protected animals onsite.

- f. That the design of the subdivision or the type of improvements is not likely to cause serious public health problems.

Response: The proposed project has been reviewed and conditioned by the City's Engineering, Building and Safety, Planning Divisions and Fire Department so that the design of the subdivision or the types of improvements will meet all local, state and federal codes as they relate to warehousing uses. It is in an urbanized area and will improve onsite conditions with the undergrounding of utilities and construction of infrastructure within the public right-of-way on Central Avenue and 3rd Street. It is a speculative warehouse and any future tenant will be reviewed for any potential public health impacts.

- g. That the design of the subdivision or the type of improvements will not conflict with easements, acquired by the public at large, for access through or use of, property within the proposed subdivision. In this connection, the governing body may approve a map if it finds that alternate easements, for access or for use, will be provided, and that these will be substantially equivalent to ones previously acquired by the public. This subsection shall apply only to easements of record or to easements established by judgment of a court of competent jurisdiction and no authority is hereby granted to a legislative body to determine that the public at large has acquired easements for access through or use of property within the proposed subdivision.

Response: The merging of parcels, and the new parcel design, will not conflict with easements for access through, or use of, property within the proposed subdivision. There is a single owner and any needed easement will be noted on the map. The project is conditioned so as not to conflict with any easements of record or judgement of court.

- 9. This project is not within a high fire severity zone. Findings required by Government Code section 66474.02 are not applicable.
- 10. The project is not subject to the Williamson Act. Findings required by Government Code section 66474.4 are not applicable.

11. Based on the Findings and Conclusions set forth above, the Planning Commission approves Tentative Parcel Map No. 20544 (TPM No. 22-002) to merge eight (8) parcels into one (1). for the development of a 54,330 square foot warehouse subject to the Conditions of Approval attached hereto and incorporated by reference:

Attachments: 1 – Conditions of Approval

PASSED, APPROVED AND ADOPTED this 2nd day of August 2022.

Randal Hammerly, Chairman

ATTEST:

Lawrence A. Mainez
Community Development Director

CITY OF HIGHLAND

PLANNING DIVISION CONDITIONS OF APPROVAL

Date: July 25, 2022
Applicant: Patriot USICV Central 3rd, LLC (Patriot Partners)
File/Index: **Tentative Parcel Map No. 20544 / TPM-22-002**
Proposal: Merging eight (8) lots into one lot (1) to accommodate the development of an approximately 54,330 square foot warehouse and related facilities.
Location: A 3.01 acre site at the NWC of Central Avenue and 3rd Street.
APNs: 1192-561-11 and 1192-561-15 through 21
Related Entitlements: CUP-22-002, DRA-22-024, and VAR-22-001

PLANNING CONDITIONS OF APPROVAL

Note: These conditions represent Planning Conditions and are meant to be one part of overall conditions that may include, but are not limited to, Engineering, Fire Department and Building and Safety conditions of approval. All required on-site and off-site improvements shall be completed and approved prior to final inspection for occupancy unless otherwise stated herein.

The Tentative Tract Map Application has been conditionally approved, subject to compliance with the requirements as specified below. The conditions listed below are continuing conditions. Failure of the Applicant and/or developer to comply with any or all of said conditions at any time shall result in the revocation of the application.

- a. Unless all conditions have been complied with and the tentative parcel map authorized by this application has occurred within thirty-six (36) months from the approval date of this tentative parcel map application, this tentative parcel map 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 Community Development Director 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 Planning Division a minimum of thirty (30) calendar days prior to the expiration of the tentative parcel map. Such application shall be filed together with the City's processing fee, as established by the City Council.

PLANNING CONDITIONS

2. The subject property shall be developed in accordance with plans and materials approved by the Planning Commission on August 2, 2022.
3. Tentative Parcel Map Application 22-002 approves the merging of eight (8) parcels into one (1) parcel. The site is approximately 3.01 acres.
4. Revisions, modifications, and/or deletions to the approved plans must be submitted to the Planning Division for review and approval.
5. Easements of Record not shown on the Tentative Map shall be relinquished or relocated. Lots affected by Easements or Easements of Records, which cannot be relinquished or relocated, shall be redesigned subject to review and approval of the Assistant Community Development Director.
6. The Site lies within a Business Park (BP) Zone and all future development shall occur in accordance with the zone and all other related Highland Municipal Code provisions.
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 Applicant/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.
9. The Applicant/Owner 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.
10. Prior to recordation of the parcel map, the new legal description and plat map shall be submitted for review and approval with the Engineering Division. Prior to

recordation of the parcel map the owner/applicant shall pay all applicable plan check fees.

11. Notice of this parcel map shall be filed with the county of San Bernardino and proof of recordation of the deed or record of survey shall be provided to the Engineering Division within one (1) year of approval of this parcel map.
12. Conditions of Approval for the related entitlements apply; CUP-22-002, DRA-22-024, and VAR-22-001

ATTACHMENT 6

Resolution No. 2022-____

**Approving Mitigated Negative Declaration
(MMRP, Draft IS/MND Attached)**

PC RESOLUTION NO. 2022 – _____

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 54,330 SQUARE FOOT WAREHOUSE AND ASSOCIATED IMPROVEMENTS AT THE NORTHWEST CORNER OF 3RD STREET AND CENTRAL AVENUE. RELATED ENTITLEMENTS INCLUDE CONDITIONAL USE PERMIT CUP-22-002, DESIGN REVIEW APPLICATION DRA-21-024, VARIANCE VAR-22-001 AND TENTATIVE PARCEL MAP 20544/TPM-22-002. ASSESSOR'S PARCEL NUMBERS 1192-561-11 AND 1192-561-15 THROUGH 21.

APPLICANT: PATRIOT USICV CENTRAL 3RD, LLC (PATRIOT PARTNERS)

A. RECITALS

1. On March 2, 2022, the Applicant filed applications for Conditional Use Permit CUP-22-002 to develop a 54,330 square foot industrial warehouse and associated improvements including loading docks, tractor-trailer stalls, passenger vehicle parking spaces, a stormwater detention/infiltration basin, and landscape area requiring approval of a Conditional Use Permit. Related applications were also filed for Design Review including a Site Plan, Building Elevations, Rough Grading Plan, conceptual Landscape Plan; Variance VAR-22-001 to increase the maximum building height permitted to 42.5'; and Tentative Parcel Map 20544/TPM-22-002 to merge eight (8) parcels into one (1).
2. 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.
3. The Initial Study prepared for the Project was made available for public review from July 13, 2022 to August 1, 2022.
4. The Initial Study finds that either no impact or less than significant impacts would be associated with the issues of Aesthetics, Agricultural and Forestry Resources, Energy, Greenhouse Gas Emissions, Hazards and Hazardous Materials, Hydrology and Water Quality, Land Use and Planning, Mineral Resources, Noise, Population/Housing, Public Services, and Recreation, Transportation and Traffic, Wildfire, and Utilities and Services Systems
5. The Initial Study also finds that the issues of Air Quality, Biological Resources, Cultural Resources, Geology and Soils, 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 August 2, 2022, 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 August 2, 2022, 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 2nd day of August, 2022.

ATTEST:

Randall Hamerly, Chairman
Planning Commission

Lawrence A. Mainez,
Community Development Director

**Public Review
Initial Study/Mitigated Negative Declaration**

Northwest Corner of 3rd Street and Central Avenue Warehouse Project

July 2022



Prepared for:

City of Highland
27215 Base Line
Highland, California
92346

CONTACT:

Angela Tafolla
Assistant Planner



Prepared by:

DUDEK

3615 Main Street, Suite 103
Riverside, California 92501

CONTACT:

Sean Kilkenny
Senior Project Manager

Initial Study/Mitigated Negative Declaration

Northwest Corner of 3rd Street and Central Avenue Warehouse Project

JULY 2022

Prepared for:

CITY OF HIGHLAND

27215 Base Line

Highland, California 92346

Contact: Angela Tafolla

Prepared by:

DUDEK

605 Third Street

Encinitas, California 92024

Contact: Sean Kilkenny

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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/U.S. Environmental Protection Agency Regulatory Model
AQMP	Air Quality Management Plan
BMPs	best management practices
BP	Business Park
CAAQS	California Ambient Air Quality Standards
CAL FIRE	California Department of Forestry and Fire Protection
Caltrans	California Department of Transportation
CAPCOA	California Air Pollution Control Officers Association
CARB	California Air Resources Board
CCR	California Code of Regulations
CDFW	California Department of Fish and Wildlife
CDOC	California Department of Conservation
CEQA	California Environmental Quality Act
CH ₄	methane
CHRIS	California Historical Resources Information System
CMP	Conservation Management Plan
CNDDB	California Natural Diversity Database
CNEL	Community Noise Equivalent Level
CNPS	California Native Plant Society
CO	carbon monoxide
CO ₂ e	CO ₂ equivalent
CRHR	California Register of Historical Resources
dB	decibel
dBA	A-weighted decibel
DPM	diesel particulate matter
DTSC	Department of Toxic Substances Control
EIR	environmental impact report
EPA	U.S. Environmental Protection Agency
EVWD	East Valley Water District
FEMA	Federal Emergency Management Agency
FHWA	Federal Highway Administration
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)

Acronym/Abbreviation	Definition
HRA	health risk assessment
HVAC	heating, ventilation, and air conditioning
I	Interstate
IPCC	Intergovernmental Panel on Climate Change
IS	Initial Study
L_{dn}	day-night average noise level
L_{eq}	equivalent noise level over a given period
LOS	level of service
LST	localized significance threshold
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
O_3	ozone
OEHHA	Office of Environmental Health Hazard Assessment
OPR	Office of Planning and Research
OSHA	Occupational Safety and Health Administration
PCE	passenger car equivalent
PM_{10}	particulate matter with an aerodynamic diameter less than or equal to 10 microns
$PM_{2.5}$	particulate matter with an aerodynamic diameter less than or equal to 2.5 microns
PPV	peak particle velocity
PRC	Public Resources Code
RCNM	Roadway Noise Construction Model
REL	reference exposure level
ROW	right-of-way
RTP/SCS	Regional Transportation Plan/Sustainable Communities Strategy
RWQCB	Regional Water Quality Control Board
SB	Senate Bill
SBCOG	San Bernardino Council of Governments
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
SCCIC	South Central Coast Information Center
SCE	Southern California Edison
SDSU	San Diego State University

Acronym/Abbreviation	Definition
SLF	Sacred Land Files
SO _x	sulfur oxides
SR	State Route
SWPPP	Stormwater Pollution Prevention Program
SWRCB	State Water Resources Control Board
TAC	toxic air contaminant
TCR	tribal cultural resource
USGS	U.S. Geological Survey
VMT	vehicle miles traveled
VOCs	volatile organic compounds
WQMP	Water Quality Management Plan

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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 northwest corner of 3rd Street and Central Avenue Warehouse Project (project) located at the northwest corner of 3rd Street and Central Avenue in Highland, California:

- Conditional Use Permit (CUP 22-002)
- Design Review (DRA 21-024)
- Variance (VAR 22-001)
- Parking Reduction
- Tentative Parcel Map (TPM 22-002)

The project includes design review for the construction of an approximately 54,330-square-foot, one story industrial/warehouse building on an approximately 3.01-acre (gross) property located in the southern part of the City. The project site is composed of eight parcels (Assessor's Parcel Numbers [APNs] 1192-561-11, 1192-561-15, 1192-561-16, 1192-561-17, 1192-561-18, 1192-561-19, 1192-561-20, and 1192-561-21). 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://www.cityofhighland.org/200/Documents-Forms>).

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 1, 2022.

City of Highland
Planning Department
27215 Base Line
Highland, California 92346
Contact: Angela Tafolla
Email: atafolla@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 made 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 northwestern corner of 3rd Street and Central Avenue, north of 3rd Street, east of Victoria Avenue, south of W 5th Street, and west of Central Avenue (Figure 1, Project Location).

The project site is composed of eight parcels (APNs 1192-561-11, 1192-561-15, 1192-561-16, 1192-561-17, 1192-561-18, 1192-561-19, 1192-561-20, and 1192-561-21) (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 predominantly 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 3.01-acre rectangular-shaped project site is located on the northwestern corner of 3rd Street and Central Avenue. The project site consists of vacant land and vehicle storage uses. The existing site contains a semi-truck and trailer staging lot, a mobile office trailer, and a garage type structure. Vegetation and land covers on the project site consist of developed land with crumbling asphalt and disturbed habitat. Figure 3A and Figure 3B depict the existing conditions on the project site.

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 native soils. Fill soils are present approximately 1 to 2.5 feet deep and classify as silty sand with gravel and occasional asphalt pieces. Native soils on site classify as fine to coarse slightly silty sand with cobbles and occasional boulders.

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 4, General Plan Land Use and Figure 5, Zoning).

Surrounding Land Uses

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 are depicted in Table 2-1, Surrounding Land Uses.

Table 2-1. Surrounding Land Uses

Direction	Existing Use	General Plan	Zoning Designation
North	Commercial uses and single-family homes	Business Park	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	Business Park	Business Park

Note: See Figure 4, General Plan Land Use and Figure 5, Zoning.

The project area 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 comprised of members from San Bernardino County, the City of Loma Linda, the City of San Bernardino, and the City of Colton. The Airport Gateway Specific Plan 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 6, 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 54,330-square-foot (gross area, inclusive of mezzanine/office spaces), one-story warehouse building on an approximately 3.01-acre site (gross area). The warehouse building would be composed of approximately 48,330 square feet of warehouse space and 6,000 square feet of mezzanine/office space (Figure 7, Site Plan, Figure 8, Conceptual Elevations, and Figure 9, 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 22-001) is being requested to accommodate the project's height. Internally, the project would have a clear height of 42.5 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 ingress and egress 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 10, Landscaping Plan).

Site Access and Parking

Access to the project site would be provided by one driveway along Central Avenue and one driveway along 3rd Street.

The project would include a total of 64 passenger parking stalls and 9 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	49
Van ADA	1
ADA	2
EV Van ADA	1
EV ADA	1
EV	5
Clean Air	4
Total Passenger Parking Stalls	64
Trailer Provided	0
Passenger Parking Stalls Required	73

Note: ADA = Americans with Disabilities 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 8-inch water line within Central Avenue. Central Avenue also contains an existing 30-inch recycled water line.

Sanitary Sewer

The project site is not currently served by the City's sanitary sewer system, and the project would be installing a septic tank system for sanitary sewer produced on the project site.

Natural Gas, Electrical Service, and Telecommunications

The Southern California Gas Company would provide natural gas service to the project site. The project would connect to an existing 2-inch gas line within Central Avenue.

Southern California Edison would provide electric service. The project would connect to existing electrical lines within Central Avenue. Telecommunication services are provided by AT&T. The project would connect to these existing facilities within Central Avenue.

Storm Drainage

The project site is currently served by curbs and gutters that direct storm drainage to the two existing storm drain lines within 3rd Street (24-inch and 36-inch diameter lines). Under the existing conditions, the western portion of the site is for used-car parking and the east portion is vacant with scattered grass. The site slopes down by approximately 1% from the northeast corner to the southwest corner towards 3rd Street. Existing runoff sheet flows onto 3rd Street and discharges to the 3rd Street storm drain system, and ultimately discharges to the City Creek 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 8-inch drain pipe that connects to the existing curb inlet in 3rd Street that would lead to the existing 3rd Street storm drain system that would serve as an emergency spillway¹.

2.4 Project Construction and Phasing

The project applicant intends to commence construction on or around June 2022. It is anticipated that construction would take approximately 11 months, concluding in April 2023.² Table 2-3 provides a tentative project construction schedule, as used in air quality and greenhouse gas (GHG) emissions impact analysis (refer to Section 3.3 Air

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 June 2022, 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.

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	1 month	June 1, 2022	June 28, 2022
Site Preparation	1 week	June 29, 2022	July 5, 2022
Grading	2 weeks	July 6, 2022	July 15, 2022
Building Construction	8 months	July 16, 2022	February 24, 2023
Paving	1 month	February 25, 2023	March 22, 2023
Architectural Coating	1 month	March 23, 2023	April 17, 2023

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 (CUP 22-002)
- Design Review (DRA 21-024)
- Variance (VAR 22-001)
- Parking Reduction
- Tentative Parcel Map (TPM 22-002)

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, building permits, and occupancy permits.

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3 Initial Study Checklist

1. Project title:

Northwest Corner of 3rd 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:

Angela Tafolla
27215 Base Line
Highland, California 92346
909.864.6861 Ext. 259
909.862.3180 (Fax)
atafolla@cityofhighland.org

4. Project location:

The project site is located at a 3.01-acre property at the northwestern corner of 3rd Street and Central Avenue in the City of Highland, California. The project site is composed of eight parcels (APNs 1192-561-11, 1192-561-15, 1192-561-16, 1192-561-17, 1192-561-18, 1192-561-19, 1192-561-20, and 1192-561-21). The project site is located at the northwestern corner of 3rd Street and Central Avenue, north of 3rd Street, east of Victoria Avenue, south of W 5th Street, and west of Central Avenue.

5. Project sponsor's name and address:

Patriot Development Partners
12126 West Sunset Boulevard
Los Angeles, California 90094

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 54,330-square-foot (gross area, inclusive of mezzanine/office spaces), one-story warehouse building on an approximately 3.01-acre site (gross area). The warehouse building would be composed of approximately 48,330 square feet of warehouse space and 6,000 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

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.

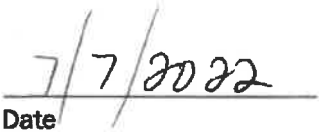
- | | | |
|--|---|---|
| ☐ Aesthetics | ☐ Agriculture and Forestry Resources | ☐ Air Quality |
| ☐ Biological Resources | ☐ Cultural Resources | ☐ Energy |
| ☐ Geology and Soils | ☐ Greenhouse Gas Emissions | ☐ Hazards and Hazardous Materials |
| ☐ Hydrology and Water Quality | ☐ Land Use and Planning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

Determination

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.


Signature


Date

Evaluation of Environmental Impacts

1. A brief explanation is required for all answers except “No Impact” answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A “No Impact” answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A “No Impact” answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
2. All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
3. Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. “Potentially Significant Impact” is appropriate if there is substantial evidence that an effect may be significant. If there are one or more “Potentially Significant Impact” entries when the determination is made, an 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 (mitigation measures from “Earlier Analyses,” as described in (5) below, may be cross-referenced).
5. Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D). In this case, a brief discussion should identify the following:
 - a. Earlier Analysis Used. Identify and state where they are available for review.
 - b. Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
 - c. Mitigation Measures. For effects that are “Less Than Significant With Mitigation Measures Incorporated,” describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.
6. Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.
7. Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.
8. This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project’s environmental effects in whatever format is selected.
9. The explanation of each issue should identify:
 - I. The significance criteria or threshold, if any, used to evaluate each question; and
 - II. 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 25 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 located 0.7 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 22 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, 2021, the California Department of Finance estimated the population of Highland to be 55,060 persons (DOF 2021). 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 42.5 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 22-001) 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 would be required to apply for a 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 Section 8.50.050, Controlled Hours of Operation, construction hours are limited to between the hours of 7:00 a.m. and 10:00 p.m. However, the project's proximity to sensitive receptors would limit construction from 7:00 a.m. to 6:00 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
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- 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?	☐	☐	☐	☒

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
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 (CDOC 2016). "Other Land" is the designation of vacant and nonagricultural land surrounded on all sides by urban development and greater than 40 acres (CDOC 2016). 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 located 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
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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?	☐	☐	☒	☐
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 most recently adopted AQMP for SCAB is the

2016 AQMP (SCAQMD 2017).³ The 2016 AQMP focuses on available, proven, and cost-effective alternatives to traditional air quality strategies while seeking to achieve multiple goals in partnership with other entities seeking to promote reductions in GHGs and toxic risk, as well as efficiencies in energy use, transportation, and goods movement (SCAQMD 2017).

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 2016 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 with mitigation, 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). The SCAQMD primarily uses demographic growth forecasts for various socioeconomic categories (e.g., population, housing, and employment by industry) developed by the Southern California Association of Governments (SCAG) for its 2016–2040 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) (SCAG 2016). SCAQMD uses this document, which is based on general plans for cities and counties in the SCAB, to develop the AQMP emissions inventory (SCAQMD 2017).⁴ The SCAG RTP/SCS and associated Regional Growth Forecast are generally consistent with the local plans; therefore, the 2016 AQMP is generally consistent with local government plans.

³ The SCAQMD has initiated the development of the 2022 AQMP to address the attainment of the 2015 8-hour ozone standard (70 parts per billion) for the SCAB and the Coachella Valley. Preliminary rule development for the 2022 AQMP is expected to begin in July 2021 including control measures developed through Residential and Commercial Buildings and Mobile Source Working Groups.

⁴ Information necessary to produce the emissions inventory for SCAB is obtained from the SCAQMD and other governmental agencies, including the California Air Resources Board (CARB), California Department of Transportation, and SCAG. Each of these agencies is responsible for collecting data (e.g., industry growth factors, socioeconomic projections, travel activity levels, emission factors, emission speciation profile, and emissions) and developing methodologies (e.g., model and demographic forecast improvements) required to generate a comprehensive emissions inventory. SCAG incorporates these data into its Travel Demand Model for estimating/projecting vehicle miles traveled and driving speeds. SCAG's socioeconomic and transportation activities projections in their 2016–2040 RTP/SCS are integrated in the 2016 AQMP (SCAQMD 2017).

The City's General Plan Land Use Map designates the project site as Business Park, and the project site is zoned as Business Park (BP) within the Airport Influence Zone. 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 (City of Highland 2021). The Municipal Code identifies Warehousing and Wholesaling as permitted, subject to a conditional use permit application (City of Highland 2021). 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 2016 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 (O₃), nitrogen dioxide (NO₂), carbon monoxide (CO), sulfur dioxide, particulate matter with an aerodynamic diameter less than or equal to 10 microns (PM₁₀), 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 O₃, as well as CO, sulfur oxides (SO_x), PM₁₀, and PM_{2.5}.

Regarding NAAQS and CAAQS attainment status,⁵ the SCAB is designated as a nonattainment area for federal and state O₃ and PM_{2.5} standards (CARB 2019; EPA 2020). The SCAB is also designated as a nonattainment area for state PM₁₀ standards; however, it is designated as an attainment area for federal PM₁₀ standards. The SCAB is designated as an attainment area for federal and state CO and NO₂ standards,

⁵ 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.

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.⁶

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 April 2019, 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 2019).

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 2019.

Notes: VOC = volatile organic compounds; NO_x = oxides of nitrogen; CO = carbon monoxide; SO_x = sulfur oxides; PM₁₀ = 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 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 O₃, 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 O₃ precursors are intended to serve as a surrogate for an O₃ significance threshold (i.e., the potential for adverse O₃ impacts to occur) because O₃ itself is not emitted

⁶ 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.

directly, and the effects of an individual project's emissions of O₃ precursors (i.e., VOCs and NO_x) on O₃ levels in ambient air cannot be determined through air quality models or other quantitative methods.

The California Emissions Estimator Model (CalEEMod) Version 2020.4.0 was used to estimate emissions from construction and operation of the project, with the exception of operational mobile source emissions.⁷ 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 PM₁₀ 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, PM₁₀, 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 June 2022 and concluding in April 2023,⁸ lasting approximately 11 months. As a result of demolition, approximately 2,357 tons of debris were estimated to be exported from the site. The analysis contained herein is based on the following schedule assumptions (duration of phases is approximate):

- Demolition: 1 month (June 2022)
- Site preparation: 1 week (July 2022)
- Grading: 2 weeks (July 2022)
- Building construction: 8 months (July 2022–February 2023)
- Paving: 1 month (February 2023 – March 2023)
- Application of architectural coatings: 1 month (March 2023 – April 2023)

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. The site would require the import of approximately 188 cubic yards of earthwork materials to balance the site during the grading phase. For the analysis, it was generally assumed that heavy-duty construction equipment would be operating at the site 5 days per week.

⁷ 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.

⁸ The analysis assumes a construction start date of June 2022, 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.

Table 3.3-2. Construction Scenario Assumptions

Construction Phase	One-Way Vehicle Trips			Equipment		
	Average Daily Worker Trips	Average Daily Vendor Truck Trips	Total Haul Truck Trips	Equipment Type	Quantity	Usage Hours
Demolition	16	4	234	Concrete/Industrial Saws	1	8
				Excavators	3	8
				Rubber Tired Dozers	2	8
Site Preparation	18	4	0	Rubber Tired Dozers	3	8
				Tractors/Loaders/Backhoes	4	8
Grading	16	4	24	Excavators	1	8
				Graders	1	8
				Rubber Tired Dozers	1	8
				Tractors/Loaders/Backhoes	3	8
Building Construction	56	22	0	Cranes	1	7
				Forklifts	3	8
				Generator Sets	1	8
				Tractors/Loaders/Backhoes	3	7
				Welders	1	8
Paving	20	4	0	Cement and Mortar Mixers	2	6
				Pavers	1	8
				Paving Equipment	2	6
				Rollers	2	6
				Tractors/Loaders/Backhoes	1	8
Architectural Coating	12	4	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 twice times daily and on-site off-road travel would be limited to 15 miles per hour. 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.⁹

⁹ 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.

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					
2022	3.24	33.33	21.70	0.04	10.69	6.09
2023	28.97	15.35	18.52	0.04	1.47	0.87
<i>Maximum</i>	28.97	33.33	21.70	0.04	10.69	6.09
<i>SCAQMD Threshold</i>	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; PM₁₀ = 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, PM₁₀, 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. Operational year 2023 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 compound
- Polishes
- Floor finishes
- Cosmetics
- Personal care products
- Home, lawn, and garden products
- Disinfectants
- Sanitizers
- Aerosol paints
- 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.

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 2016). 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 96 total vehicle trips per day, 26 of which are trucks and 70 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 Attachment A-1). CalEEMod default data, including temperature, trip characteristics, variable start information, and emissions factors, were conservatively 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) EMFAC2017 model. Emission factors representing the vehicle mix and emissions for 2023 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-rail" land use was used to model trucks and the "unrefrigerated warehouse-no rail" was used to model passenger cars. 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, LDT2, and MDV. 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.

On May 7, 2021, the SCAQMD adopted the Warehouse Indirect Source Rule, Rule 2305. Rule 2305 was adopted to facilitate local and regional emission reductions associated with existing and new warehouses with an indoor warehouse floor space equal to or greater than 100,000 square feet within a single building and the mobile sources associated with these warehouses. Under Rule 2305, operators of applicable

existing and new warehouses are subject to an annual Warehouse Actions and Investments to Reduce Emissions Points Compliance Obligation intended to reduce regional and local emissions from warehouse indirect sources. Based on the approximately 54,330-square-foot warehouse building proposed for the project, Rule 2305 would not be applicable to the project.

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, a total of 7 forklifts were assumed. Of the total 7 forklifts, 2 of the forklifts were modeled as diesel powered. The remaining 5 forklifts are assumed to be electric-operated. All 7 forklifts are assumed to operate 8 hours per day and 7 days per week at the project site. CalEEMod was used to estimate emissions from diesel powered forklifts while a spreadsheet model was used to estimate the energy consumption and GHG emissions from the electric forklifts, see Appendix A-1.

Table 3.3-4 presents the maximum daily emissions associated with operation of the project in 2023 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

	VOC	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
Emissions Source	Pounds per Day					
Area	1.24	<0.01	0.01	0.00	<0.01	<0.01
Energy	<0.01	0.03	0.02	<0.01	<0.01	<0.01
Mobile	0.20	4.55	3.51	0.03	1.73	0.50
Off-road (Forklifts)	0.21	2.80	4.57	0.01	0.09	0.08
Total	1.65	7.38	8.11	0.04	1.82	0.58
<i>SCAQMD Threshold</i>	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; PM₁₀ = 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, PM₁₀, 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 O₃ and PM_{2.5} and a state nonattainment area for O₃, PM₁₀, 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, PM₁₀, 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.¹⁰ 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 PM₁₀ and PM_{2.5} emissions would be reduced because all future projects would be subject to 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 to 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.

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 in the following text.

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 residential uses located immediately 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 2008a). The project is located within Source-Receptor Area 34 (Central San Bernardino Valley). This analysis applies the SCAQMD LST values for a 3-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.

¹⁰ 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).

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 2008a). 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 and operation of the project 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 and Operational Localized Significance Thresholds Analysis - Unmitigated

	NO ₂	CO	PM ₁₀	PM _{2.5}
	Pounds per Day (On Site)			
Construction				
Maximum	33.15	20.90	10.46	6.03
SCAQMD LST Criteria ^a	203.33	1,230.00	9.33	5.33
Threshold Exceeded?	No	No	Yes	Yes
Operation				
Maximum	3.23	5.29	0.11	0.09
SCAQMD LST Criteria ^a	203.33	1,230.00	2.67	1.33
Threshold Exceeded?	No	No	No	No

Source: SCAQMD 2008a; Appendix A-1.

Notes: NO₂ = nitrogen dioxide; CO = carbon monoxide; PM₁₀ = 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 3-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 generate emissions in excess of site-specific LSTs for PM₁₀ and PM_{2.5}.

MM-AQ-1: Construction Equipment Emissions Reductions. The following measures shall be incorporated into the project to reduce construction criteria air pollutant emissions, including VOC, NO_x, CO, PM₁₀, and PM_{2.5}, generated by construction equipment used for the project. Prior to the issuance of a grading permit, the following shall be incorporated into the grading plan and/or grading permit conditions:

For off-road equipment with engines rated at 50 horsepower or greater, no construction equipment shall be used that is less than Tier 4 Interim. An exemption from these requirements may be granted in the event that the applicant documents that equipment with the required tier is not

reasonably available and corresponding reductions in criteria air pollutant emissions are achieved from other construction equipment¹¹.

Before an exemption may be considered, the applicant shall be required to demonstrate that two construction fleet owners/operators in the region were contacted and that those owners/operators confirmed Tier 4 Interim or better equipment could not be located in the region¹². To ensure that Tier 4 construction equipment or better would be used during the Proposed Project's construction, the applicant will include this requirement in applicable bid documents, purchase orders, and contracts. Successful contractor(s) must demonstrate the ability to supply the compliant construction equipment for use prior to any ground disturbing and construction activities. A copy of each unit's certified tier specification or model year specification and CARB or SCAQMD operating permit (if applicable) shall be available upon request at the time of mobilization of each applicable unit of equipment.

Implementation of **MM-AQ-1** would reduce project construction-generated PM_{2.5} emissions to the extent feasible. The LST results after incorporation of **MM-AQ-1** are presented in Table 3.3-6.

Table 3.3-6. Construction Localized Significance Thresholds Analysis - Mitigated

	NO ₂	CO	PM ₁₀	PM _{2.5}
	Pounds per Day (On Site)			
<i>Maximum</i>	13.87	24.98	8.91	4.61
<i>SCAQMD LST Criteria^a</i>	203.33	1,230.00	9.33	5.33
Threshold Exceeded?	No	No	No	No

Source: SCAQMD 2008a; Appendix A-1.

Notes: NO₂ = nitrogen dioxide; CO = carbon monoxide; PM₁₀ = 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.

This includes implementation of mitigation measure **MM-AQ-1**.

^a LST are shown for a 3-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 3.3-6, implementation of **MM-AQ-1** would reduce construction-generated PM₁₀ and PM_{2.5} to levels below SCAQMD thresholds. Thus, impacts would be **less than significant** with mitigation.

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

¹¹ For example, if a Tier 4 Interim piece of equipment is not reasonably available at the time of construction and a lower tier equipment is used instead (e.g., Tier 3), another piece of equipment could be upgraded from a Tier 4 Interim to a higher tier (i.e., Tier 4 Final) or replaced with an alternative-fueled (not diesel-fueled) equipment to offset the emissions associated with using a piece of equipment that does not meet Tier 4 Interim standards.

¹²

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, Transportation, the proposed project is forecast to generate 17 a.m. peak hour trips and 17 p.m. peak hour trips (passenger car equivalent-adjusted), the proposed project would not exceed the 250 two-way peak hour trip threshold for the preparation of a TIA per the Congestion Management Plan (CMP) or the 100 two-way peak hour trip threshold for preparation of a TIA per the City's Traffic Study Guidelines. Therefore, a TIA and further LOS analysis would not be required, unless requested by the City for a focused analysis of specific facilities.

In addition, 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 AQMP¹³ (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.

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.

¹³ SCAQMD's CO hotspot modeling guidance has not changed since 2003.

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 the Hotspots Analysis and Reporting Program Version 2 (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 is the sum of the individual substance chronic hazard indices for all TACs affecting the same target organ system. The Chronic Hazard Index 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 Chronic Hazard Index is the sum of the individual substance chronic hazard indices for all TACs affecting the same target organ system.¹⁴ 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 Chronic Hazard Index significance threshold of 1.0 (project increment) and an acute hazard index of 1.0.

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.

¹⁴ The Chronic Hazard Index estimates for all receptor types used the OEHHA-derived calculation method (OEHHA 2015).

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 2018a).

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, PM₁₀ 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 2022a). Air dispersion modeling was performed using the EPA's AERMOD Version 21112 modeling system (computer software) with the Lakes Environmental Software implementation/user interface, AERMOD View Version 10.2.1. The HRA followed 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 3.3-7.

Table 3.3-7. 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 2022b). 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 1,159 feet (353 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 1/3 degree (approximately 10 meters), consistent with the SCAQMD guidance (SCAQMD 2022a).

Table 3.3-7. American Meteorological Society/Environmental Protection Agency Regulatory Model Principal Parameters

Parameter	Details
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 2018a).

Note: AERMOD = American Meteorological Society/Environmental Protection Agency Regulatory Model; SCAQMD = South Coast Air Quality Management District; DPM = diesel particulate matter; CalEEMod = California Emissions Estimator Model. See Appendix A.

Regarding receptors, the construction scenario used Cartesian receptor grids with 38-meter spacing to establish the impact area and evaluate locations of maximum health risk impact for residential areas in close proximity to the site (SCAQMD 2022a). Discrete receptors were placed over residential and daycare facilities in closest proximity to the site.

The health risk calculations were performed using HARP2 Air Dispersion and Risk Tool (ADMRT, dated 21081). 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 11-month exposure duration was assumed to start during the third trimester of pregnancy through 11 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 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 3.3-8.

Table 3.3-8. Construction Health Risk Assessment Results - Unmitigated

Impact Parameter	Units	Project Impact	CEQA Threshold	Level of Significance
Maximum Individual Cancer Risk– Residential	Per Million	81.9	10	Potentially Significant
Chronic Hazard Index–Residential	Index Value	0.1	1.0	Less than Significant

Source: SCAQMD 2019.

Note: CEQA = California Environmental Quality Act.
See Appendix A-2.

As shown in Table 3.3-8, project construction activities would result in a Residential Maximum Individual Cancer Risk of 81.9 in 1 million, which exceeds the significance threshold of 10 in 1 million. Project construction would result in a Residential Chronic Hazard Index of 0.1, which is below the 1.0 significance threshold.

As shown in Table 3.3-8, the construction HRA results from the unmitigated scenario show cancer risks exceeding the 10 in 1 million threshold and thus a potentially significant impact at the maximally exposed individual residential receptors. Implementation of **MM-AQ-1** would reduce project construction-generated DPM missions to the extent feasible. The HRA results after incorporation of **MM-AQ-1** are presented in Table 3.3-9.

Table 3.3-9. Construction Health Risk Assessment Results - Mitigated

Impact Parameter	Units	Project Impact	CEQA Threshold	Level of Significance
Maximum Individual Cancer Risk– Residential	Per Million	9.88	10	Less than 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.

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 HRA (included as Appendix A-2), operational year 2023 was assumed, consistent with completion of project construction. Emissions from the operation of the project include forklifts, truck trips, and truck idling emissions. For risk assessment purposes, PM₁₀ in diesel exhaust is considered DPM, originating mainly from forklifts, 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 EMFAC2017. Emission factors

representing the vehicle mix and emissions for 2023 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.¹⁵ Therefore, the analysis conservatively overestimates DPM emissions from idling. Deliveries would occur every day of the week. A total of 2 forklifts were assumed to operate with the project loading dock areas.

Conservatively, a 2023 EMFAC2017 run was conducted and a constant 2023 emission factor data set was used for the entire duration of the analysis (i.e., 30 years). Use of the 2023 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 PM₁₀ emission factor from EMFAC2017 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 PM₁₀ emission factor from EMFAC2017 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 truck traffic entering and exiting the project site south via 3rd Street and head west on 3rd Street to Victoria Street. The trucks would travel north on Victoria Street and head east on W 5th Street to the SR-210. Truck idling was modeled as stationary point sources at the 9 truck loading bays. The forklifts 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 one 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 2022a). 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 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 3.3-10.

¹⁵ 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.

Table 3.3-10. Operational Health Risk Assessment American Meteorological Society/U.S. Environmental Protection Agency Regulatory Model Operational Principal Parameters

Parameter	Details
Meteorological Data	AERMOD-specific meteorological data for the Redlands air monitoring station (RDLD) was used for the dispersion modeling (SCAQMD 2022b). 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 1,159 feet (353 meters) above sea level.
Emission Sources and Source Release Parameters	Air dispersion modeling of operational activities was conducted using emissions generated using EMFAC2017 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 3.4 meters, a plume height of 6.8 meters, and a plume width of 8.59 meters (SBCAPCD 2020; EPA 2015). The truck idling emissions at loading docks were modeled as point sources with a release height of 3.962 meters, inside stack diameter of 0.305 meters and an exist velocity of 11.83 m/s (EPA 2015; SCAQMD 2003b; SJVAPCD 2006). The project warehouse building was modeled to account for building downwash for point sources. 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

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 construction scenario used Cartesian receptor grids with 38-meter spacing to establish the impact area and evaluate locations of maximum health risk impact for residential areas in close proximity to the site (SCAQMD 2022a). Discrete receptors were placed over residential and daycare facilities in closest proximity to the site.

The health risk calculations were performed using the HARP2 Air Dispersion and Risk Tool (ADMRT, dated 21081). 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 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 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 3.3-11.

Table 3.3-11. Operational Health Risk Assessment Results - Unmitigated

Impact Parameter	Units	Project Impact	CEQA Threshold	Level of Significance
Maximum Individual Cancer Risk-Residential	Per Million	33.6	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 3.3-11, project operation would result in a Residential Maximum Individual Cancer Risk of 33.6 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** and mitigation is required.

MM-AQ-2: Operational Forklifts. The project shall include the use of natural gas powered forklifts for use during operation of the project to load and unload trucks within the truck loading area.

The results of the health risk assessment during operation including mitigation measure **MM-AQ-2** are provided in Table 3.3-12.

Table 3.3-12. 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 3.3-12, project operation would result in a Residential Maximum Individual Cancer Risk of 1.0 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.

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.

The California Supreme Court's decision in *Sierra Club v. County of Fresno* (2018) 6 Cal. 5th 502 (referred to herein as the Friant Ranch decision; issued on December 24, 2018) addressed the need to correlate mass emission values for criteria air pollutants to specific health consequences and contains the following direction from the California Supreme Court:

"The Environmental Impact Report (EIR) must provide an adequate analysis to inform the public how its bare numbers translate to create potential adverse impacts or it must explain what the

agency *does* know and why, given existing scientific constraints, it cannot translate potential health impacts further” (Italics in original).

Currently, SCAQMD, CARB, and EPA have not approved a quantitative method to reliably, meaningfully, and consistently translate the mass emission estimates for the criteria air pollutants resulting from the project to specific health effects. In addition, there are numerous scientific and technological complexities associated with correlating criteria air pollutant emissions from an individual project to specific health effects or potential additional nonattainment days.

In connection with the judicial proceedings culminating in issuance of the Friant Ranch decision, the SCAQMD and the San Joaquin Valley Air Pollution Control District (SJVAPCD) filed amicus briefs attesting to the extreme difficulty of correlating an individual project’s criteria air pollutant emissions to specific health impacts. Both SJVAPCD and SCAQMD have among the most sophisticated air quality modeling and health impact evaluation capabilities of the air districts in California. The key relevant points from the SCAQMD and SJVAPCD briefs are summarized herein.

In requiring a health impact type of analysis for criteria air pollutants, it is important to understand how O₃ and particulate matter (PM) are formed, dispersed, and regulated. The formation of O₃ and PM in the atmosphere, as secondary pollutants,¹⁶ involves complex chemical and physical interactions of multiple pollutants from natural and anthropogenic sources. The O₃ reaction is self-perpetuating (or catalytic) in the presence of sunlight because NO₂ is photochemically reformed from nitric oxide. In this way, O₃ is controlled by both NO_x and VOC emissions (NRC 2005). The complexity of these interacting cycles of pollutants means that incremental decreases in one emission may not result in proportional decreases in O₃ (NRC 2005). Although these reactions and interactions are well understood, variability in emission source operations and meteorology creates uncertainty in the modeled O₃ concentrations to which downwind populations may be exposed (NRC 2005). Once formed, O₃ can be transported long distances by wind and due to atmospheric transport, contributions of precursors from the surrounding region can also be important (EPA 2008). Because of the complexity of O₃ formation, a specific tonnage of VOCs or NO_x emitted in a particular area does not equate to a particular concentration of O₃ in that area (SJVAPCD 2015).

PM can be divided into two categories: directly emitted PM and secondary PM. Secondary PM, like O₃, is formed via complex chemical reactions in the atmosphere between precursor chemicals such as SO_x and NO_x (SJVAPCD 2015). Because of the complexity of secondary PM formation, including the potential to be transported long distances by wind, the tonnage of PM-forming precursor emissions in an area does not necessarily result in an equivalent concentration of secondary PM in that area (SJVAPCD 2015). This is especially true for individual projects, like the proposed project, where project-generated criteria air pollutant emissions are not derived from a single “point source,” but from construction equipment and mobile sources (passenger cars and trucks) driving to, from, and around the project site.

Additionally, health effects from air pollutants are related to the concentration of the air pollutant that an individual is exposed to, not necessarily the individual mass quantity of emissions associated with an individual project. For example, health effects from O₃ are correlated with increases in the ambient level of O₃ in the air a person breathes (SCAQMD 2015). However, it takes a large amount of additional precursor

¹⁶ Air pollutants formed through chemical reactions in the atmosphere are referred to as secondary pollutants.

emissions to cause a modeled increase in ambient O₃ levels over an entire region (SCAQMD 2015). The lack of link between the tonnage of precursor pollutants and the concentration of O₃ and PM_{2.5} formed is important because it is not necessarily the tonnage of precursor pollutants that causes human health effects; rather, it is the concentration of resulting O₃ that causes these effects (SJVAPCD 2015). Indeed, the ambient air quality standards, which are statutorily required to be set by EPA at levels that are requisite to protect the public health, are established as concentrations of O₃ and PM_{2.5} and not as tonnages of their precursor pollutants (EPA 2018a). Because the ambient air quality standards are focused on achieving a particular concentration region-wide, the tools and plans for attaining the ambient air quality standards are regional in nature. For CEQA analyses, project-generated emissions are typically estimated in pounds per day or tons per year and compared to mass daily or annual emission thresholds. While CEQA thresholds are established at levels that the air basin can accommodate without affecting the attainment date for the ambient air quality standards, even if a project exceeds established CEQA significance thresholds, this does not mean that one can easily determine the concentration of O₃ or PM that will be created at or near the project site on a particular day or month of the year, or what specific health impacts will occur (SJVAPCD 2015).

In regard to regional concentrations and air basin attainment, the SJVAPCD emphasized that attempting to identify a change in background pollutant concentrations that can be attributed to a single project, even one as large as the entire Friant Ranch Specific Plan, is a theoretical exercise. The SJVAPCD brief noted that it “would be extremely difficult to model the impact on NAAQS attainment that the emissions from the Friant Ranch project may have” (SJVAPCD 2015). The situation is further complicated by the fact that background concentrations of regional pollutants are not uniform either temporally or geographically throughout an air basin, but are constantly fluctuating based upon meteorology and other environmental factors. SJVAPCD noted that the currently available modeling tools are equipped to model the impact of all emission sources in the San Joaquin Valley Air Basin on attainment (SJVAPCD 2015). The SJVAPCD brief then indicated that, “running the photochemical grid model used for predicting O₃ attainment with the emissions solely from the Friant Ranch project (which equate to less than 0.1% of the total NO_x and VOC in the Valley) is not likely to yield valid information given the relative scale involved” (SJVAPCD 2015).

SCAQMD and SJVAPCD have indicated that it is not feasible to quantify project-level health impacts based on existing modeling (SCAQMD 2015; SJVAPCD 2015). Even if a metric could be calculated, it would not be reliable because the models are equipped to model the impact of all emission sources in an air basin on attainment and would likely not yield valid information or a measurable increase in O₃ concentrations sufficient to accurately quantify O₃-related health impacts for an individual project.

Nonetheless, following the Supreme Court's Friant Ranch decision, some EIRs where estimated criteria air pollutant emissions exceeded applicable air district thresholds have included a quantitative analysis of potential project-generated health effects using a combination of a regional photochemical grid model¹⁷ and the EPA Benefits Mapping and Analysis Program (BenMAP or BenMAP-Community Edition).¹⁸ The

¹⁷ The first step in the publicly available HIAs includes running a regional photochemical grid model, such as the Community Multiscale Air Quality model or the Comprehensive Air Quality Model with extensions to estimate the increase in concentrations of O₃ and PM_{2.5} as a result of project-generated emissions of criteria and precursor pollutants. Air districts, such as the SCAQMD, use photochemical air quality models for regional air quality planning. These photochemical models are large-scale air quality models that simulate the changes of pollutant concentrations in the atmosphere using a set of mathematical equations characterizing the chemical and physical processes in the atmosphere (EPA 2017).

¹⁸ After estimating the increase in concentrations of O₃ and PM_{2.5}, the second step in the five examples includes use of BenMAP or BenMAP-Community Edition to estimate the resulting associated health effects. BenMAP estimates the number of health

publicly available health impact assessments (HIAs) typically present results in terms of an increase in health incidences and/or the increase in background health incidence for various health outcomes resulting from the project's estimated increase in concentrations of O_3 and $PM_{2.5}$.¹⁹ To date, the five publicly available HIAs reviewed herein have concluded that the evaluated project's health effects associated with the estimated project-generated increase in concentrations of O_3 and $PM_{2.5}$ represent a small increase in incidences and a very small percent of the number of background incidences, indicating that these health impacts are negligible and potentially within the models' margin of error. It is also important to note that while the results of the five available HIAs conclude that the project emissions do not result in a substantial increase in health incidences, the estimated emissions and assumed toxicity are also conservatively inputted into the HIA and thus overestimate health incidences, particularly for $PM_{2.5}$.

As explained in the SJVAPCD brief and noted previously, running the photochemical grid model used for predicting O_3 attainment with the emissions solely from an individual project like the Friant Ranch project or the proposed project is not likely to yield valid information given the relative scale involved. The five examples reviewed support the SJVAPCD's brief contention that consistent, reliable, and meaningful results may not be provided by methods applied at this time. Accordingly, additional work in the industry and more importantly, air district participation, is needed to develop a more meaningful analysis to correlate project-level mass criteria air pollutant emissions and health effects for decision makers and the public. Furthermore, at the time of writing, no HIA has concluded that health effects estimated using the photochemical grid model and BenMAP approach are substantial provided that the estimated project-generated incidences represent a very small percent of the number of background incidences, potentially within the models' margin of error.

In summary, construction and operation of the project would not result in exceedances of the SCAQMD significance thresholds for certain criteria pollutants, and potential health effects associated with criteria air pollutants would be less than significant.

In addition, an analysis of the project's potential to exceed the SCAQMD LSTs is presented above. The SCAQMD developed the LST analysis in response to CARB Governing Board's Environmental Justice Enhancement Initiative I-4. LSTs represent the maximum emissions from a project that will not cause or contribute to an exceedance of the most stringent applicable NAAQS or CAAQS (which are health protective standards) at the nearest sensitive receptor, taking into consideration ambient concentrations in each source receptor area, project size, and distance to the nearest sensitive receptor. LSTs has been developed for NO_2 , CO, PM_{10} , and $PM_{2.5}$. As presented above, the project's localized construction emissions would not exceed site-specific LSTs with mitigation, and impacts would be less than significant with mitigation.

incidences resulting from changes in air pollution concentrations (EPA 2018b). The health impact function in BenMAP-Community Edition incorporates four key sources of data: (i) modeled or monitored air quality changes, (ii) population, (iii) baseline incidence rates, and (iv) an effect estimate. All of the five example HIAs focused on O_3 and $PM_{2.5}$.

¹⁹ The following CEQA documents included a quantitative HIA to address Friant Ranch: (1) California State University Dominguez Hills 2018 Campus Master Plan EIR (CSU Dominguez Hills 2019), (2) March Joint Powers Association K4 Warehouse and Cactus Channel Improvements EIR (March JPA 2019), (3) Amendment to Norman Y. Mineta San Jose Airport Amendment to the Airport Master Plan EIR (City of San Jose 2020), (4) City of Inglewood Basketball and Entertainment Center Project EIR (City of Inglewood 2019), and (5) San Diego State University Mission Valley Campus Master Plan EIR (SDSU 2019).

- 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.

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 Game 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 Game or U.S. Fish and Wildlife Service?	☐	☐	☐	☒

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
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 Rachel Swick on November 19, 2021. This assessment included a review of the latest available relevant literature, maps, soil data, data on biological baselines, special-status habitats, and species distributions to determine those resources that have the potential to occur within the project site and surrounding 100-foot buffer (study area). A field assessment was conducted to characterize the environmental conditions, vegetation communities/land covers, and any common or special-status plants or wildlife (including their habitats) that could be impacted during project implementation. During the field survey, vegetation communities and land covers were catalogued and confirmed based on existing site conditions. Vegetation communities were mapped according to the California Department of Fish and Wildlife (CDFW) *List of Vegetation Alliances and Associations* (or Natural Communities List) which is based on *A Manual of California Vegetation, Second Edition* (Sawyer et. al. 2009). 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. Additionally, Dudek conducted a preliminary investigation of the extent and distribution of jurisdictional waters of the U.S. regulated by the U.S. Army Corps of Engineers, jurisdictional waters of the state regulated by the Regional Water Quality Control Board (RWQCB), and CDFW jurisdictional streambed and associated riparian habitat.

Dudek searched the CDFW's California Natural Diversity Database (CNDDDB; CDFW 2021), and the California Native Plant Society's Inventory of Rare and Endangered Plants (CNPS; CNPS 2021) to identify special-status biological resources from the region. The CNDDDB and CNPS were searched based on the U.S. Geological Survey (USGS) 7.5-minute topographic quadrangle for Redlands, where the study area is located, as well as the surrounding eight quadrangles (San Bernardino North, Harrison Mtn, Keller Peak, San Bernardino South, Yucaipa, Riverside East, Sunnymead, and El Casco). Potential and/or historic drainages and aquatic features were investigated based on a

review of USGS topographic maps (1:24,000 scale), aerial photographs, the National Wetland Inventory database (USFWS 2021), and the Natural Resource Conservation Service Web Soil Survey (USDA 2021).

The project is depicted on Section 5, Township 1 South, Range 3 West of the Redlands topographic quadrangle map. A vacant lot with ruderal weeds is adjacent to the west of the project site. The remainder of the site is surrounded by industrial and residential development to the north, east, and south. The Santa Ana River, located approximately 1 mile south of the project site, is the closest regionally significant biological resource, and is separated from the project site by the San Bernardino airport. Two soil types were mapped within the study area: Psammments, Fluvents and frequently flooded soils, and Tujunga gravelly loamy sand. However, the observed surface soils within the study area have been compacted and altered from their natural composition, and therefore no longer support natural habitats.

The vegetation and land covers within the study area are mapped as developed land with crumbling asphalt and disturbed habitat (Figure 11, Biological Resources). Disturbed habitat is dominated by non-native vegetation such as red brome (*Bromus rubens*), and redstem stork's bill (*Erodium cicutarium*) and has been heavily degraded by past ground disturbing activities. The remainder of the study area is mapped as developed lands. Developed lands within the project site are characterized by crumbling asphalt, with small patches of exposed soils and non-native plants species around the edges of the project site. Non-native species found along the edges of the project site include spotted sandmat (*Euphorbia maculata*), castor bean (*Ricinus communis*), and cheeseweed mallow (*Malva parviflora*). Other developed lands within the study area include a residential structure with ornamental plantings adjacent to the northeast corner of the project site, and roads.

The vegetation and existing conditions within the study area are typical for urbanized areas in the region. Vegetation diversity within the study area was limited due to surrounding industrial and commercial development. A total of 19 plant species (2 native and 17 non-native), were recorded within the study area (Appendix B, Biological Resources Attachments).

Wildlife species diversity during the survey was low and likely impacted by the industrial setting of the study area. Species observed include house finch (*Haemorrhous mexicanus*), American crow (*Corvus brachyrhynchos*), and western fence lizard (*Sceloporus occidentalis*). These species typically occur in urban and developed areas. Other species expected to occur include mourning dove (*Zenaida macroura*), and house sparrow (*Passer domesticus*).

- 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 Game or U.S. Fish and Wildlife Service?**

Less-Than-Significant Impact with Mitigation Incorporated. Based on the database queries of the CNDDDB and CNPS, there are 89 special-status plants and 67 special-status wildlife with recorded occurrences in the Redlands 7.5-minute USGS quadrangle, and surrounding eight quadrangles. The project site occurs within an entirely disturbed and developed area and has extremely limited native vegetation. Adjacent properties, while mostly developed, include areas of disturbed non-native grassland habitat that has limited ability to potentially support special-status species. Additionally, no natural communities, soils, or hydrology occur on the project site due to previous and ongoing disturbances.

Of the 89 special-status plants, based on range, elevation, and associated vegetation and soils, only one species, smooth tarplant (*Centromadia pungens* ssp. *laevis*), has a moderate potential to occur within the study area. The remaining 88 species have either a low or no potential to occur within the study area.

Special-status plant species with at most a low potential to occur have not been evaluated further. Smooth tarplant is a CNPS rank 1B.1 species. It is generally found within valley and foothill grasslands and has even been observed in ruderal areas along dirt roads. Smooth tarplant is also commonly found on the frequently flooded, and slightly alkaline soils found within the study area. Therefore, the small patches of exposed soil within the study area have a moderate potential to support this species. If this species is found on the project site potential impacts would be considered significant. To reduce potential impacts to this species, MM-BIO-1 shall be implemented to avoid and minimize project impacts to a **less than significant level with mitigation**.

- MM-BIO-1 Prior to the start of construction a focused rare plant survey shall be conducted between the months of April through September to determine the presence/absence of smooth tarplant on the project site. The survey will be conducted by knowledgeable botanists during the plant's blooming season by walking transects throughout all suitable habitat areas. Two survey passes will be required in order to survey early and late in the species blooming period. Any observations will be mapped with a GPS and flagged in the field. Every effort shall be taken to avoid impacting observed species such as establishing a buffer and conducting onsite monitoring, if needed. If the tarplant cannot be avoided a relocation plan will be prepared to relocate any observed specimens to an established conservation area and/or seed collected for propagation offsite.

Of the 67 special-status wildlife, based on range, habitat, and surrounding conditions, six of these species have a low potential to occur within the study area. However, any suitable habitat for these species is located on the adjacent property, outside of the project site boundaries, and is significantly degraded. In addition, due to the lack of native habitats and soils, surrounding development preventing species from moving to the study area from nearby populations, and lack of observations of any special-status wildlife during the assessment, none of the 67 wildlife species are expected to occur on the project site. Therefore, the project would result in **no impact** to special-status wildlife species.

- 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 Game or U.S. Fish and Wildlife Service?***

No Impact. The study area occurs in an upland area that has been subject to previous disturbances from grading and vehicle use and storage. The project site does not contain any natural drainages or watercourses capable of supporting riparian habitat. There are no channelized drainages or tributaries within the study area. Additionally, no blue line streams are mapped on USGS topographic maps or the National Wetlands Inventory for the study area. However, immediately northwest of the study area is City Creek, a soft-bottom creek that has been channelized with levees as the surrounding area became more developed in order to prevent flooding in nearby areas. City Creek conveys flows from the San Bernardino mountains towards flood control channels to the west. These flood control channels flow into the Santa Ana River a relatively permanent water, which in turn flows directly into the Pacific Ocean, a traditional navigable water. Historically, City Creek may have periodically flooded within the boundaries of the study area, given the Psamments, Fluvents and Frequently flooded soils that are mapped in the northwestern corner of the study area. However, waters that used to flow through City Creek are now diverted through other waterways, reducing the likelihood of flood events that could potentially support riparian habitat. Lastly, due to the lack of natural vegetation communities, soils, or hydrology on the project site, no other sensitive natural community has the potential to occur within the project site. Therefore, the project will result in **no impact** to riparian habitat or any 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 does not contain any natural or man-made drainages, waterways, or connectivity to any potentially regulated water. The study area is completely disturbed and developed with extremely limited native vegetation and heavily disturbed soils. The observed surface soils within the entire site have been compacted and altered from their natural composition, and therefore no longer support natural habitats. Additionally, no clay soils are mapped on the study area on USDA soils maps. Therefore, the study area lacks suitable hydrologic and soil conditions to support wetlands or any other jurisdictional feature. The project would have no direct impact on any state or federally regulated wetland or non-wetland waters.

However, the earthen City Creek channel is located approximately 300 feet northwest of the project site. Construction of the project may create fugitive dust that could cause an indirect impact to the adjacent channel. However, incorporation of Best Management Practices as part of the project's Stormwater Pollution Prevention Program (SWPPP) would reduce dust, toxins, and pollutants from entering into any adjacent waterways. Therefore, the project would result in a **less than significant impact** 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?*

Less-Than-Significant Impact with Mitigation Incorporated. The project site occurs within an entirely disturbed and developed property surrounded by disturbed habitat, and industrial and commercial development. The project site does not occur within any designated wildlife corridors or habitat linkages, nor does it provide opportunities for wildlife movement through the project site to larger habitat blocks. The channelized City Creek located to the northwest of the study area provides opportunity for small to medium sized mammals to move through the area, as well as fish species when water is flowing in the channel. However, the project site does not function as a wildlife corridor or linkage. Therefore, construction of the project would not impede or restrict wildlife movement through the region and there would be **no impact**.

However, the existing developments within the project site have the potential to support nesting birds that typically occur in developed settings and urban environments. In addition, the crumbling asphalt and disturbed soils within the project site have the potential to support ground nesting birds. Project activities that commence during the avian nesting season of February through August may result in a significant direct and/or indirect impact to nesting birds. Therefore, the project shall implement Mitigation Measure MM-BIO-2 to reduce potential impacts to a **less than significant level with mitigation**.

MM-BIO-2 Project activities should avoid the avian nesting season of February through August in order to minimize any potential impact to birds and nests protected under the Migratory Bird Treaty Act and California Fish and Game Code. If project activities cannot avoid the nesting season, a pre-construction clearance survey should be conducted within 3 days prior to ground disturbing activities to determine the presence/absence of nesting birds. If an active nest is found a buffer will be established around the nest until the nestlings have fledged and the nest is no longer active. The buffer will be implemented by a qualified

biologist based on the sensitivity of the species to disturbance. Construction activities may continue outside of the buffer under the discretion of a monitoring biologist. Once the biologist has determined the nest is no longer active, the buffer can be removed, and construction may continue. Project implementation of MM-BIO-2 would result in a **less than significant impact** to nesting birds.

- e) ***Would the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?***

No Impact. The City of Highland's Municipal Code does not apply to any biological resource found within the project site. Chapter 8.36 of the City of Highland's Municipal Code covers the protection, relocation, and removal of all heritage trees on all private property within the city of Highland. Heritage trees are defined in this Chapter as any live tree, shrub or plant which meets at least one of the following criteria: all woody plants in excess of 15 feet in height and having a single trunk circumference of 24 inches or more, as measured four and one-half feet above ground level; multi-trunk trees having a total circumference of 30 inches or more, as measured four and one-half feet from ground level; a stand of trees, 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. Removal of regulated trees would require a permit from the City. However, the project site does not contain any regulated trees. Therefore, the project would result in **no impact** to local policies or ordinances.

- 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 site does not occur within any habitat conservation plan, natural community conservation plan, or other approved local, regional, or state habitat conservation plan. Therefore, the project would result in **no impact** to any adopted or approved conservation plan.

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 Archaeological Resources Assessment prepared by Dudek in April 2022, included as Appendix C.

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 with Mitigation Incorporated. 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 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 has been subjected to consistent ground disturbance, shifting from undeveloped land with minor vegetation in the late 1930s and transforming steadily to include the development of buildings by the late 1950s. Between the 1960s and early 2010s, structures have been added and removed and trees have been removed within the proposed project. By 2012, the structures observed in earlier aerials were no longer present and the proposed project site was utilized as a storage yard, consistent with the present site conditions. A review of historical topographic maps for the years 2012 and 2018 do not depict any structures within the proposed project site. Additionally, a review of the California Historical Resources Information System (CHRIS) database records search for the proposed project site did not identify any historical resources, including both archaeological and built environment resources, within the project site. A pedestrian survey of the project site did not identify any extant structures or archaeological resources within the project footprint that are historic in age. 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 to exist within native soils (below between 1 and 2.5 feet below ground surface) to the depths of assumed 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.

- 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 it 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 disturbing, all construction work occurring not less than 100 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 or not additional study is warranted. Depending upon the significance of the find under the 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.

In the event that human remains are inadvertently encountered during construction activities, the remains and associated resources shall be treated in accordance with state and local regulations that provide requirements with regard to the discovery of human remains, including California Health and Safety Code Section 7050.5, California Public Resources Code Section 5097.98, and CEQA Guidelines 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.

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 C).

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 a 0.5-mile to the 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 one 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 review of the CHRIS records search (completed January 11, 2022) indicates that 12 cultural resource studies have been conducted within a 0.5-mile of the proposed project site between 1984 and 2014. Of these studies, one (SB-07959) overlaps approximately 30 percent of the proposed project site and one (SB-07309) is adjacent and north of the proposed project site; neither one of these studies identified archaeological resources within the current proposed project site. Moreover, the study that overlaps the proposed project site, SB-07309, focuses on historic built environment resources and as such, the potential of archaeological resources was likely not considered during the survey. This suggests that the proposed project site has not been subject to any archaeological investigations, including pedestrian surveys prior to the placement of fill soils or development of the proposed project site. South Central Coastal Information Center (SCCIC) records also indicate that 20 cultural resources, all of which are historic built environment resources, have been previously recorded within 0.5 miles of the proposed project site, none of which overlap or are 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 2.5 feet below existing ground surface within all nine exploratory backhoe trenching locations. According to the geotechnical report, grading preparations for the proposed project site will include removal of all vegetation and demolition debris and disturbed/fill soils followed by scarification of the native soils underlying the fill soils to a depth of 12 inches. Other depths of proposed ground disturbance for the proposed project are unknown, however, for management and recommendation purposes, it is assumed not to exceed 5 feet below the existing ground surface for utility trenching, 2 feet within building footprints and landscaped areas and 16 feet below the existing ground surface within infiltration basin footprint in the western portion of the proposed project site. As such, due

to the presence of fill soils from surface to between 1 and 2.5 feet below existing ground surface, observation of intact native soils was not possible during the pedestrian survey, resulting in less than reliable survey results.

A review of aerial photographs for all available years indicates that in general, the proposed project site has been subjected to consistent ground disturbance, shifting from undeveloped land with minor vegetation in the late 1930s and transforming steadily to include the development of buildings by the late 1950s. By 2012, 2012, the structures observed in earlier aerials are no longer present and the proposed project site was utilized as a storage yard, consistent with the present site conditions.

An intensive-level archaeological survey of the proposed Project site was conducted November 23, 2021. Ground surface visibility within the proposed Project site was variable but poor (approximately 30%) due to surface coverage by vegetation, degraded asphalt overlying fill soils, gravel, extant dilapidated modern structures and concrete pad, including modern refuse comprised of furniture, wooden pallets, tires, trash cans and scraps of wood and metal distributed across the site. A review of a geotechnical report prepared for the proposed project site (Appendix D) stated that fill soils were encountered from between surface to 2.5 feet below existing ground surface at all nine trenching locations conducted to maximum depths explored (between 5 and 18.5 feet below existing ground surface) and 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 native soils within which cultural deposits might exist in context could not have been observed during the survey; this fact demonstrates that the survey findings are less than reliable. No cultural materials were observed within the proposed project site.

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 2.5 feet below ground surface is unlikely. However, the potential for intact cultural deposits to exist within native soils (below between 1 and 2.5 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.

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 (CO₂) emissions from each construction phase to gallons using the conversion factors for CO₂ to gallons of gasoline or diesel. Construction is estimated to occur in 2022 based on the construction phasing schedule. The conversion factor for gasoline is 8.78 kilograms per metric ton CO₂ per gallon, and the conversion factor for diesel is 10.21 kilograms per metric ton CO₂ per gallon (The Climate Registry 2021). The estimated diesel fuel usage from construction equipment is shown in Table 3.6-1.

Table 3.6-1. Construction Equipment Diesel Demand

Phase	Pieces of Equipment	Equipment CO ₂ (MT)	kg/CO ₂ /Gallon	Gallons
Demolition	6	33.99	10.21	3,329.11
Site Preparation	7	8.36	10.21	818.80
Grading	6	10.42	10.21	1,020.75
Building Construction	9	185.40	10.21	18,158.30
Paving	9	14.74	10.21	1,443.75
Architectural Coating	1	2.30	10.21	225.06
Total				24,995.77

Sources: Pieces of equipment and equipment CO₂ (Appendix A-1); kg/CO₂/Gallon (The Climate Registry 2021).

Notes: CO₂ = carbon dioxide; MT = metric ton; kg = kilogram.

Fuel consumption from worker and vendor trips is estimated by converting the total CO₂ emissions from each construction phase to gallons using the conversion factors for CO₂ to gallons of gasoline or diesel. Worker vehicles are assumed to be gasoline and vendor vehicles are assumed to be diesel. The project also includes haul truck trips for the export of demolition waste and import of earthwork materials. Calculations for total worker, vendor truck and haul truck fuel consumption are provided in Table 3.6-2.

Table 3.6-2. Construction Worker and Vendor Gasoline and Diesel Demand

Phase	Trips	Vehicle MT CO ₂	kg/CO ₂ /Gallon	Gallons
Worker (Gasoline)				
Demolition	320	1.42	8.78	161.66
Site Preparation	90	0.40	8.78	45.47
Grading	128	0.57	8.78	64.66
Building Construction	8,960	39.42	8.78	4,490.05
Paving	360	1.55	8.78	176.03
Architectural Coating	216	0.93	8.78	105.62
Vendor (Diesel)				
Demolition	80	0.75	10.21	73.11
Site Preparation	20	0.19	10.21	18.28
Grading	32	0.30	10.21	29.25
Building Construction	3,520	32.46	10.21	3,179.69
Paving	72	0.64	10.21	62.75
Architectural Coating	72	0.64	10.21	62.75
Haul (Diesel)				
Demolition	234	7.05	10.21	690.22
Site Preparation	0	0.00	10.21	0.00
Grading	24	0.72	10.21	70.79
Building Construction	0	0.00	10.21	0.00
Paving	0	0.00	10.21	0.00
Architectural Coating	0	0.00	10.21	0.00
Total				9,230.31

Sources: Trips and vehicle CO₂ (Appendix A-1); kg/CO₂/Gallon (The Climate Registry 2021).

Notes: MT = metric ton; CO₂ = carbon dioxide; kg = kilogram.

In summary, construction of the project is anticipated to consume 5,043 gallons of gasoline and 29,183 gallons of diesel over the course of 11 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 and spreadsheet calculations 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 2019 standards, became effective on January 1, 2020. According to these estimations, the project would consume approximately 346,618 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 2019 standards, became effective on January 1, 2020. According to these estimations, the project would consume approximately 2,192,294 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 394,494 miles for passenger vehicles and 353,036 miles for trucks. Similar to the construction worker and vendor trips, fuel consumption from worker and truck trips are estimated by converting the total CO₂ emissions from operation of the project to gallons using the conversion factors for CO₂ to gallons of gasoline or diesel. Mobile source emissions were estimated using EMFAC2017. Calculations for annual mobile source fuel consumption are provided in Table 3.6-3.

Table 3.6-3. Operational Annual Mobile Source Petroleum Demand

Fuel	Source	Vehicle MT CO ₂	kg/CO ₂ /Gallon	Gallons
Gasoline	Vehicles	117.60	8.78	13,393.82
Diesel	Vehicles	424.34	10.21	41,560.86
Total				54,954.68

Sources: Trips and vehicle CO₂ (Appendix A-1); kg/CO₂/Gallon (The Climate Registry 2021).

Notes: MT = metric ton; CO₂ = carbon dioxide; kg = kilogram

As shown in Table 3.6-3, total petroleum consumption for the project annually is estimated to be 54,955 gallons.²⁰

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 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

²⁰ 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 123.71 million gallons per year by 2023 (CARB 2021).

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.

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:				

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
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 2.5 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 D, Geotechnical Investigation). Additionally, based on a review of the California Department of Conservation (CDOC) regulatory maps, the project site is not located in a designated Fault Hazard Zone (CDOC 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 2.5 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 structured fill, among other technical design recommendations (Appendix D). 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 D). 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 SWPP (SWRCB 2021a). Implementation of a Construction General Permit, including preparation of a SWPPP and installation of best management practices (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 is considered 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 structured fill, among other technical design recommendations (Appendix D). 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 upper soils at the project site are very low (Expansion Index=0-20) in expansion potential (Appendix D). 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?***

Less-Than-Significant Impact. The proposed project would include construction of a septic system. Therefore, no impacts associated with the ability of soils to support septic tanks would occur. Compliance with the IBC would ensure adequate support of the proposed septic system. Compliance would include, among other things, siting septic tanks on soils that are permeable enough to accept the liquid, yet fine

enough to filter out the remaining bacteria before the water returns to the aquifer, and avoiding areas with high groundwater levels.

Prior to siting of the proposed septic tank, the site-specific geotechnical investigation would be updated to include a soil percolation test for the proposed septic tank to ensure compliance with all applicable regulations governing the placement of the septic system. Therefore, for the reasons stated above, and through compliance with applicable regulations, impacts to soils from septic system components as a result of implementation of the project would be less than significant.

f) Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

Less-than-Significant Impact with Mitigation Incorporated. The geologic units underlying the project site as primarily fill soils encountered at the ground surface. The fill soils generally consist of silty sand with gravel and occasional asphalt pieces. Native soils generally consisting of slightly silty sand with cobbles and occasional boulders were encountered beneath the upper fill soils (Appendix D). As is the case with most development projects that involve earthwork activity, there is always a possibility that subsurface construction activity could unearth a potentially significant paleontological resource. MM-GEO-1 would be required to ensure that subsurface construction activity complies with the standard procedures for treatment of unanticipated discovered of paleontological resources; therefore, with incorporation of mitigation, impacts associated with paleontological resources would be less than significant.

- MM-GEO-1** Discovery of Paleontological Resources. In the event that paleontological resources (i.e., fossil remains) are exposed during construction activities for the project, all construction work occurring within 50 feet of the find shall immediately stop until a qualified paleontologist, as defined by the Society of Vertebrate Paleontology's guidelines, can assess the nature and importance of the find. Depending on the significance of the find, the qualified paleontologist may record the find and allow work to continue or may recommend salvage and recovery of the resource. All recommendations shall be made in accordance with the Society of Vertebrate Paleontology's guidelines and shall be subject to review and approval by the City of Highland. Work in the area of the find may only resume upon approval of a qualified paleontologist.

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?	☐	☐	☒	☐
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 CO₂, methane (CH₄), nitrous oxide (N₂O), hydrofluorocarbons, perfluorocarbons, sulfur hexafluoride, and nitrogen trifluoride (see also CEQA Guidelines Section 15364.5).²¹ The three GHGs evaluated herein are CO₂, CH₄, and N₂O 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 CO₂; therefore, GWP-weighted emissions are measured in metric tons (MT) of CO₂ equivalent (CO₂e). Consistent with CalEEMod Version 2020.4.0, this GHG emissions analysis assumed the GWP for CH₄ is 25 (i.e., emissions of 1 MT of CH₄ are equivalent to emissions of 25 MT of CO₂), and the GWP for N₂O 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 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 CO₂e per-year screening level threshold for stationary source/industrial projects for which the SCAQMD is the lead agency (SCAQMD 2008b). The 10,000 MT CO₂e per-year threshold, which was derived from GHG reduction targets established

²¹ 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 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 CO₂e 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 CO₂e per year), commercial projects (1,400 MT CO₂e per year), and mixed-use projects (3,000 MT CO₂e per year). Under option 2, a single numerical screening threshold of 3,000 MT CO₂e 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 CO₂e 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 June 2022, lasting a total of 11 months and reaching completion in April 2023. 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

	CO ₂	CH ₄	N ₂ O	CO ₂ e
Year	Metric Tons per Year			
2022	257.64	0.05	0.01	260.66
2023	84.60	0.02	0.00	85.50
Total				346.16
Amortized Emissions (over 30 years)				11.54

Source: Appendix A-1.

Notes: CO₂ = carbon dioxide; CH₄ = methane; N₂O = nitrous oxide; CO₂e = carbon dioxide equivalent.

As shown in Table 3.8-1, the estimated total GHG emissions during construction of the project would be approximately 346 MT CO₂e. Estimated project-generated construction emissions amortized over 30 years would be approximately 12 MT CO₂e 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 2020.4.0 was used to estimate potential project-generated 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 EMFAC2017 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 2023 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 CO₂ and other GHGs.

The current Title 24, Part 6 standards, referred to as the 2019 Title 24 Building Energy Efficiency Standards, became effective on January 1, 2020. The current version of CalEEMod assumes compliance with the 2019 Title 24 Building Energy Efficiency Standards (CAPCOA 2021).

The CalEEMod default energy intensity factor (CO₂, CH₄, and N₂O mass emissions per kilowatt-hour) for Southern California Edison is based on the value for Southern California Edison's energy mix in 2020 reported in 2021. The Southern California Edison energy use intensity factor was adjusted consistent with SCE's 2020 Corporate Sustainability Report, which reported that 34.2% of the power mix was generated by eligible renewable sources in 2020 (SCE 2021). 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 EMFAC2017 emission factors for motor vehicles in 2023.

The Advanced Clean Trucks Regulation was approved by CARB in 2020. The purpose of the Advanced Clean Trucks Regulation is to accelerate the market for zero-emission vehicles in the medium- and heavy-duty truck sector and to reduce air pollutant emissions generated from on-road mobile sources (CARB 2020). The regulation has two components including a (1) manufacturer sales requirement and (2) a reporting requirement:

1. Zero-emission truck sales: Manufacturers who certify Class 2b-8 chassis or complete vehicles with combustion engines will be required to sell zero-emission trucks as an increasing percentage of their annual California sales from 2024 to 2035. By 2035, zero-emission truck/chassis sales would need to be 55% of Class 2b - 3 truck sales, 75% of Class 4 - 8 straight truck sales, and 40% of truck tractor sales.
2. Company and fleet reporting: Large employers including retailers, manufacturers, brokers and others will be required to report information about shipments and shuttle services. Fleet owners, with 50 or more trucks, will be required to report about their existing fleet operations. This information will help identify future strategies to ensure that fleets purchase available zero-emission trucks and place them in service where suitable to meet their needs.

Solid Waste

The project would generate solid waste and therefore, would result in CO₂e 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 35 forklifts were assumed. Of the total 7 forklifts, 2 of the forklifts were modeled as natural gas powered in accordance with mitigation measure **MM-AQ-2**. The remaining 5 forklifts are assumed to be electric-operated. All 7 forklifts are assumed to operate 8 hours per day and 7 days per week at the project site. CalEEMod was used to estimate emissions from diesel powered forklifts while spreadsheet model was used to estimate the energy consumption and GHG emissions from the electric forklifts, see Appendix A-1.

The estimated operational (year 2023) project-generated 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 ₂ O	CO ₂ e
	metric tons per year			
Area	<0.01	<0.01	0.00	<0.01
Energy	29.77	<0.01	<0.01	29.93
Mobile	541.93	0.02	0.06	561.80
Solid waste	10.38	0.61	0.00	25.71
Water supply and wastewater	30.56	2.86	0.01	104.92
Off-road equipment (Diesel Forklifts)	110.53	0.04	0.00	111.42
Off-road equipment (Electric Forklifts)	6.97	<0.01	<0.01	7.01
Project Total				840.79
<i>Amortized Construction Emissions</i>				<i>11.54</i>
Operation + Amortized Construction Total				852.33

Source: Appendix A-1.

Notes: CO₂ = carbon dioxide; CH₄ = methane; N₂O = nitrous oxide; CO₂e = carbon dioxide equivalent.

As shown in Table 3.8-2, estimated annual generated GHG emissions would be approximately 841 MT CO₂e per year as a result of project operation. Estimated annual project-generated operational emissions in 2023 and amortized project construction emissions of approximately 12 MT CO₂e per year would be approximately 852 MT CO₂e per year. Annual operational GHG emissions with amortized construction emissions would not exceed the SCAQMD recommended threshold of 3,000 MT CO₂e 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?*

Less-than-Significant Impact. The project would result in less-than-significant impacts related to conflicts with GHG emission reduction plans, for the reasons described as follows.

Potential to Conflict with the San Bernardino County Regional GHG Reduction Plan

The San Bernardino Council of Governments (SBCOG) adopted a Regional GHG Reduction Plan in March 2021 (SBCOG 2021). The GHG Reduction Plan compiled an inventory of GHG emissions and developed reduction measures that could be adopted by the 21 Partnership cities of San Bernardino County. The regional GHG Reduction Plan serves as the basis for cities in the County to develop a more detailed community or local level climate action plan. As discussed in the GHG Reduction Plan, The City of Highland selected a goal to reduce its community GHG emissions to a level that is 40% below its 2016 emissions by 2030. The City will meet and exceed this goal subject to reduction measures that are technologically feasible and cost-effective through a combination of state (approximately 70%) and local (approximately 30%) efforts. The Pavley vehicle standards, the state's low carbon fuel standard, the renewable portfolio standard, and other state measures will reduce GHG emissions in Highland's on-road, solid waste, and building energy sectors in 2030. However, the City of Highland has not adopted a local climate action plan. Nonetheless, the project would comply with or not prevent the City from pursuing the relevant GHG reduction measures and regulations outlined in the Regional GHG reduction Plan, including compliance with applicable Title 24 building standards, and compliance with the City's off-road equipment idling ordinance. The Regional GHG Reduction Plan is not a qualified GHG reduction plan under CEQA Guidelines Section 15183.5. Therefore, this discussion is for informational purposes only and is not determinative of significance.

Potential to Conflict with the CARB Scoping Plan

The Climate Change Scoping Plan, approved by CARB in 2008 and updated in 2014 and 2017, provides a framework for actions to reduce California's GHG emissions and requires CARB and other state agencies to adopt regulations and other initiatives to reduce GHGs. The Scoping Plan is not directly applicable to specific projects, and it is not intended to be used for project-level evaluations.²² Under the Scoping Plan, however, several state regulatory measures aim to identify and reduce GHG emissions. CARB and other state agencies have adopted many of the measures identified in the Scoping Plan. Most of these measures

²² The Final Statement of Reasons for the amendments to the CEQA Guidelines reiterates the statement in the Initial Statement of Reasons that "[t]he Scoping Plan may not be appropriate for use in determining the significance of individual projects because it is conceptual at this stage and relies on the future development of regulations to implement the strategies identified in the Scoping Plan" (CNRA 2009).

focus on area-source emissions (e.g., energy usage and high-GWP GHGs in consumer products) and changes to the vehicle fleet (e.g., hybrid, electric, and more fuel-efficient vehicles) and associated fuels, among others. Nonetheless, the project would comply with various GHG emission reduction regulations to the extent they apply to the project's emissions sources including CARB's tractor-trailer GHG regulations and Heavy-Duty Greenhouse Gas Standards for New Vehicle and Engines.

Potential to Conflict with the Southern California Association of Governments 2020–2045 Regional Transportation Plan/Sustainable Communities Strategy

The SCAG 2020–2045 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) (Connect SoCal) is a 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. In addition to demonstrating the Region's ability to attain the GHG emission-reduction targets set forth by CARB, the 2020-2045 RTP/SCS outlines a series of actions and strategies for integrating the transportation network with an overall land use pattern that responds to projected growth, housing needs, changing demographics, and transportation demands. Thus, successful implementation of the 2020-2045 RTP/SCS would result in more complete communities with various transportation and housing choices while reducing automobile use.

The following strategies are intended to be supportive of implementing the 2020-2045 RTP/SCS 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 in the following text.

Focus Growth Near Destinations and Mobility Options. One of the strategies within the 2020–2045 RTP/SCS's focuses on growth near existing transit and implementation of first/last mile strategies. The project would not conflict with this strategy of the 2020–2045 RTP/SCS as the project is located within 4.4 miles to the San Bernardino Transit Center. Omnitrans provides public transportation throughout the San Bernardino Valley and would serve as the nearest transit service to the project site. The nearest Omnitrans bus stop serves Route 15, located approximately 0.1 miles north of the project site at the intersection of Central/5th Street. Route 15 operates between the Fontana Metrolink Transit Center and the City of Redlands via the Cities of Rialto, San Bernardino, and Highland, with a peak service frequency of 60 minutes throughout the week

Leverage Technology Innovations. One of the technology innovations identified in the 2020–2045 RTP/SCS 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.

Promote a Green Region. The third applicable strategy within the 2020–2045 RTP/SCS, 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. The project would support this measure by complying with the 2019 title 24 building standards.

Based on the analysis above, the project would be consistent with the SCAG 2020–2045 RTP/SCS.

Potential to Conflict with Senate Bill 32 and Executive Order S-3-05

Regarding consistency with SB 32 (goal of reducing GHG emissions to 40% below 1990 levels by 2030) and Executive Order S-3-05 (goal of reducing GHG emissions to 80% below 1990 levels by 2050), there are no established protocols or thresholds of significance for that future-year analysis. However, CARB has expressed optimism about both the 2030 and 2050 goals. It states in the First Update to the Climate Change Scoping Plan: Building on the Framework that “California is on track to meet the near-term 2020 GHG emissions limit and is well-positioned to maintain and continue reductions beyond 2020 as required by AB 32” (CARB 2014). Regarding the 2050 target for reducing GHG emissions to 80% below 1990 levels, CARB (2014) states the following:

This level of reduction is achievable in California. In fact, if California realizes the expected benefits of existing policy goals (such as 12,000 megawatts of renewable distributed generation by 2020, net zero energy homes after 2020, existing building retrofits under Assembly Bill 758, and others) it could reduce emissions by 2030 to levels squarely in line with those needed in the developed world and to stay on track to reduce emissions to 80% below 1990 levels by 2050. Additional measures, including locally-driven measures and those necessary to meet federal air quality standards in 2032, could lead to even greater emission reductions.

In other words, CARB believes that the state is on a trajectory to meet the 2030 and 2050 GHG reduction targets set forth in AB 32, SB 32, and Executive Order S-3-05. This is confirmed in the 2017 Climate Change Scoping Plan Update, which states (CARB 2017 b):

The Scoping Plan builds upon the successful framework established by the Initial Scoping Plan and First Update, while identifying new, technologically feasible and cost-effective strategies to ensure that California meets its GHG reduction targets in a way that promotes and rewards innovation, continues to foster economic growth, and delivers improvements to the environment and public health, including in disadvantaged communities.

In addition, the specific path to compliance for the state in regard to the long-term, future goals will likely require development of new technology or other changes that are not currently known or available. As such, identifying ways that the project would be consistent with future goals would be speculative and cannot be meaningfully discussed at this time. However, the proposed project’s consistency with current goals, policies, and regulations would assist in meeting the City’s contribution to GHG emission reduction targets in California. With respect to future GHG targets under SB 32 and Executive Order S-3-05, CARB has also made clear its legal interpretation that it has the requisite authority to adopt whatever regulations are necessary, beyond the AB 32 horizon year of 2020, to meet the SB 32 40 percent reduction target by 2030 and the Executive Order S-3-05 80 percent reduction target by 2050. This legal interpretation by an expert agency provides evidence that future regulations will be adopted to continue the trajectory toward meeting these future GHG targets.

Based on the above considerations, the proposed project would not conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs. This impact would be less than significant, and no mitigation is required.

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 September 2021, a Phase I Environmental Site Assessment and Phase II Limited Soil Investigation (Appendix E) 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. Historical uses of the project site included agricultural land, residential land, automobile and parts sales, and vacant land from as early as 1930. Additional residential structures were developed at the project site over the years. 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 remained in residential and storage uses until the residential portions of the site were first seen as vacant land again in 2012. Currently, the site is being used as a semi-truck and trailer staging lot.

Based on the results of the research, available data, and a site survey, the Phase I ESA (Appendix E) 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 E 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 2021). 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 Cypress Elementary School (26825 Cypress Street), which is located 0.33 miles north of the project site. Additionally, there is a daycare center, Highland Head Start (26887 W 5th Street) located 0.05 miles north of the project site. However, as previously discussed, 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.

As described in detail in Section 3.3, Air Quality, a construction HRA was prepared to evaluate the health impacts of DPM, a carcinogenic air toxic, that would be emitted from construction equipment associated with the project. As shown in Table 3.3-5 of Section 3.3, proposed construction activities would generate

emissions in excess of site-specific LSTs for PM₁₀ and PM_{2.5}, however, implementation of MM-AQ-1 would reduce construction-generated impacts to levels less than significant. Additionally, as shown in Table 3.3-8 in Section 3.3, project construction activities would result in a Residential Maximum Individual Cancer Risk of 81.9 in 1 million, which exceeds the significance threshold of 10 in 1 million. Implementation of MM-AQ-1 would reduce construction-generated health risks to levels below SCAQMD thresholds.

As described in detail in Section 3.3, Air Quality, an operational HRA was also prepared to evaluate potential health risk associated with operation of the project. As shown in Table 3.3-11, project operation would result in a Residential Maximum Individual Cancer Risk of 33.6 in 1 million, which is above the significance threshold of 10 in 1 million. However, implementation of MM-AQ-2 would reduce operational health risks to a level of less than significant.

No additional mitigation beyond MM-AQ-1 and MM-AQ-2 is required for impacts within 0.25-mile of a school. With this mitigation measure incorporated, impacts associated with emitting or handling hazardous materials within 0.25 miles of a school 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 2021; DTSC 2021; SWRCB 2021b). 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 0.25 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;	☐	☐	☒	☐

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
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 SWPP, 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 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 2021a).

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 LID BMPs to prevent pollutants from being discharged off site by mimicking pre-development site hydrology and feasible source control. The LID 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 2022 (Appendix F-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 west side 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 include a 2-inch water service line that would connect to the existing 8-inch EVWD water line located along Central Avenue.

Additionally, according to the geotechnical investigation (Appendix D), groundwater was not encountered during test excavations, which extended to a maximum depth of 15.5 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. While 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 used-car parking 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 southwesterly to 3rd Street. Off-site runoff is collected by an existing storm drain system in 3rd 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 RWQCB. 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 3rd 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 3rd 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 western 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 8-inch drain pipe that connects to the existing curb inlet in 3rd Street that would lead to the existing 3rd Street storm drain system that would serve as an emergency spillway (Preliminary Drainage Report, Appendix F-2). According to the Preliminary Drainage Report (Appendix F-2) prepared for the project, the underground infiltration/detention system has the capacity to retain 9,936 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 (City of Highland 2021). The Municipal Code identifies Warehousing and Wholesaling as permitted, subject to a conditional use permit application (City of Highland 2021). 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 42.5. 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. 22-001, 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 0.55. 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 SR-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.

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 3.11(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	—
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 northeast, legal non-conforming residential uses (i.e., non-residentially zoned) 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	Northeast 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
ST4	West 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 G-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 12, 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 G-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 (L_{dn})	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.²³ 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

²³ 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.

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 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 3/4-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 6:00 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 north²⁴ (within approximately 25 feet), to the northeast (within approximately 1,000 feet of the construction boundary) and to the west (within approximately 1,150 feet of the construction boundary); a Head Start school to the northeast (within approximately 180 feet of the construction boundary); zoned residential uses to the north (north of 3rd Street, within approximately 420 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 G-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 G-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 center²⁵) 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 80 dBA Leq 1-hour (during the architectural coating phase) to 88 dBA Leq 1-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 57 dBA Leq 8-hour (during the architectural coating phase) to 69 dBA Leq 8-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 Leq 8-hour threshold.

²⁴ 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.

²⁵ 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-hour/ dBA L_{eq} 8-hour)

Receiver Location (Distance)/ Description	Zoning Designation	Construction Noise Level by Construction Phase ¹					
		Demo.	Site Prep.	Grading	Building Const.	Paving	Arch. Coating
Residence to the north (as near as 25 feet) / Legal Non-Conforming Residence	Business Park	87/69	88/66	88/68	82/63	83/65	80/57
Head Start Facility to the northeast (as near as 180 feet)	Business Park	70/62	68/59	69/60	62/55	65/57	59/49
Residence to the northeast (as near as 1,000 feet) / Legal Non-Conforming Residence	Industrial	54/52	51/49	53/50	47/45	49/47	42/39

Source: Appendix G-2.

Notes: dBA = A-weighted decibels; L_{eq} 1-hour = equivalent continuous sound level (time-averaged sound level) during a 1-hour period near the project boundary; L_{eq} 8-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-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 6:00 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 southeast 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 (6,000 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 nearby residences 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 16 to 31 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 G-3, Equipment Specifications and Noise Calculations.

Table 3.13-5. Mechanical Equipment Operation Noise Summary of Results

Equipment	Noise Level at Property Boundary	
	Receiver Location	Average Noise Level (dBA L_{eq})
HVAC	N1	18
HVAC	W1	16
HVAC	E1	28
HVAC	SE1	31
HVAC	Head Start to NE	26
HVAC	Residence to N	23

Source: Appendix G-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 a point source for noise, which means that noise would attenuate at a rate of 6 dBA with each doubling of distance. The employee parking lots are proposed to be situated on the east and

southwest 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, 49 feet on the western side, and approximately 42 feet on the eastern side and at the southeastern corner. At a distance of 25 feet, parking lot noise levels would be approximately 29 dBA L_{eq} at the northern property boundary. At a distance of 49 feet, parking lot noise levels would be approximately 24 dBA L_{eq} at the western property boundary. At a distance of 42 feet, parking lot noise levels would be approximately 25 dBA L_{eq} at the eastern and southeastern property boundaries. Parking lot activity noise levels are summarized in Table 3.13-6.

Truck Loading Dock Activity

The parking lot study (Baltrėnas 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 northern side of the proposed warehouse building. The loading docks would be located approximately 130 feet from the northern property line and approximately 150 feet from the western property line. At the east property line and southeast property corner, the noise and view of the loading docks would be entirely obstructed by the warehouse building and would be more than 240 feet away. Using the outdoor attenuation rate of 6 dBA with each doubling of distance, truck loading activity along the northern property line would produce noise levels of approximately 64 dBA L_{eq} while noise levels along the western property boundary from truck loading activity would average approximately 63 dBA L_{eq} , not accounting for the shielding effects from the proposed 8-foot high, approximately 6-inches wide, perimeter, concrete wall at the northern boundary. Accounting for this acoustical shielding, the truck loading dock noise at the northern project boundary is estimated to be approximately 55 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	18	29	55	55	No
W1	Business Park	70/65	16	24	63	63	No
E1	Business Park	70/65	28	25	27	32	No
SE1	Business Park	70/65	31	25	30	34	No
Head Start to NE	Business Park	70/65	26	8	30	31	No
Residences to N	Business Park	70/65	23	23	31	33	No

Source: Appendix G-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 96 daily trips to the roadway system; in terms of passenger car equivalent (PCE), which accounts for truck percentages, the project would generate 138 daily PCE trips. On an hourly basis, the project would result in a total of 11 AM and 11 PM peak-hour trips, consisting of 7 passenger vehicles and 4 trucks (ranging in size from 2-axle trucks to 4+ axle trucks). In terms of PCE, the project would result in a total of 17 AM and 17 PM PCE peak-hour trips²⁶. Vehicles entering and exiting the project site would use 3rd Street, which has average daily traffic volumes of approximately 9,658²⁷. This amounts to a small fraction of the total daily volume on 3rd 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 dBA.²⁸ 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.

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 80 feet – the Head Start building to the northeast) and with the anticipated construction equipment, the vibration level would be approximately 0.016 inches per second PPV. This vibration level would be lower than the threshold of

²⁶ Data from the proposed project's trip generation estimates (Section 3.17, Transportation).

²⁷ Airport Gateway Specific Plan, Traffic Impact Analysis 2019.

²⁸ Under normal circumstances (i.e., outside of a controlled setting such as a listening laboratory), a 3 dBA increase in noise levels is considered to be the smallest increase that is audible to the human ear; whereas a less than 3 dBA increase in noise levels is considered to be a barely or non-audible increase.

“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 located 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)?	☐	☐	☒	☐

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
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 54,330 square feet, and as such, the estimated number of employees required for operation would be approximately 46 people.

According to the SCAG Demographics and Growth Forecast, employment in the City is anticipated to grow from 6,900 employees in 2016 to 11,100 employees in 2045 (SCAG 2020). 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 September 2021, 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 6.6%, which is similar to the state average (7.3%) and higher than the national average (4.6%) for the same period (EDD 2021). 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?*

No Impact. Under existing conditions, the project site is not developed with residential uses; thus, the project would not remove people or housing from the site. Therefore, no impacts associated with the displacement of existing people or housing would occur.

3.15 Public Services

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
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XV. PUBLIC SERVICES

- 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?	☐	☐	☒	☐
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 SBSB 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. While the project would potentially result in a slight, incremental increase in calls to the SBSB 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 SBSB facilities. In addition, the project site is already located within SBSB'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 SBSB 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 services. Therefore, impacts associated with SBSB 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?	☐	☐	☐	☒
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)?	☐	☐	☒	☐
d) Result in inadequate emergency access?	☐	☐	☒	☐

The following analysis is based, in part, on the Transportation Impact Assessment prepared by Dudek in May 2022, included as Appendix H.

The following analysis was prepared consistent with the City of Highland Public Works Policies, Procedures and Standards (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* (2021), using the Warehousing land use (ITE Code 150).

PCE factors were also applied to the trip generation estimates to account for truck traffic. The City of Highland indicates that projects with high truck percentages should convert project trips to PCE. A 1.5 PCE factor was applied to 2-axle trucks, 2.0 PCE for 3-axle trucks, and a 3.0 PCE factor was applied to 4-axle trucks per the San Bernardino County CMP. 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	ITE Code	Size/Units		Daily	AM Peak Hour			PM Peak Hour		
					In	Out	Total	In	Out	Total
Trip Rates ¹										
Warehousing	150	TSF		1.71	0.13	0.04	0.17	0.05	0.13	0.18
Trip Generation										
3rd Street and Central Avenue Warehouse	150	54.330	TSF	93	7	2	9	3	7	10
Trip Generation (PCE Adjustments)										
Warehousing Vehicle Mix ²		Percent ²								
Passenger Vehicles		72.5%		68	5	2	7	2	5	7
2-Axle Trucks		4.6%		4	0	0	0	0	0	0
3-Axle Trucks		5.7%		5	1	0	1	0	1	1
4+-Axle Trucks		17.2%		16	1	0	1	1	1	2
Project Trip Generation (Non-PCE)				93	7	2	9	3	7	10
		PCE Factor ³								
Passenger Vehicles		1.0		68	5	2	7	2	5	7
2-Axle Trucks		1.5		6	0	0	0	0	0	0
3-Axle Trucks		2.0		10	2	0	2	0	2	2
4+-Axle Trucks		3.0		48	3	0	3	3	3	6
Project Trip Generation (PCE)				132	10	2	12	5	10	15

Notes: TSF = Thousand Square Feet; ITE = Institute of Transportation Engineers

¹ Trip rates from the Institute of Transportation Engineers, Trip Generation, 10th Edition, 2017.

² Vehicle Mix and Percent from SCAQMD, Warehouse Truck Trip Study Data Results and Usage, July 2014.

³ Passenger Car Equivalent (PCE) factors per the San Bernardino County Congestion Management Program (CMP), 2016.

As detailed above, the project would generate 93 daily trips, 9 AM peak hour trips (7 inbound and 2 outbound), and 10 PM peak hour trips (3 inbound and 7 outbound). With the application of PCE factors for truck traffic, the project would generate 132 daily PCE trips, 12 AM peak hour PCE trips (10 inbound and 2 outbound), and 15 PM peak hour PCE trips (5 inbound and 10 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 TIA 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 3rd Street/Central Avenue, Central Avenue/5th 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 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 12 AM peak hour trips and 15 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 TIA 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 TIA 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 3rd Street to the south and Central Avenue to the east, and 5th Street is located to the north 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 section of Central Avenue adjacent to the project site is not currently built to its ultimate ROW. The project would provide the ROW necessary for consistency with the General Plan and Central Avenue's buildout conditions. Central Avenue has a posted speed limit of 25 miles per hour. The segment of roadway adjacent to the site is unimproved (i.e., no curb and gutter, and no sidewalk), except for a portion of the west side of the road near the Central Avenue/5th Street intersection. 3rd 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 3rd Street along the project's frontage. 3rd Street is also designated as a truck route, with a posted speed limit of 45 miles per hour. Curb and gutter is constructed, and pedestrian facilities are provided along this portion of Central Avenue adjacent to the project site, except for a portion of the northern side of 3rd Street near the Central Avenue/3rd Street intersection.

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 3rd 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 3rd Street, with a continuous sidewalk to Victoria Avenue, however at the intersection of 3rd Street/Central Avenue, the sidewalk ends. 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 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. 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 750-foot north 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 2022). 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, 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 stop²⁹ or an existing stop along a high quality transit corridor.³⁰

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.

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

²⁹ Pub. 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.

³⁰ Pub. 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.

- 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 93 daily trips, 9 AM peak hour trips (7 inbound and 2 outbound), and 10 PM peak hour trips (3 inbound and 7 outbound). 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 by one driveway along Central Avenue and one driveway along 3rd Street. The driveway along 3rd Street would serve as truck access driveways, with the Central Avenue driveway dedicated to passenger vehicle access only. Passenger vehicles would also be permitted to utilize the 3rd Street driveway. Per discussion with the City, the 3rd Street driveway would be restricted to right-in/right-out only access due to its proximity to the Central Avenue/3rd Street intersection and other off-site driveways.

The project would construct frontage improvements of existing segments of 3rd Street and Central Avenue, 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 one driveway along Central Avenue and one driveway along 3rd 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:				
v) 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	☐	☒	☐	☐
vi) 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, as the lead agency, as well as the findings of the Archaeological Resources Assessment conducted by Dudek in 2022 (Appendix C). 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 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, p. 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, p. 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, p. 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, p. 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.

Gabrieliño/Tongva

The archaeological record indicates that the Gabrielino 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, p. 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, p.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, p. 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 upwards 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, pp. 112–115).

Assembly Bill 52

AB 52 of 2014 amended PRC Section 5097.94 and added PRC 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. PRC 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 PRC 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 PRC, 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 April 5, 2022, via U.S. Postal Service certified mailing and email. 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. Two tribes responded to this request for consultation. A response was received by the Gabrieleno Band of Mission Indians – Kizh Nation. The Gabrieleno Band of Mission Indians – Kizh Nation stated that they deferred to San Manuel Band of Mission Indians regarding knowledge of the project site and any applicable mitigation measures. The Yuhaaviatam of San Manuel Nation (formerly known as the San Manuel Band of Mission Indians) responded to the request for consultation and requested mitigation measures to be made a part of the project conditions. These mitigation measures have been incorporated into the project, as discussed below.

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, no previously recorded archaeological resources of Native American origin or tribal cultural resources listed in the CRHR or a local register were identified within the proposed project site as a result of the SCCIC records or NAHC SLF search. As discussed in Section 3.5, the potential to encounter intact deposits containing archaeological resources within soils from the current grade and between 1 and 2.5 feet below ground surface is unlikely. However, the potential for intact cultural deposits to exist within native soils (below between 1 and 2.5 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. Additionally, the City

notified California Native American Tribal representatives who are traditionally or culturally affiliated with the geographic area of the project pursuant to AB 52. While no tribal cultural resources were identified on the project site, the Yuhaaviatam of San Manuel Nation requested that mitigation measures be incorporated into the project. While no known tribal cultural resources have been identified on the site, given that the potential for intact cultural deposits to exist within soils from 18 inches below current grade to the proposed depths of disturbance is unknown, MM-TCR-1 shall be required, in addition to MM-CUL-1, MM-CUL-2, and MM-CUL-3. With incorporation of these mitigation measures, impacts would be less than significant.

MM-TCR-1 Tribal Cultural Resources – The Yuhaaviatam of San Manuel Nation (formerly the San Manuel Band of Mission Indians Cultural Resources Department) shall be contacted if any pre-contact and/or historic-era cultural resources are discovered during project implementation, and be provided information regarding the nature of the find, so as to provide Tribal input with regards to significance and treatment. Should the find be deemed significant, as defined by CEQA (as amended, 2015), a cultural resources Monitoring and Treatment Plan shall be created by the archaeologist, in coordination with the Yuhaaviatam of San Manuel Nation, and all subsequent finds shall be subject to this Plan. This Plan shall allow for a monitor to be present that represents the Yuhaaviatam of San Manuel Nation for the remainder of the project, should the Yuhaaviatam of San Manuel Nation elect to place a monitor on-site. 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 Lead Agency for dissemination to the Yuhaaviatam of San Manuel Nation. The City and/or applicant shall, in good faith, consult with the Yuhaaviatam of San Manuel Nation throughout the life of the project.

- 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 previously in Section 3.18(a), while no tribal cultural resources were identified on the project site, the Yuhaaviatam of San Manuel Nation requested that mitigation measures be incorporated into the project. While no known tribal cultural resources have been identified on the site, given that the potential for intact cultural deposits to exist within soils from 18 inches below current grade to the proposed depths of disturbance is unknown, MM-TCR-1 shall be required, in addition to MM-CUL-1, MM-CUL-2, and MM-CUL-3. With incorporation of these mitigation measures, impacts would be less than significant.

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, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	☐	☐	☒	☐
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years?	☐	☐	☒	☐
c) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	☒	☐
d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	☐	☐	☒	☐
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	☐	☐	☒	☐

- a) ***Would the project require or result in the relocation or construction of new or expanded water, wastewater 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 involves the construction of a warehouse building, as well as paved parking areas and landscape areas. The project site currently consists of an existing structure 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 8-inch water line within Central Avenue, 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

Table 3.19-1. Projected Multiple Dry Year Supply and Demand Comparison (Acre-Feet)

Multiple Dry Year Scenario	2025	2030	2035	2040	2045
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 wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?*

Less-than-Significant Impact. As discussed in Section 3.19(a), the project site does not have sewer service. Because sewer service is unavailable in the area, an septic system would be installed on-site. The proposed septic system would be sized to provide holding capacity for normal operations. Thus, there would be adequate capacity to treat wastewater produced from the project. Therefore, impacts would be less than significant.

- 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 Ave, 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.³¹

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 61,219,377 cubic 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.

³¹ 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?***

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.

- 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, 2008). 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, 2008). 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 San Bernardino 2005). 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 predominantly 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, 2008). 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 and tribal cultural, 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 and tribal cultural resources, 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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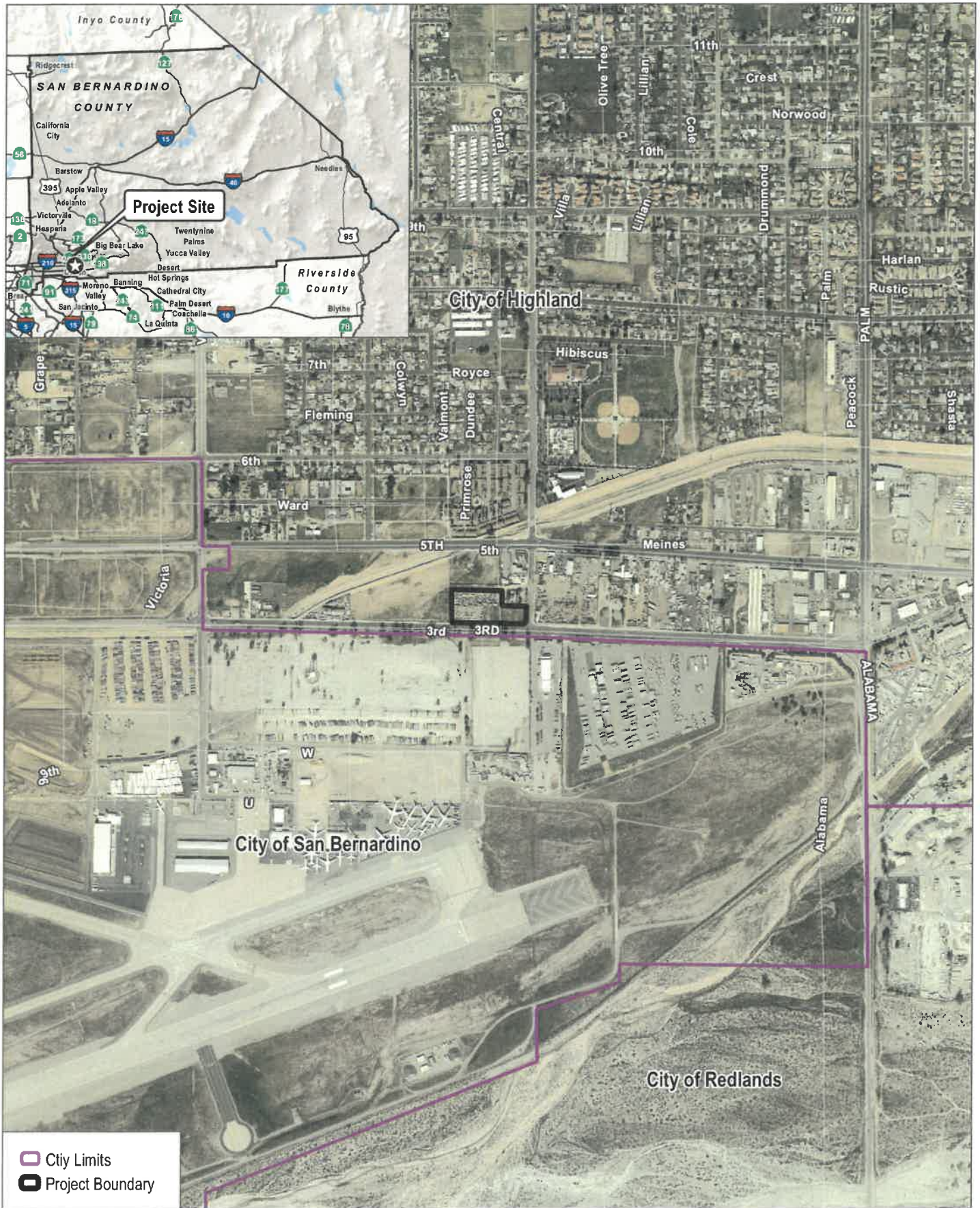
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4.2 List of Preparers

Dudek

Sean Kilkenny – Senior Project Manager
Hayley Ward – Environmental Planner
Adam Poll – Air Quality Specialist
Tommy Moloo – Senior Biologist
Rachel Swick – Biologist
Linda Kry – Archaeologist
Kira Archipov – Archaeologist
Jennifer De Alba – Archaeologist
Michael Greene – Noise Specialist
Dennis Pascua – Senior Transportation Specialist
Mladen Popovic – Transportation Specialist
Hailee McOmber – GIS Specialist
Scott Graff – Technical Editor



SOURCE: Esri World Imagery

FIGURE 1

Project Location

Third and Central Avenue Warehouse Project

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SOURCE: Esri World Imagery

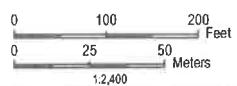


FIGURE 2

Aerial Overview

Third and Central Avenue Warehouse Project

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Photo A



Photo A: From the southwest corner of the project site, facing east. Representative of the crumbling asphalt covering most of the project site.



Photo B: From the southwest corner of the project site, facing north. One of the few areas of exposed soil on the project site. The one small structure on the site is also shown.



Photo C: From the northwest corner of the project site, facing east.

SOURCE: Dudek 2022

DUDEK

FIGURE 3A

Project Area Photos

Third and Central Avenue Warehouse Project

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Photo Key



Photo D. From the northwest corner of the project site, facing south. Planes from the San Bernardino Airport are shown in the distance.



Photo E. From the southeastern corner of the project site, facing north.



Photo F. From the southeastern corner of the project site, facing west.

SOURCE: Dudek 2022

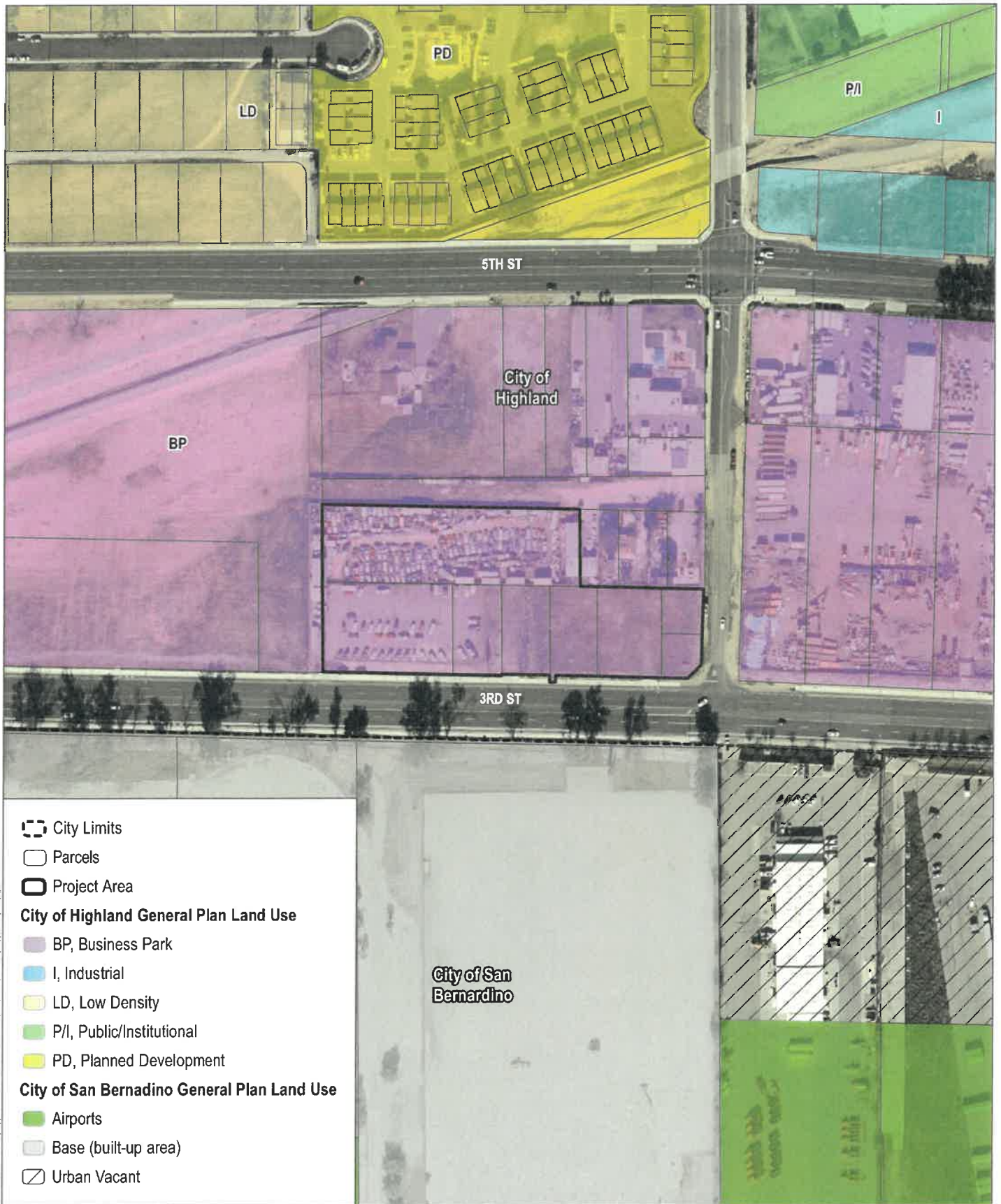
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FIGURE 3B

Project Area Photos

Third and Central Avenue Warehouse Project

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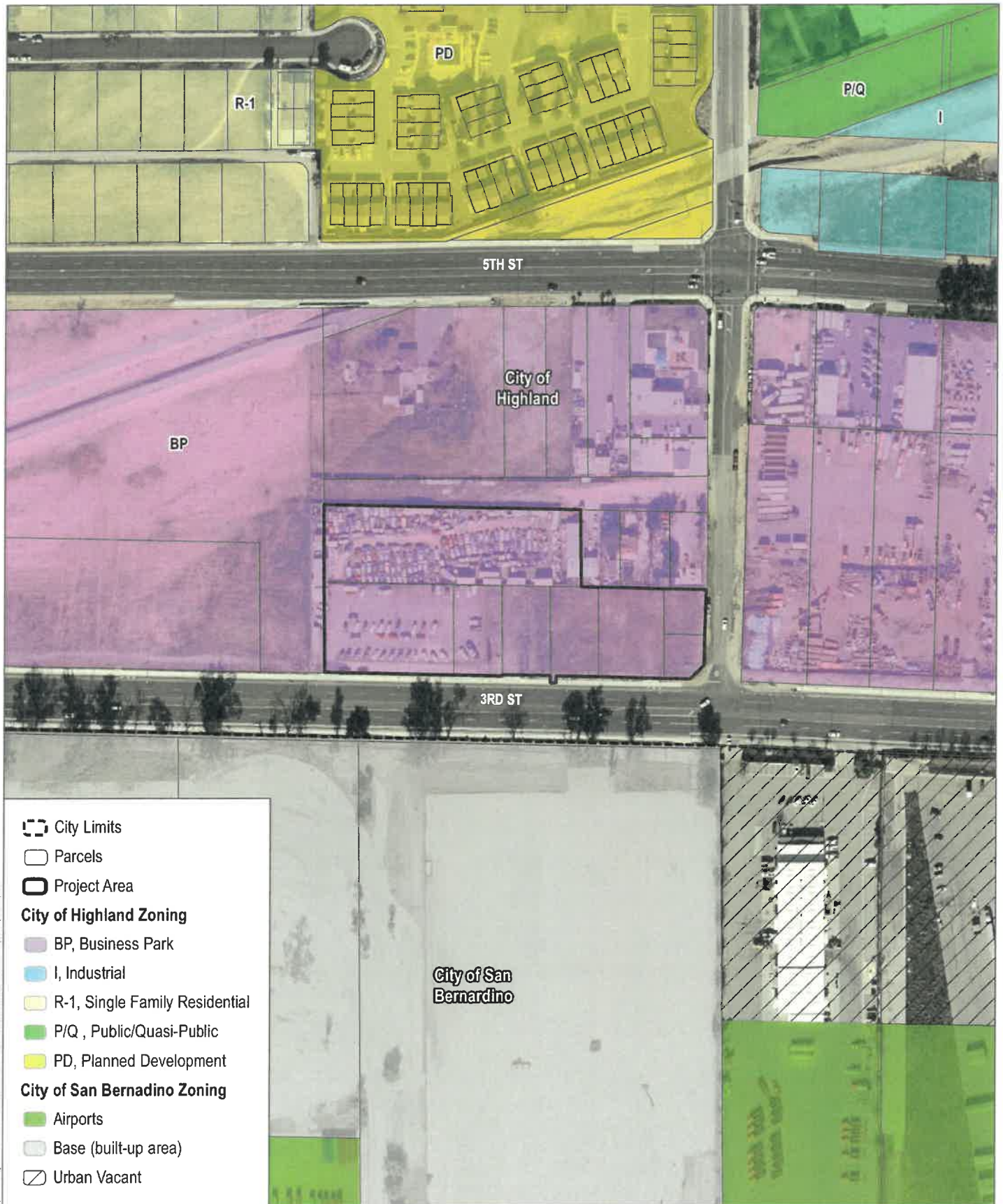
SOURCE: Esri World Imagery, City of San Bernardino 2012, City of Highland 2014

FIGURE 4

General Plan Land Use

Third and Central Avenue Warehouse Project

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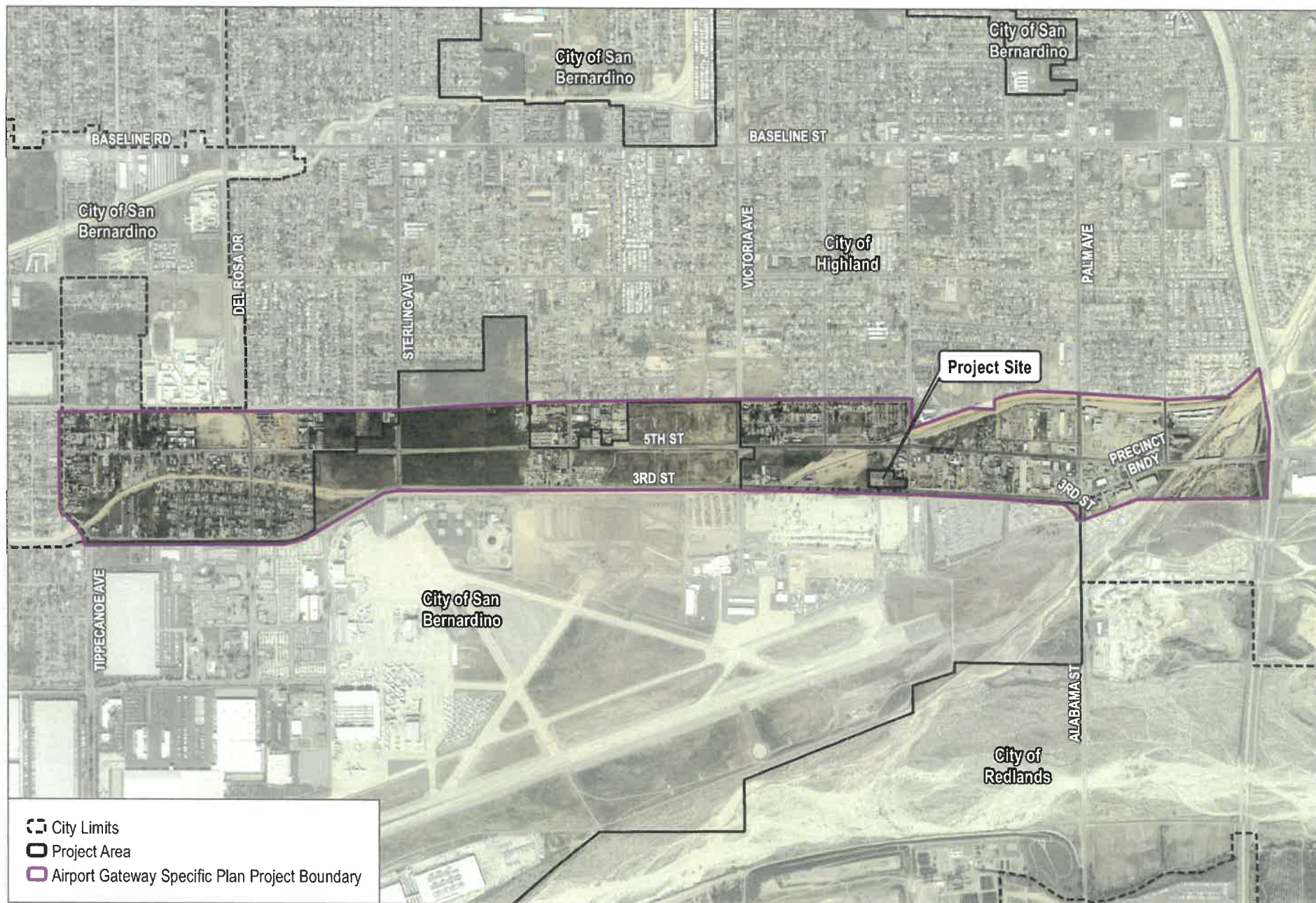
SOURCE: Esri World Imagery, City of San Bernardino 2012, City of Highland 2014



FIGURE 5
Zoning

Third and Central Avenue Warehouse Project

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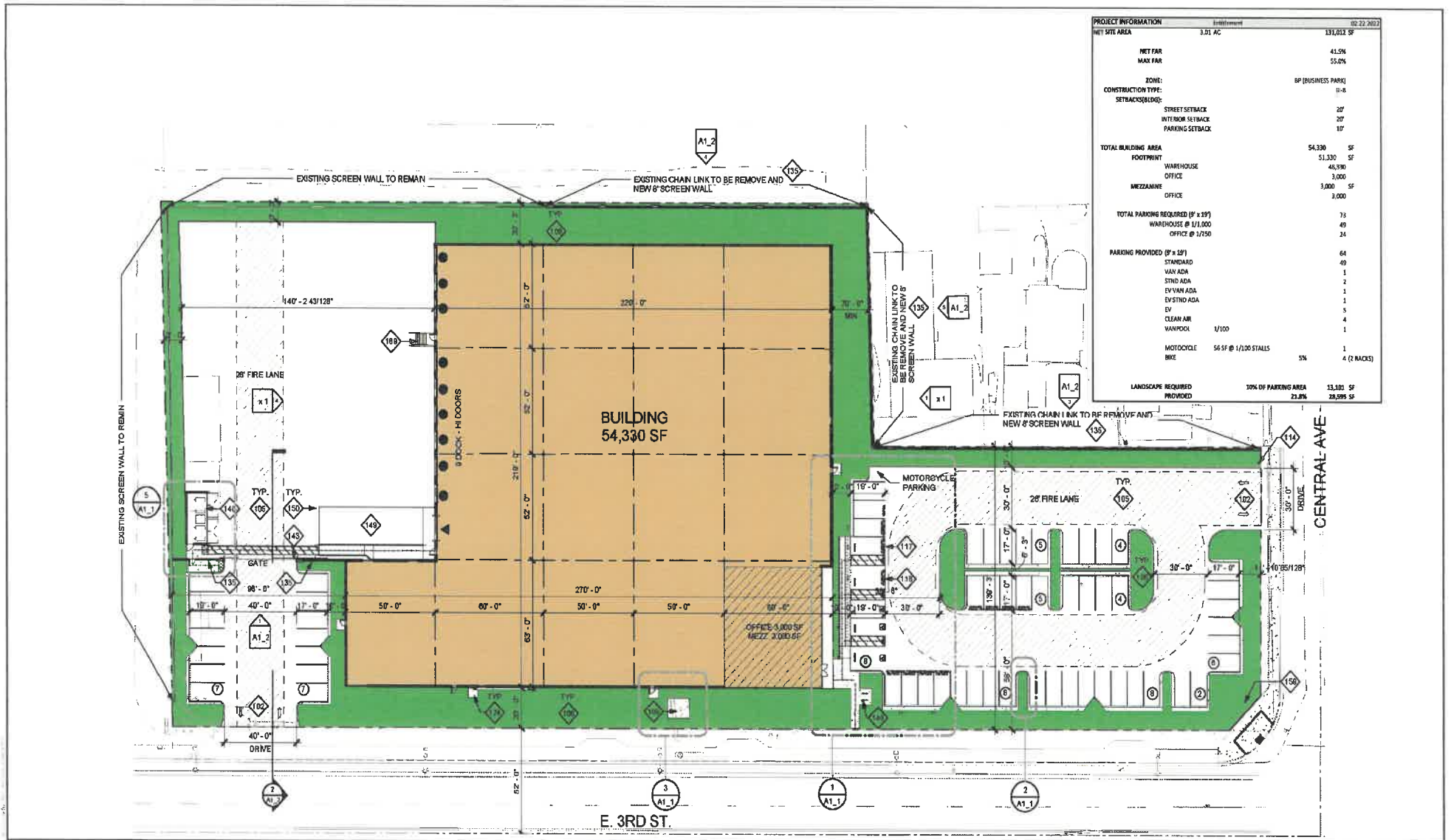


SOURCE: Esri World Imagery, City of San Bernardino 2012, City of Highland 2014

FIGURE 6

Airport Gateway Specific Plan
Third and Central Avenue Warehouse Project

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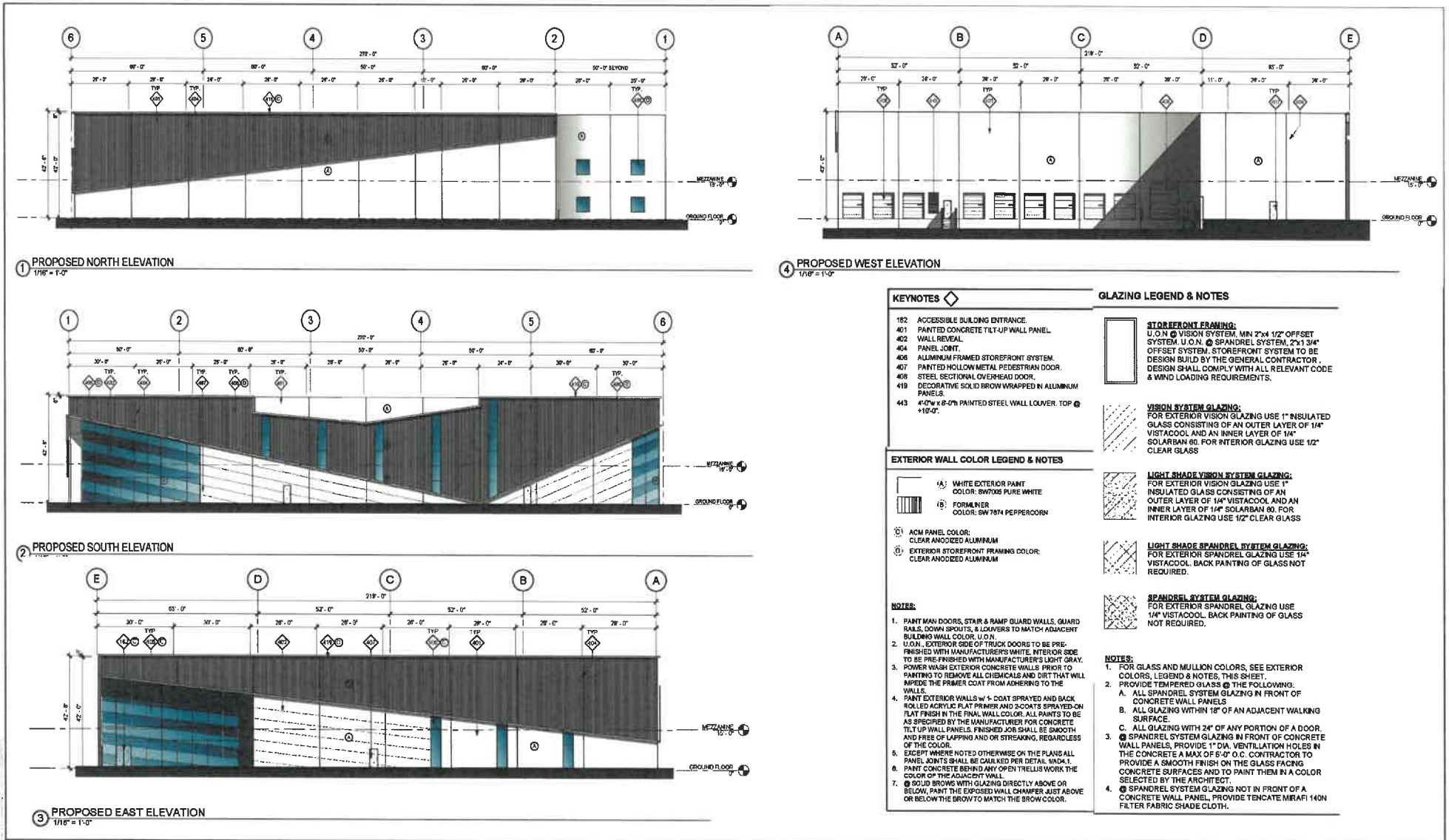
SOURCE: Hardman 2022

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FIGURE 7
Site Plan

Third and Central Avenue Warehouse Project

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SOURCE: Herdman 2022

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FIGURE 8

Conceptual Elevations

Third and Central Avenue Warehouse Project

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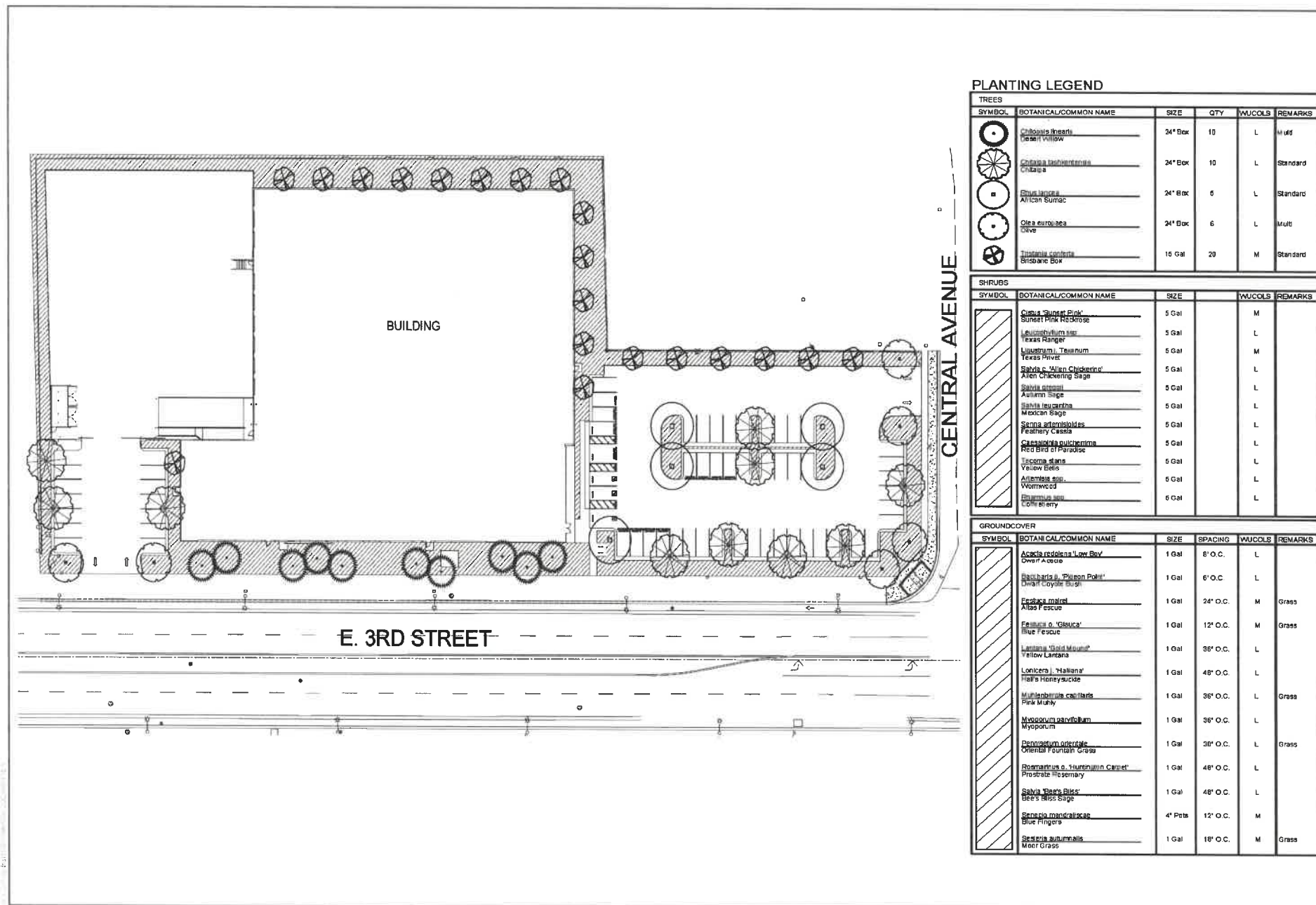


SOURCE: Herdman 2022

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FIGURE 9
Conceptual Rendering
Third and Central Avenue Warehouse Project

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SOURCE: Hunter Landscape 2022

DUDEK

FIGURE 10
Landscaping Plan
Third and Central Avenue Warehouse Project

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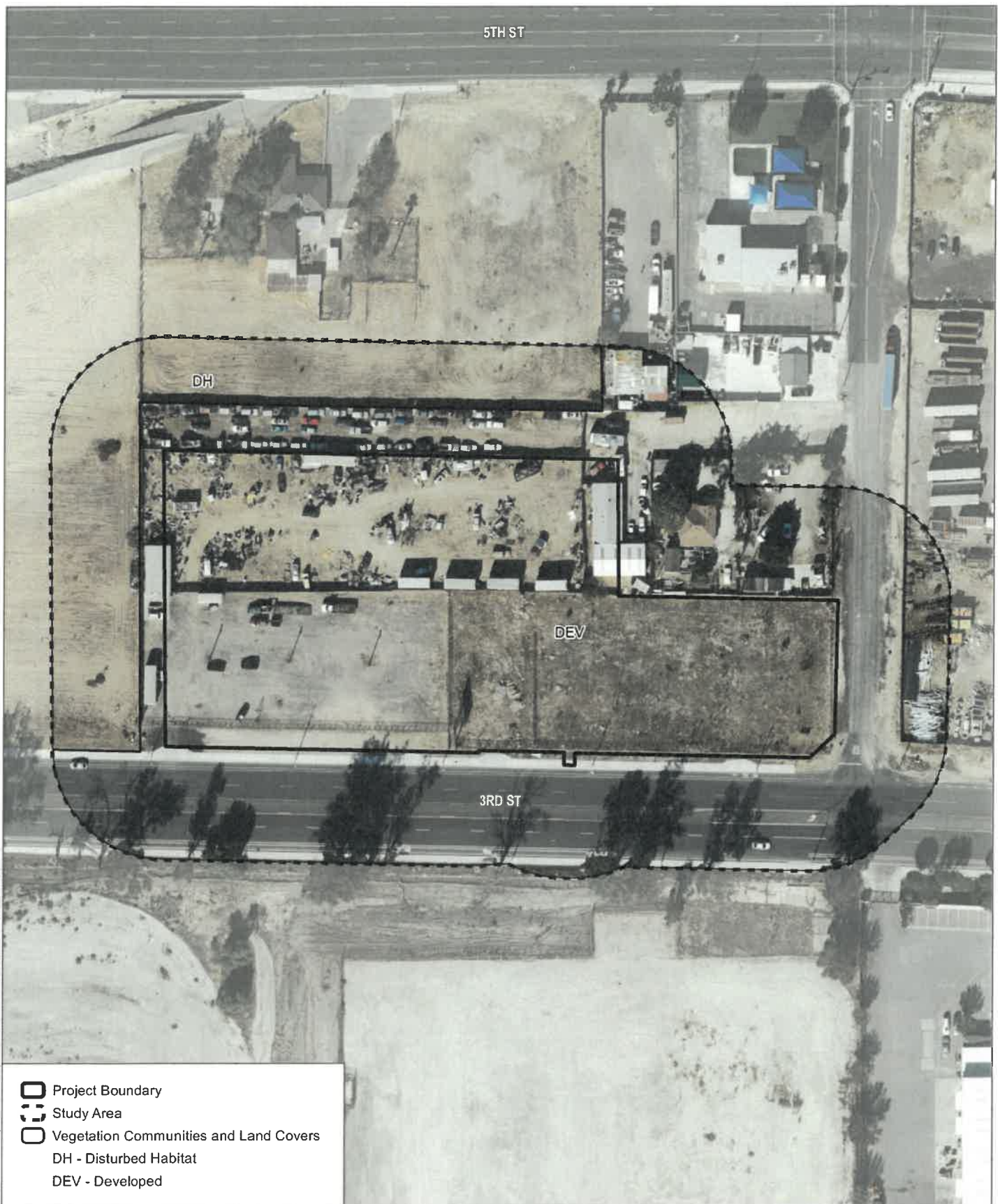


FIGURE 11

Biological Resources

Third and Central Avenue Warehouse Project

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FIGURE 12

Noise Measurement Locations

Third and Central Avenue Warehouse Project

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Mitigation Monitoring and Reporting Program
Initial Study/Mitigated Negative Declaration

Northwest Corner of 3rd Street and Central Avenue Warehouse Project

JULY 2022

Lead Agency:

CITY OF HIGHLAND

27215 Base Line

Highland, California 92346

Contact: Angela Tafolla

Prepared by:

DUDEK

605 Third Street

Encinitas, California 92024

Contact: Sean Kilkenny

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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 Northwest Corner of 3rd Street and Central Avenue Warehouse Project (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: Construction Equipment Emissions Reductions. The following measures shall be incorporated into the project to reduce construction criteria air pollutant emissions, including VOC, NO_x, CO, PM₁₀, and PM_{2.5}, generated by construction equipment used for the project. Prior to the issuance of a grading permit, the following shall be incorporated into the grading plan and/or grading permit conditions: For off-road equipment with engines rated at 50 horsepower or greater, no construction equipment shall be used that is less than Tier 4 Interim. An exemption from these requirements may be granted in the event that the applicant documents that equipment with the required tier is not reasonably available and corresponding reductions in criteria air pollutant emissions are achieved from other construction equipment¹. Before an exemption may be considered, the applicant shall be required to demonstrate that two construction fleet owners/operators in the region were contacted and that those owners/operators confirmed Tier 4 Interim or better equipment could	During construction	Project applicant and their construction contractor	City of Highland	

¹ For example, if a Tier 4 Interim piece of equipment is not reasonably available at the time of construction and a lower tier equipment is used instead (e.g., Tier 3), another piece of equipment could be upgraded from a Tier 4 Interim to a higher tier (i.e., Tier 4 Final) or replaced with an alternative-fueled (not diesel-fueled) equipment to offset the emissions associated with using a piece of equipment that does not meet Tier 4 Interim standards.

Table 1 Mitigation Monitoring and Reporting Program

Mitigation Measure	Implementation Timing	Party Responsible for Implementation	Party Responsible for Monitoring	Date of Completion/ Notes
not be located in the region. To ensure that Tier 4 construction equipment or better would be used during the Proposed Project's construction, the applicant will include this requirement in applicable bid documents, purchase orders, and contracts. Successful contractor(s) must demonstrate the ability to supply the compliant construction equipment for use prior to any ground disturbing and construction activities. A copy of each unit's certified tier specification or model year specification and CARB or SCAQMD operating permit (if applicable) shall be available upon request at the time of mobilization of each applicable unit of equipment.				
MM-AQ-2: Operational Forklifts. The project shall include the use of natural gas powered forklifts for use during operation of the project to load and unload trucks within the truck loading area.	During operation	Project applicant	City of Highland	
Biological Resources				
MM-BIO-1: Prior to the start of construction a focused rare plant survey shall be conducted between the months of April through September to determine the presence/absence of smooth tarplant on the project site. The survey will be conducted by knowledgeable botanists during the plant's blooming season by walking transects throughout all suitable habitat areas. Two survey passes will be required in order to survey early and late in the species blooming period. Any observations will be mapped with a GPS and flagged in the field. Every effort shall be taken to avoid impacting observed species such as establishing a buffer and conducting on-site monitoring, if needed. If the tarplant cannot be	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
avoided a relocation plan will be prepared to relocate any observed specimens to an established conservation area and/or seed collected for propagation off site.				
MM-BIO-2: Project activities should avoid the avian nesting season of February through August in order to minimize any potential impact to birds and nests protected under the Migratory Bird Treaty Act and California Fish and Game Code. If project activities cannot avoid the nesting season, a pre-construction clearance survey should be conducted within 3 days prior to ground disturbing activities to determine the presence/absence of nesting birds. If an active nest is found a buffer will be established around the nest until the nestlings have fledged and the nest is no longer active. The buffer will be implemented by a qualified biologist based on the sensitivity of the species to disturbance. Construction activities may continue outside of the buffer under the discretion of a monitoring biologist. Once the biologist has determined the nest is no longer active, the buffer can be removed, and construction may continue.	Prior to and during construction	Project applicant and their construction contractor	City of Highland	
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	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
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	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
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 disturbing, all construction work occurring not less than 100 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 or not additional study is warranted. Depending upon the significance of the find under the 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. In the event that human remains are inadvertently encountered during construction activities, the remains and associated resources shall be treated in accordance with state and local regulations that provide requirements with regard to the discovery of human remains, including California Health and Safety Code Section 7050.5, California Public Resources Code Section 5097.98, and CEQA Guidelines Section 15064.5(e). In accordance with these regulations, if human remains are found, the	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
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.				
Geology and Soils				
MM-GEO-1: Discovery of Paleontological Resources. In the event that paleontological resources (i.e., fossil remains) are exposed during construction activities for the project, all construction work occurring within 50 feet of the find shall immediately stop until a qualified paleontologist, as defined by the Society of Vertebrate Paleontology's guidelines, can assess the nature and importance of the find. Depending on the significance of the find, the qualified paleontologist may record the find and allow work to continue or may recommend salvage and recovery of the resource. All recommendations shall be made in accordance with the Society of Vertebrate Paleontology's guidelines and shall be subject to review and approval by the City of Highland. Work in the area of the find may only resume upon approval of a qualified paleontologist.	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
Tribal Cultural Resources				
MM-TCR-1: Tribal Cultural Resources The Yuhaaviatam of San Manuel Nation (formerly the San Manuel Band of Mission Indians Cultural Resources Department) shall be contacted if any pre-contact and/or historic-era cultural resources are discovered during project implementation, and be provided information regarding the nature of the find, so as to provide Tribal input with regards to significance and treatment. Should the find be deemed significant, as defined by CEQA (as amended, 2015), a cultural resources Monitoring and Treatment Plan shall be created by the archaeologist, in coordination with the Yuhaaviatam of San Manuel Nation, and all subsequent finds shall be subject to this Plan. This Plan shall allow for a monitor to be present that represents the Yuhaaviatam of San Manuel Nation for the remainder of the project, should the Yuhaaviatam of San Manuel Nation elect to place a monitor on-site. 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 Lead Agency for dissemination to the Yuhaaviatam of San Manuel Nation. The City and/or applicant shall, in good faith, consult with the Yuhaaviatam of San Manuel Nation throughout the life of the project.	Prior to and during construction	Project applicant and their construction contractor	City of Highland	

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ATTACHMENT 7
General Plan Excerpt –
5th Street Corridor Policy Area

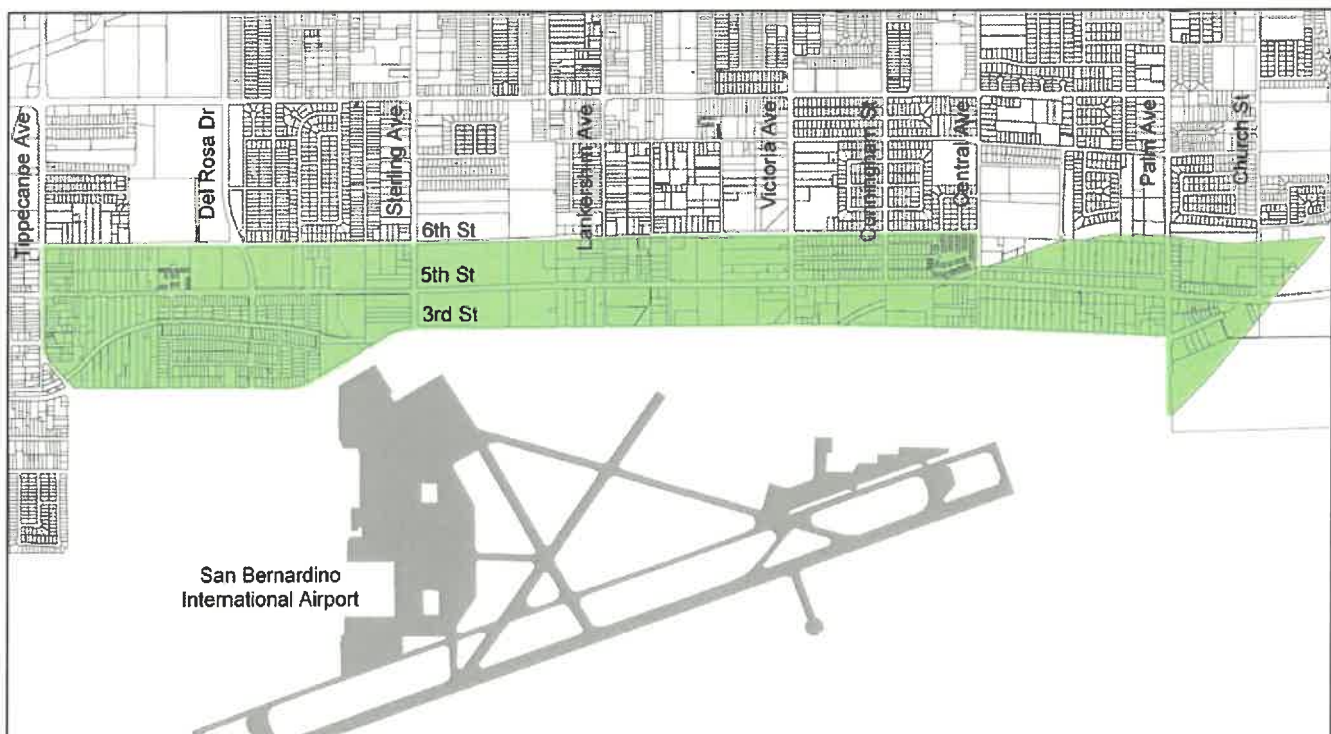


- 9) Actively participate in future San Bernardino International Airport planning activities to minimize potential negative impacts on Highland's economic development opportunities and quality of life.

5th Street Corridor

Lack of available industrial land west of Interstate 15 is forcing industrial development to move eastward towards Highland. Looking ahead, the movement of blue-collar jobs into the region surrounding Highland and the San Bernardino International Airport (SBIA) is forecasted to bring in 12,190 new jobs between 2003 and 2009. In turn, the energy that these new jobs will add to the economy will support an additional 12,190 jobs in sectors such as retailing, consumer services and health care.

With its strategic location between SBIA and the SR-3/I-210 corridor, the 5th Street Corridor represents an excellent opportunity to capture some of this potential 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.





GOAL 2.13

Transform the 5th Street Corridor into a major employment center and gateway to the San Bernardino International Airport.

Policies

- 1) Continue to coordinate with the City of San Bernardino and the San Bernardino International Airport Authority for future planning on and around the airport.
- 2) Continue to plan and promote the 5th Street Corridor as the major industrial entryway into the San Bernardino International Airport.
- 3) Develop a comprehensive design and branding program for the 5th Street Corridor, promoting it as a unified, business-friendly employment center.
- 4) Ensure exceptional circulation through adherence to the policies of the Circulation Element.
- 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.
- 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.
- 9) Work with San Bernardino International Airport Authority to ensure that future planning activities encourage consistency with adopted City land use plans and minimize impacts on Highland's economic development opportunities and quality of life.

Victoria Avenue Corridor

As the primary passenger entryway into the San Bernardino International Airport from I-210, new land use patterns will need to be established to take advantage of future commercial opportunities, improve traffic and provide future development opportunities along Victoria Avenue. Currently, single-family residential uses and scattered strip development maintain individual access points to Victoria Avenue, which create

ATTACHMENT 8
Zoning Overview



ATTACHMENT 9

Project Plan Set

**Site Plan, Building Elevations, Grading,
Landscaping, Parcel Map and Photometric Plan**

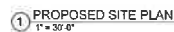


3RD & CENTRAL

3RD ST. AND CENTRAL AVE
HIGHLAND, CA 92346
APN NO: 1192-561-11,15,16,17,18,19,20 & 21



A0	COVER SHEET
A1	SITE PLAN
A1.1	ENLARGED SITE PLANS
A1.2	SITE WALL PLAN
A1.3	SITE & SITE WALL
A1.4	SITE WALL AND MONUMENT
A2	GROUND LEVEL FLOOR PLANS
A2.1	ENLARGED OFFICE FLOOR PLANS
A3	EXTENDED ELEVATIONS
C1	CONCEPTUAL LANDSCAPE PLAN
C2	TENTATIVE PARCEL MAP
L1	CONCEPTUAL LANDSCAPE PLAN
RF0	SITE PHOTOGRAPHY PLAN



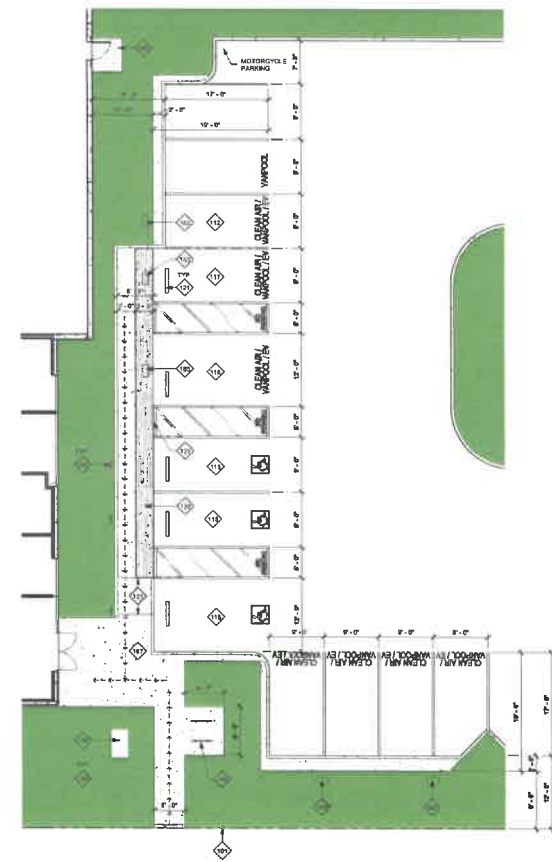
PROJECT PATRIOT PARTNERS E 3RD ST & CENTRAL
2nd PLANNING SUBMITTAL HIGHLAND, CA



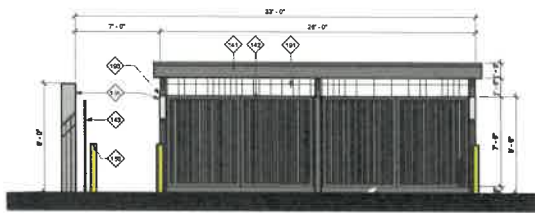
SITE PLAN



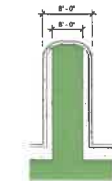
A-



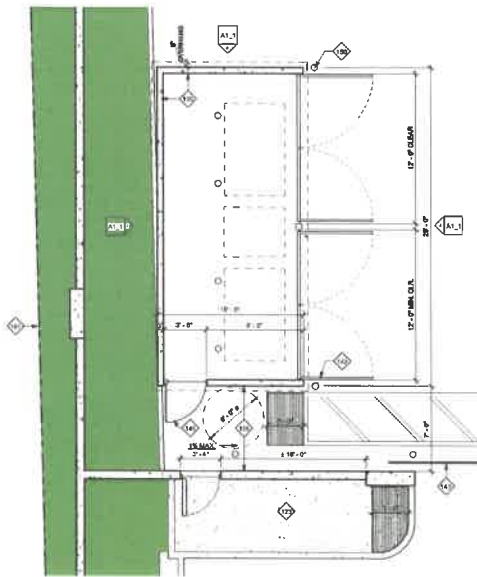
1 ENLARGED SITE PLAN
1/8" = 1'-0"



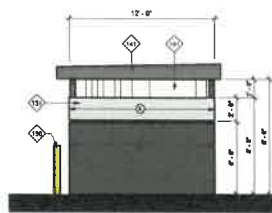
4 TRASH ENCLOSURE WEST ELEVATION
1/4" = 1'-0"



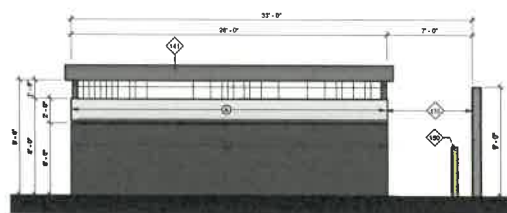
2 LANDSCAPE FINGER AND OVERHANG DETAIL
1/8" = 1'-0"



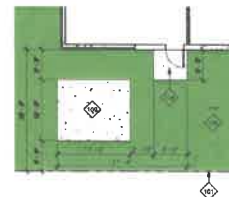
5 ENLARGED TRASH ENCLOSURE
1/4" = 1'-0"



6 TRASH ENCLOSURE NORTH ELEVATION
1/4" = 1'-0"



7 TRASH ENCLOSURE EAST ELEVATION
1/4" = 1'-0"



3 TRANSFORMER DETAIL
1/8" = 1'-0"

EXTERIOR COLOR SCHEDULE

- (1) WHITE EXTERIOR PAINT
COLOR: BENETONE PURE WHITE
- (2) POLYMER
COLOR: BEN 764 PEPPER CORN
- (3) ACQ PANEL COLOR
CLEAR ANODIZED ALUMINUM
- (4) EXTERIOR STAIR/TRANSFORMER GRADING COLOR
CLEAR ANODIZED ALUMINUM
- (5) GRAY EXTERIOR PAINT
COLOR: BEN 764 PEPPER CORN

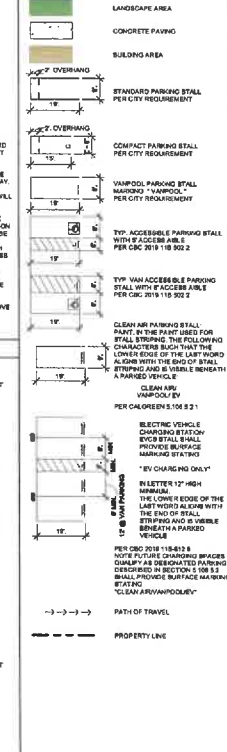
- 1. PAINT MAIN DOORS, STAIR & TRANSFORMER WALLS, QUARD RAILS, DOWN BRIGITS, & DOWNERS TO MATCH ADJACENT BUILDING WALL COLOR. U.O.N.
- 2. PAINT EXTERIOR SIDE OF TRANSFORMER DOORS TO BE PAINTED WITH MANUFACTURER'S LIGHT GRAY POWER GRAB EXTERIOR CONCRETE WALLS PRIOR TO PAINTING TO REMOVE ALL CHALKS AND DIRT THAT WILL IMPAIR THE FINISH COAT FROM ADHERING TO THE WALLS.
- 3. PAINT EXTERIOR WALLS W/ 1 COAT SPRAYED AND BACK ROLLED ACQ PLAT PRIMER AND 2 COATS SPRAYED ON PLAT FINISH IN THE FINAL WALL COLOR. ALL PARTS TO BE AS SPECIFIED BY THE MANUFACTURER FOR CONCRETE TILT UP WALL PANELS. FINISHED OR SHALL BE SMOOTH AND FREE OF LAPPING AND OR STREAKING, REGARDLESS OF THE COLOR.
- 4. EXCEPT WHERE NOTED OTHERWISE ON THE PLAN, ALL PANEL JOINTS SHALL BE GASKETED PER DETAIL 104.1.1. PAINT CONCRETE SEAMS AND JOINTS WITH THE COLOR OF THE ADJACENT WALL.
- 5. IN SOLID BROWN WITH ISLAND DIRECTLY ABOVE OR BELOW, PAINT THE EXPOSED WALL CHAMFER JUST ABOVE OR BELOW THE BROW TO MATCH THE BROWN COLOR.

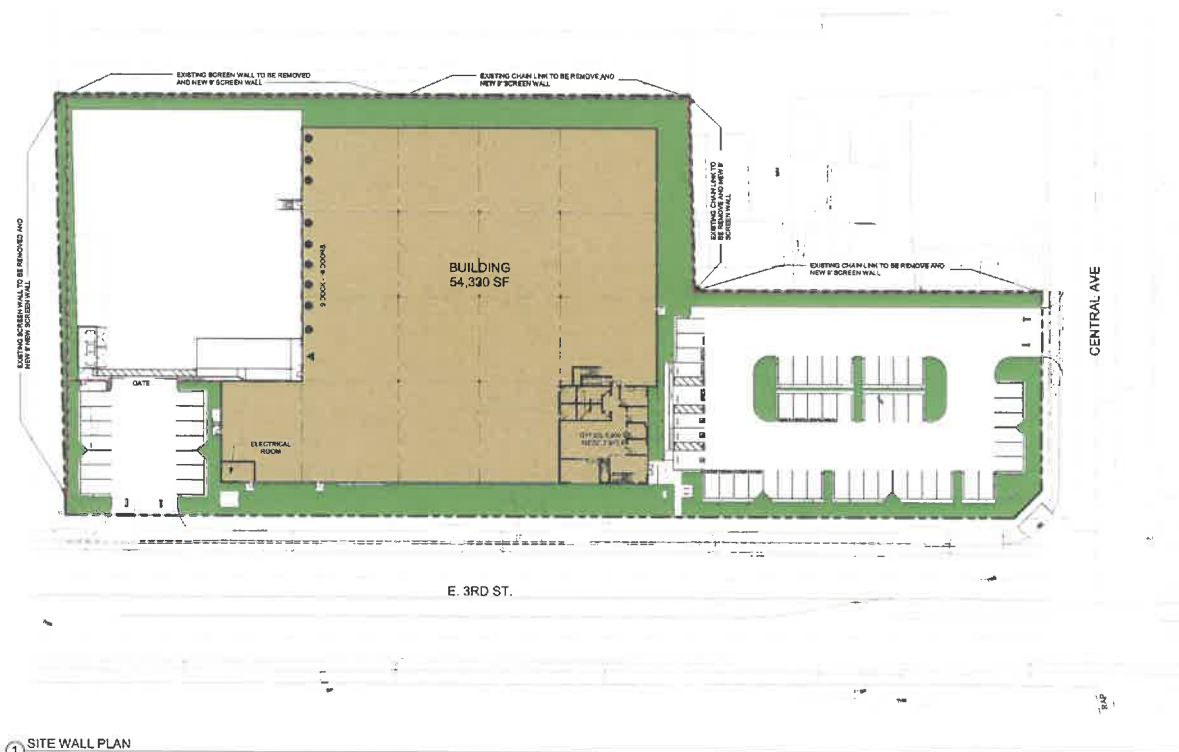
SITE PLAN GENERAL NOTES

- THE SITE PLAN SHALL MEET ALL ENGINEERING & NOTES REQUIREMENTS.
- GENERAL CONTRACTOR TO REVIEW THE SITE REPORT AND ALL MANIFESTATIONS ON THE TITLE SHEET AND FOLLOW ALL RECOMMENDATIONS.
- U.O.N. ALL DIMENSIONS TO CONCRETE WALLS AND CURBS ARE GIVEN TO THE CENTER BROWN WITH A CENTERLINE OR FACE OF THE WALL OR CURB ALL DIMENSIONS TO FRAMED WALLS ARE GIVEN TO THE CENTERLINE OF THE WALL FRAMING. (SHOWN WITH A CENTERLINE OR FACE OF THE WALL FRAMING). INFORMATION BROCHURE TO COORDINATE ALL PORTS OF CONNECTION.
- NOTES TO OWNER DRAWINGS FOR ALL FRAMED CHANGES & OFFER ALL FRAMED CHANGES TO PROVIDE POSITIVE DRAINAGE AWAY FROM THE CHANGES. (SEE DETAIL 104.1.1 FOR DETAILS). ALL ACCESSIBLE ROUTES IDENTIFIED ON THE SITE PLAN SHALL BE MAINTAINED TO THE FOLLOWING:
 - a) SLOPES IN THE DIRECTION OF TRAVEL
 - b) DO NOT EXCEED 2% CHAIR SLOPES
 - c) DO NOT EXCEED 2%
 - d) THE CLEAR WIDTH OF ALL WALKWAYS IS 4'-0" MIN.
 - e) CHANGES IN LEVEL UP TO 1/8" COMPLY W/ 1/8" MIN. SLOPES. SLOPES GREATER THAN 1/8" IF THEY OCCUR ARE RAMPED. SEE 104.1.1 FOR DETAILS.
 - f) THE SLOPE OF ALL ACCESSIBLE ROUTES IS 1/8" MIN.
- ALL FRAMED AND LANDSCAPE AREAS TO BE BOUND BY A MIN. 8" HIGH, 4" WIDE CONCRETE CURB U.O.N.
- A 4" HIGH CURB WITH 8" HIGH 1" SLOPED EA. END OF THE OPENING SHALL BE PROVIDED @ ALL EXTERIOR GLAZING WHERE THE WALL IS WITHIN 2' VERTICAL OF THE FINISHED GRADE. SEE DETAIL 104.1.1.
- PROVIDE THE SOLID PROTECTION POSTS AS REQUIRED BY UTILITY COMPANIES AND OR FIRE AUTHORITIES AT ALL EXTERIOR ELECTRICAL EQUIPMENT AND FIRE PREVENTION DEVICES IF PIPE BOLLARD PROTECTION NOT DETAILS ARE NOT PROVIDED BY UTILITY COMPANIES AND OR FIRE AUTHORITIES SEE DETAIL 104.1.1.
- ALL EXPOSED INTERIOR CONCRETE COVERS SHALL BE PAINTED FOREST GREEN.
- INTERIOR CONCRETE COVERS TO PROVIDE FLUKE APPLIED DAMP PROOFING AT ALL RETAINED AND PLASTER WALLS. INSURE THE SIDE OF THE WALL OF THE RETAINED WALL IS EXPOSED TO VIEW AND ALL EXTERIOR WALLS WHERE THE ADJACENT FLOOR IS BELOW GRADE. SEE 104.1.1.

KEYNOTES	
101 PROPERTY LINE	
102 8' SHADING PROPOSED LANDSCAPED AREA. SEE LANDSCAPING PLAN	
103 (N) SIDEWALK	
104 (N) TRANSFORMER LOCATION	
105 CLEAN AIR VEHICLE PARKING STALL	
106 STANDARD ACCESSIBLE PARKING STALL	
107 VAN ACCESSIBLE PARKING STALL	
108 FUTURE STANDARD ACCESSIBLE BY CHANGING ONLY PARKING STALL. PROVIDE FOR FUTURE INSTALLATION OF CHARGING EQUIPMENT.	
109 FUTURE VAN ACCESSIBLE BY CHANGING ONLY PARKING STALL. PROVIDE FOR FUTURE INSTALLATION OF CHARGING EQUIPMENT.	
110 TRUNCATED DOME DETECTABLE WARNING SURFACE	
111 PRECAST CONCRETE WHEEL STOP	
112 ZERO CURB FACE	
113 CURB RAMP 1.5% MAX. BOW UP 2% MAX. CROSS SLOPE	
114 EXISTING CONCRETE LANDINGS	
115 CONCRETE TILT UP BROWN WALL, MIN. HEIGHT 4' ABOVE HIGHEST ADJACENT FINISHED GRADE. PAINT BOTH SIDES AND TOP OF WALL. BE PLUMB FOR COLOR SCHEDULE 1. PAINTED STEEL, NOOD COVERING. 18" COLUMN, 18" BEAMS, AND METAL DECK ROOFING.	
116 PAINTED STEEL, TRANS ENCLOSURE GATES ALONG TOP OF GATES WITH TOP OF ADJACENT EXISTING WALL.	
117 PAINTED STEEL, NOOD GATES, MIN. HEIGHT 4' ABOVE HIGHEST ADJACENT FINISHED GRADE. PROVIDE 100% BOX AS REQUIRED BY FIRE AUTHORITY.	
118 PAINTED STEEL, SHADING FENCED AREA DATE WHEN OCCURS IN FUTURE STEEL, ENCL. ALONG TOP OF FENCE HEIGHT 4' ABOVE CONCRETE BENCH WALL, U.O.N. ALONG TOP OF BENCH WALL, HEIGHT PROVIDE 100% BOX AS REQUIRED BY FIRE AUTHORITY.	
119 3 PORTION BAKE RACK	
120 STEEL PIPE BOLLARD PROTECTION POST	
121 FUTURE EVCS CHARGING EQUIPMENT	
122 TRANSFORMER LOCATION	
123 IN BLOBS PRE-CAST TYP.	
124 VINE MESH BETWEEN TRANS ENCLOSURE PANELS AND ROOF, TYPICAL ON 4 SIDES OF ENCLOSURE	
125 ACCESSIBLE PARKING STALL SIGN PER CODE. TYP. PROVIDE AT ALL ADA TABLES	

SITE LEGEND





1 SITE WALL PLAN
1" = 30'-0"

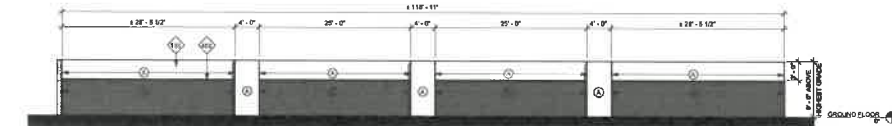
SITE LEGEND	
	PROPERTY LINE
	PROPOSED NEW 8' H CONCRETE SCREEN WALL
NOTE: PROVIDE ANTI-GRAFFITI COATING ON ALL EXTERIOR WALLS UP TO 12' HEAD-UT	



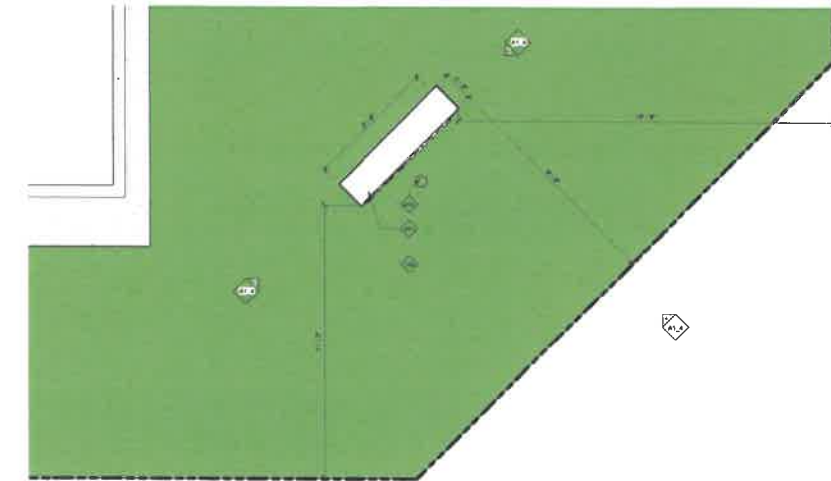
A1_3



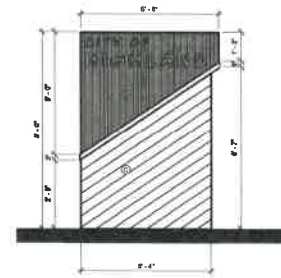
1 WEST CONCRETE SITE WALL
1/8" = 1'-0"



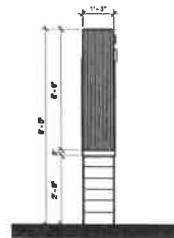
2 EAST CONCRETE SITE WALL
1/8" = 1'-0"



3 ENLARGED MONUMENT SIGN PLAN
1/2" = 1'-0"



4 MONUMENT ELEVATION
1/2" = 1'-0"



5 MONUMENT SIDE ELEVATION 1
1/2" = 1'-0"



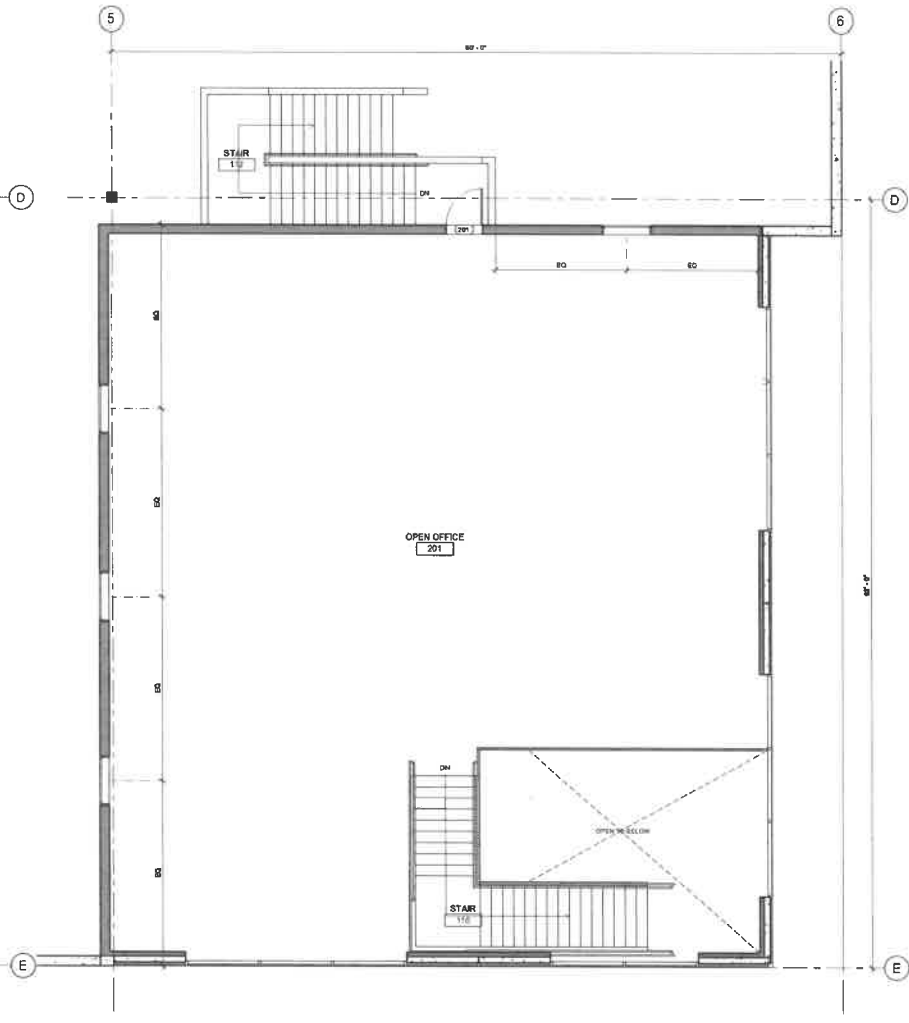
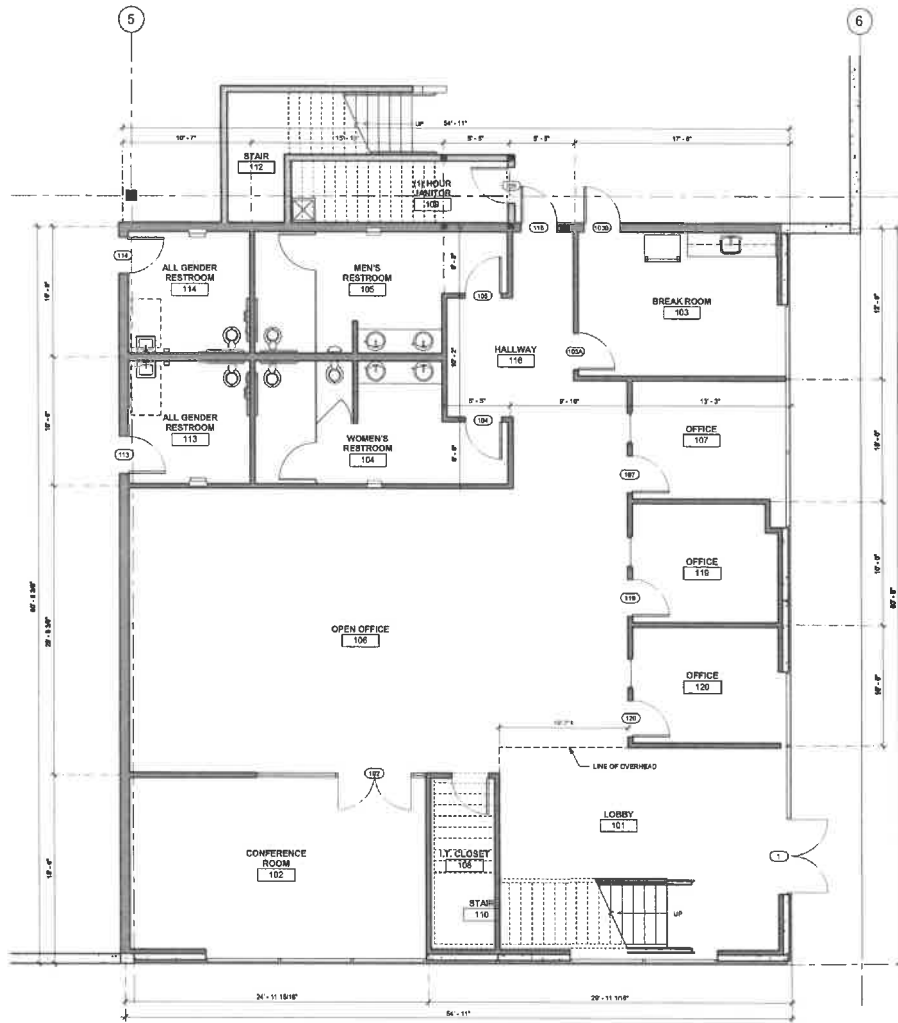
6 MONUMENT SIDE ELEVATION 2
1/2" = 1'-0"

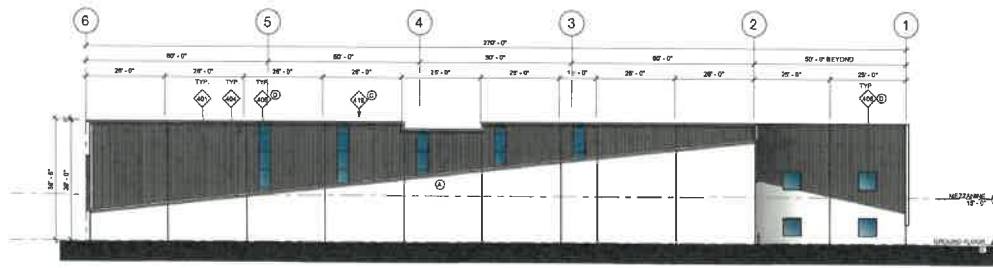
KEYNOTES	
100	SHADING, PROPOSED LANDSCAPED AREA, SEE LANDSCAPING PLANS
125	CONCRETE TO CURB HEIGHT WALL, MIN HEIGHT REMOVE HIGHEST ADJACENT FINISHED GRADE, PAINT BOTH SIDES AND TOP OF WALL, SEE PLANS FOR COLOR AND SCHEDULE
441	WALL REVEAL
442	MONUMENT SIGN
443	LED LIGHTING

EXTERIOR COLOR SCHEDULE	
1A	WHITE EXTERIOR PAINT COLOR: SW7001 PURE WHITE
1B	FORMER COLOR: SW7001 PURE WHITE
1C	ACW PANEL COLOR CLEAR ANODIZED ALUMINUM
1D	EXTERIOR STONE FRONT FINISHING COLOR CLEAR ANODIZED ALUMINUM
1E	GRAY EXTERIOR PAINT COLOR: SW7001 PURE WHITE

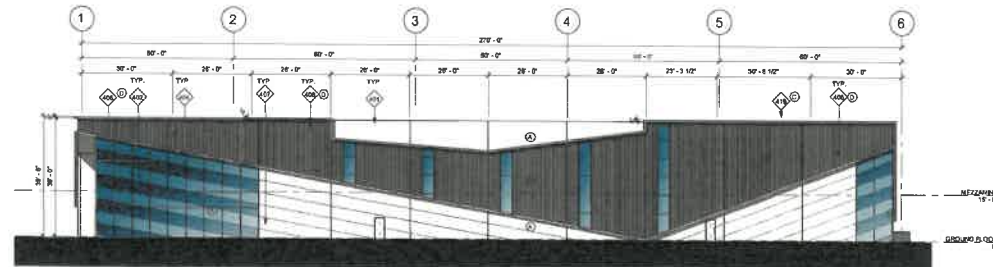
NOTES	
1	PANTRY MAN DOOR, STAR & RAMP GUARD WALL, GUARD SILE DOWN POSTS, & EXPOSE TO MATCH ADJACENT BUILDING WALL OR ON U/C
2	1/2" H. EXTERIOR REE OF TRUCK DOORS TO BE PRE-FINISHED WITH MANUFACTURER'S WHITE EXTERIOR SIDE TO BE PRE-FINISHED WITH MANUFACTURER'S LIGHT GRAY POWER WASH EXTERIOR CONCRETE WALL. PRIOR TO PAINTING TO REMOVE ALL CRACKS AND SET TEXT WILL WHITE THE PRIMER COAT FROM ADHERING TO THE WALL
3	PANTRY EXTERIOR WALLS & 1 COAT PRIMER AND BACK ROLLED ACrylic FLAT PRIMER AND 2 COATS BRANDED ON FLAT FINISH IN THE FINAL WALL COLOR. ALL PAINTS TO BE AS SPECIFIED BY THE MANUFACTURER FOR CONCRETE TEXTURE WALL PANELS. FINISHED JOB SHALL BE SMOOTH AND FREE OF LAPPING AND OR STREAKING, REGARDLESS OF THE COLOR
4	EXCEPT WHERE NOTED OTHERWISE ON THE PLANS ALL PANELS, JOINTS SHALL BE CALLED PER DETAIL T-001
5	PANTRY CONCRETE TO BE PAINTED WITH THE COLOR OF THE ADJACENT WALL
6	GRAY BROWN WITH GLAZED DIRECTLY ABOVE OR BELOW, PAINT THE EXPOSED WALL CHANGES JUST ABOVE OR BELOW THE BROWN TO MATCH THE BROWN COLOR

SITE PLAN GENERAL NOTES	
1	THE SITE PLAN SHALL MEET ALL ENGINEERING & ASPECT REQUIREMENTS
2	GENERAL CONTRACTOR TO REVIEW THE SOIL REPORT AND ALL MAINTENANCE LIES ON THE TRAIL WEST
3	FOLLOW ALL REGULATIONS
4	1/2" H. ALL DIMENSIONS TO CONCRETE WALLS AND EXTERIOR TO FINISH WALLS AND EXTERIOR TO THE CENTER LINE OR FACE OF THE WALL OR CURB. ALL DIMENSIONS TO FINISH WALLS AND EXTERIOR TO THE CENTER LINE OR FACE OF THE WALL FRAMING (SHOWN WITH A CENTER LINE OR FACE OF THE WALL FRAMING)
5	REFER TO CIVIL DRAWINGS FOR ALL FINISHED GRADES AND BLOBS. ALL FINISHED GRADES TO PROVIDE POSITIVE DRAINAGE AWAY FROM THE BUILDING. GENERAL CONTRACTOR TO FIELD VERIFY ALL ACCESSIBLE ROUTES & IDENTIFY ON THE SITE PLAN DRAWINGS SHALL BE IDENTIFIED TO THE FOLLOWING:
6	ALL FINISHED GRADES SHALL BE IDENTIFIED TO THE FOLLOWING:
7	ALL FINISHED GRADES SHALL BE IDENTIFIED TO THE FOLLOWING:
8	ALL FINISHED GRADES SHALL BE IDENTIFIED TO THE FOLLOWING:
9	ALL FINISHED GRADES SHALL BE IDENTIFIED TO THE FOLLOWING:
10	ALL FINISHED GRADES SHALL BE IDENTIFIED TO THE FOLLOWING:
11	ALL FINISHED GRADES SHALL BE IDENTIFIED TO THE FOLLOWING:
12	ALL FINISHED GRADES SHALL BE IDENTIFIED TO THE FOLLOWING:

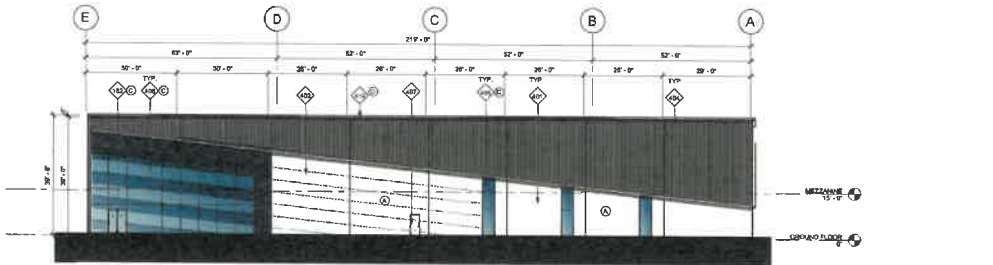




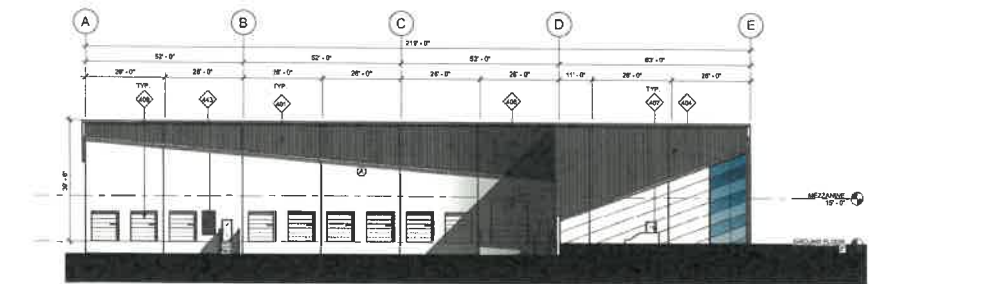
1 PROPOSED NORTH ELEVATION
1/16" = 1'-0"



2 PROPOSED SOUTH ELEVATION
1/16" = 1'-0"



3 PROPOSED EAST ELEVATION
1/16" = 1'-0"



4 PROPOSED WEST ELEVATION
1/16" = 1'-0"

KEYNOTES	
183	ACCESSIBLE BUILDING ENTRANCE
401	PAINTED CONCRETE TILT-UP WALL PANEL
402	WALL REVEAL
404	PANEL JOINT
406	ALUMINUM FRAMED STONEFRONT SYSTEM
407	PAINTED HOLLOW METAL PEDESTAL DOOR
408	STEEL SECTIONAL OVERHEAD DOOR
410	DECORATIVE BOLD BROWN WRAPPED IN ALUMINUM PANELS
422	400" x 60" PAINTED STEEL WALL LOUVER TOP @ 1'-0"

GLAZING LEGEND & NOTES	
	STONEFRONT FRAMING U-G & VISION SYSTEM WITH 1/4" SP. OFFSET SYSTEM U-G & SPANDREL SYSTEM 3/4" SP. OFFSET SYSTEM STONEFRONT SYSTEM TO BE DESIGNED 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 UNIT (IGU) WITH AN OUTER LAYER OF 1/4" VETACOL AND AN INNER LAYER OF 1/4" INSULATED GLASS. FOR EXTERIOR GLAZING USE 1/2" CLEAR GLASS.
	LIGHT SHADE VISION SYSTEM GLAZING FOR EXTERIOR VISION GLAZING USE 1" INSULATED GLASS UNIT (IGU) WITH AN OUTER LAYER OF 1/4" VETACOL AND AN INNER LAYER OF 1/4" INSULATED GLASS. FOR EXTERIOR GLAZING USE 1/2" CLEAR GLASS.
	LIGHT SHADE SPANDREL SYSTEM GLAZING FOR EXTERIOR SPANDREL GLAZING USE 1/4" VETACOL. BACK PAINTING OF GLASS NOT REQUIRED.
	SPANDREL SYSTEM GLAZING FOR EXTERIOR SPANDREL GLAZING USE 1/4" VETACOL. BACK PAINTING OF GLASS NOT REQUIRED.

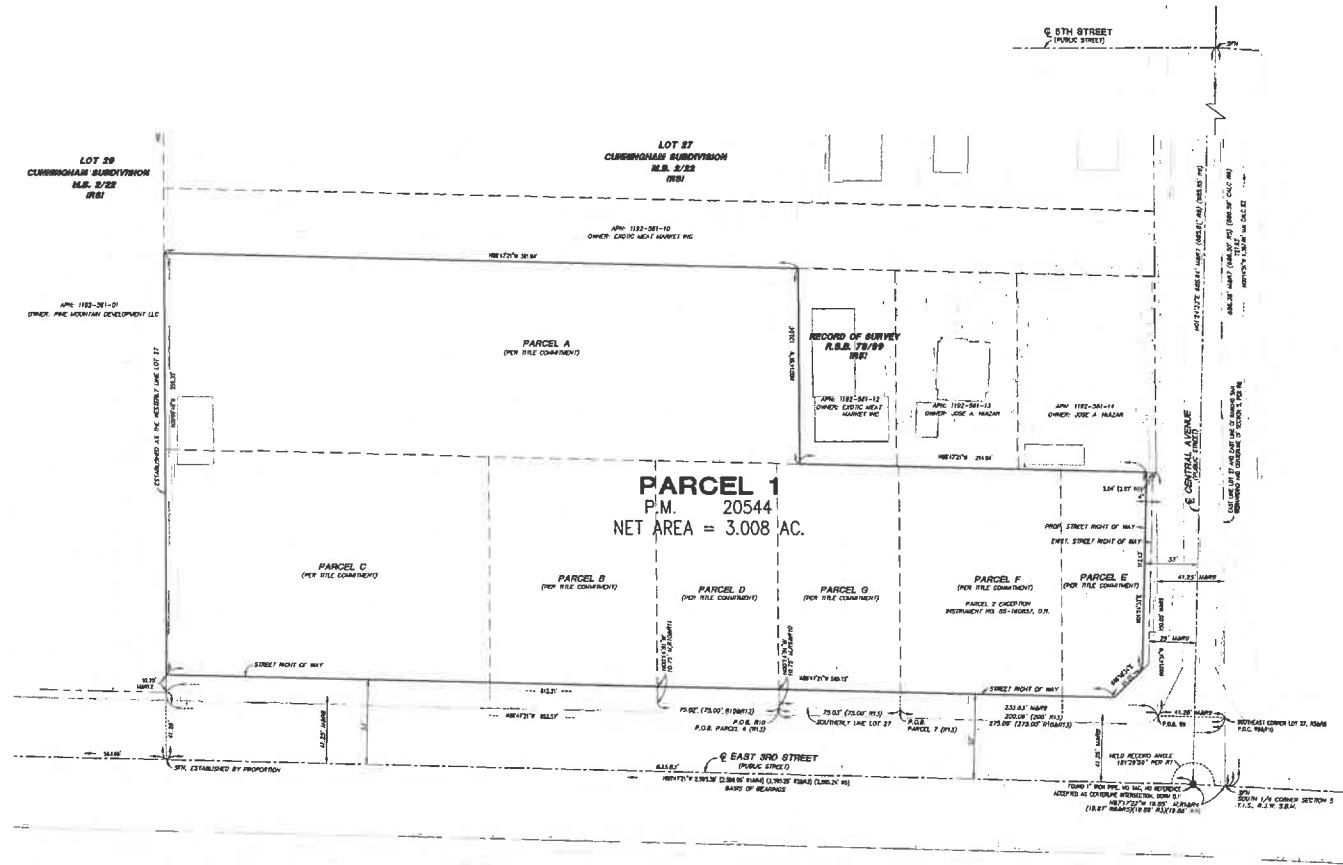
NOTES	
1	FOR GLASS AND MULLION COLORS, SEE EXTERIOR COLOR LEGEND & NOTES, THIS SHEET.
2	PROVIDE TAMPING GLASS BY THE FOLLOWING:
A	ALL SPANDREL SYSTEM GLAZING IN FRONT OF CONCRETE WALL PANELS.
B	ALL GLAZING WITHIN 1' OF AN ADJACENT WALLING SURFACE.
C	ALL GLAZING WITHIN 4' OF ANY PORTION OF A DOOR.
D	SPANDREL SYSTEM GLAZING IN FRONT OF CONCRETE WALL PANELS PROVIDE 1/4" VENTILATION FOLDS IN THE CONCRETE A MAX OF 3/4" C.C. CONTRACTOR TO PROVIDE A BRUSHED FINISH ON THE GLASS FRAMED CONCRETE SURFACES AND TO PAINT THEM IN A COLOR SELECTED BY THE ARCHITECT.
E	SPANDREL SYSTEM GLAZING NOT IN FRONT OF A CONCRETE WALL PANEL, PROVIDE TENSILE MESH WITH PETER FABRIC SHADE CLOTH.

EXTERIOR WALL COLOR LEGEND & NOTES	
	1A: WHITE EXTERIOR PAINT COLOR: BENTON PURE WHITE
	1B: FORMLINER COLOR: SW 7074 PERPETUON
	2C: NEW PANEL COLOR CLEAR ANODIZED ALUMINUM CLEAR ANODIZED ALUMINUM
	4D: GRAY EXTERIOR PAINT COLOR: SW 7074 PERPETUON

NOTES	
1	PAINT MAIN DOORS, STAIR & RAMP GUARD WALLS, GUARD RAILS, DOWN SPOUTS & LOUVERS TO MATCH ADJACENT BUILDING WALL COLOR, U-G.
2	U-G IN EXTERIOR SIDE OF TRUCK DOORS TO BE MFG. FINISHED WITH MANUFACTURER'S WHITE EXTERIOR SIDE TO BE MFG. FINISHED WITH MANUFACTURER'S LIGHT GRAY. TOWER MAIN EXTERIOR CONCRETE WALLS, PRIOR TO PAINTING TO REMOVE ALL CHEMICALS AND TO PAINT THEM IN A COLOR SELECTED BY THE ARCHITECT.
3	PAINT EXTERIOR WALLS w/ 1" CONT. SPRAYED AND BACK ROLLED ACRYLIC FLAT PRIMER AND A COATS SPRAYED ON FLAT FINISH IN THE FINAL WALL COLOR. ALL PAINTS TO BE AS SPECIFIED BY THE MANUFACTURER FOR OVERCOATING TILT-UP WALL PANELS. FINISHED JOB SHALL BE SMOOTH AND FREE OF LAPPING AND OR STREAKING, REGARDLESS OF THE COLOR.
4	PAINT JOINTS SHALL BE PAINTED PER DETAIL, U-G 1.
5	PAINT CONCRETE REINFORCING BARS (REBAR) WITH THE COLOR OF THE ADJACENT WALL.
6	PAINT CONCRETE REINFORCING BARS (REBAR) WITH THE COLOR OF THE ADJACENT WALL.
7	PAINT CONCRETE REINFORCING BARS (REBAR) WITH THE COLOR OF THE ADJACENT WALL.

TENTATIVE PARCEL MAP NO. 20544

IN THE CITY OF HIGHLAND, COUNTY OF SAN BERNARDINO, STATE OF CALIFORNIA
HUITT-ZOLLARS
MAY 2022



LEGAL DESCRIPTION

THE LAND HEREIN IS HEREIN BEING DIVIDED IN THE CITY OF HIGHLAND, COUNTY OF SAN BERNARDINO, STATE OF CALIFORNIA, AND IS DESCRIBED AS FOLLOWS:

PARCEL A:
THE NORTH 150 FEET OF THE SOUTH 350 FEET OF LOT 27, R.F. CUNNINGHAM SUBDIVISION, AS PER MAP RECORDED IN BOOK 2 OF MAPS, PAGE 22, RECORDS OF SAID COUNTY.
EXCEPT THEREFROM THE EAST 20.25 FEET THEREOF.
ALSO EXCEPT THEREFROM THAT NORTH 40 FEET THEREOF FOR ROAD PURPOSES.

PARCEL B:
THE SOUTHERLY 150 FEET OF LOT 27, CUNNINGHAM SUBDIVISION, IN THE CITY OF HIGHLAND, COUNTY OF SAN BERNARDINO, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 2 OF MAPS, PAGE 22, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.
EXCEPT THEREFROM THE EASTERLY 100 FEET.
ALSO EXCEPT THEREFROM THE WESTERLY 150 FEET OF THE EASTERLY 350 FEET.

PARCEL C:
THE SOUTHERLY 150 FEET OF LOT 27, CUNNINGHAM SUBDIVISION, IN THE CITY OF HIGHLAND, COUNTY OF SAN BERNARDINO, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 2 OF MAPS, PAGE 22, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.
EXCEPT THEREFROM THAT PORTION CONVEYED TO DANIEL T. WARD AND MARTHA E. WARD, HIS AND HER AS JOINT TENANTS BY GRANT DEED RECORDED JULY 3, 1985 AS INSTRUMENT NO. 80-18065 OF OFFICIAL RECORDS.

PARCEL D:
THE WESTERLY 200 FEET OF THE SOUTHERLY 150 FEET OF LOT 27, CUNNINGHAM SUBDIVISION, IN THE CITY OF HIGHLAND, COUNTY OF SAN BERNARDINO, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 2 OF MAPS, PAGE 22, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

PARCEL E:
TOGETHER WITH A SEVEN-EIGHTH SHARE IN THE WELL AND PUMPING PLANT LOCATED ON THE WEST 150 FEET OF THE SOUTH 200 FEET OF THE EAST 100 FEET OF SAID LOT 27, IT BEING UNDERSTOOD AND AGREED BY THE ACCEPTANCE OF THIS PRO-RATA INTEREST, THE SAID GRANTEES FROM AGREE TO PAY THE PORTION OF THE EXPENSES OF MAINTAINING SAID PUMPING PLANT AND THE LINE THEREWITH WITH THE COST FOR OPERATING THE SAID PUMPING PLANT WHEN THEY ARE USING SAID, OR ANY IMPROVEMENTS MADE OF THE SAME.

PARCEL F:
A PORTION OF LOT 27, CUNNINGHAM SUBDIVISION, IN THE CITY OF HIGHLAND, COUNTY OF SAN BERNARDINO, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 2, PAGE 22 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, DESCRIBED AS FOLLOWS:
BEGINNING AT A POINT ON THE SOUTH LINE OF SAID LOT 27, 275 FEET WEST OF THE SOUTHEAST CORNER OF SAID LOT; THENCE WEST 75 FEET ALONG SAID LINE; THENCE NORTH 150 FEET PARALLEL WITH THE EAST LINE OF SAID LOT; THENCE EAST AND PARALLEL WITH THE SOUTH LINE OF SAID LOT 75 FEET; THENCE SOUTH PARALLEL WITH THE EAST LINE OF SAID LOT, 150 FEET TO THE POINT OF BEGINNING.

PARCEL G:
THE EASTERLY 150 FEET OF THE SOUTH 150 FEET OF LOT 27, CUNNINGHAM SUBDIVISION, IN THE CITY OF HIGHLAND, COUNTY OF SAN BERNARDINO, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 2, PAGE 22 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

PARCEL H:
THE SOUTHERLY 150 FEET OF LOT 27, CUNNINGHAM SUBDIVISION, IN THE CITY OF HIGHLAND, COUNTY OF SAN BERNARDINO, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 2, PAGE 22 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.
EXCEPT THEREFROM THE EASTERLY 100 FEET.
ALSO EXCEPT THEREFROM THE WESTERLY 150 FEET OF THE EASTERLY 350 FEET.

PARCEL I:
A PORTION OF LOT 27 OF CUNNINGHAM SUBDIVISION, IN THE CITY OF HIGHLAND, COUNTY OF SAN BERNARDINO, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 2, PAGE 22 OF MAPS, RECORDS OF SAID COUNTY, DESCRIBED AS FOLLOWS:
BEGINNING AT A POINT ON THE SOUTH LINE OF SAID LOT 27, 200 FEET WEST OF THE SOUTHEAST CORNER OF SAID LOT; THENCE WEST 75 FEET ALONG SAID LINE; THENCE NORTH 150 FEET PARALLEL WITH THE EAST LINE OF SAID LOT; THENCE EAST 75 FEET AND PARALLEL WITH THE SOUTH LINE OF SAID LOT; THENCE SOUTH PARALLEL WITH THE EAST LINE OF SAID LOT, 150 FEET TO THE POINT OF BEGINNING.

REFERENCES

- (1) RECORD OF SURVEY 97-0077, R.S.B. 113/15-22
- (2) RECORD OF SURVEY NO. 13-042, R.S.B. 152/24-25
- (3) PARCEL MAP NO. 424, P.A.B. 41/2
- (4) RECORD OF SURVEY, R.S.B. 100/16-81
- (5) RECORD OF SURVEY, R.S.B. 78/99
- (6) RECORD OF SURVEY, R.S.B. 44/60
- (7) RECORD OF SURVEY 00-041, R.S.B. 114/26-28
- (8) CUNNINGHAM SUBDIVISION, M.B. 2/22
- (9) GRANT EASEMENT, INSTRUMENT NO. 2017-0400473, O.R.
- (10) GRANT EASEMENT, INSTRUMENT NO. 2018-0400504, O.R.
- (11) GRANT EASEMENT, INSTRUMENT NO. 2018-0400502, O.R.
- (12) GRANT EASEMENT, INSTRUMENT NO. 2018-0400502, O.R.
- (13) FIRST AMERICAN TITLE INSURANCE COMPANY COMMITMENT FOR TITLE INSURANCE NO. 105-1084939-0171, DATED AUGUST 16, 2021.

NOTES

SEE SHEET 2 FOR TABLE A NOTES, SURVEY NOTES, BASIS OF BEARINGS AND VICINITY MAP

MONUMENT NOTES

- FOUND MONUMENT AS NOTED
- SEARCHED FOUND MONUMENT AT ALL PROPERTY CORNERS UNLESS SHOWN OTHERWISE

LEGEND

- M MEASURED
- SPN SEARCHED, FOUND NOTHING
- P.O.C. POINT OF COMMENCEMENT
- P.O.B. POINT OF BEGINNING

SURVEY NOTES

1. BASIS OF BEARINGS: BEARINGS SHOWN HEREON ARE BASED ON THE CENTERLINE OF EAST 3RD STREET BEING NORTH 88°47'21" WEST ON RECORD OF SURVEY 97-0077, R.S.B. 113/15-22.
AERIAL PHOTOGRAPHY WAS COMPILED BY ROBERT J. LUNG & ASSOCIATES, DATED SEPTEMBER 10, 2021 AND COMPLES WITH NATIONAL MAPPING ACCURACY STANDARDS.
BENCHMARK: S 4418
ELEVATION = 1102.18'
2.65 M EAST ALONG 3RD STREET FROM THE SAN BERNARDINO COUNTY COURTHOUSE IN SAN BERNARDINO, 0.10 M WEST OF STEERING ANGLE, IN TOP AND 0.10 FT WEST OF THE EAST END OF THE NORTH HEADWALL OF A DOUBLE-ROCK CULVERT UNDER THE STREET, 30.0 FT NORTH OF THE WESTBOUND LANES CENTERLINE.
2. ASSESSOR'S PARCEL NO. =
1182-581-1-0-000 (AFFECTS: PARCEL 1)
1182-581-18-0-000 (AFFECTS: PARCEL 2)
1182-581-15-0-000 (AFFECTS: PARCEL 3)
1182-581-17-0-000 (AFFECTS: PARCEL 4)
1182-581-20-0-000 (AFFECTS: PORTION OF PARCEL 5)
1182-581-11-0-000 (AFFECTS: PORTION OF PARCEL 5)
1182-581-18-0-000 (AFFECTS: PARCEL 8)
1182-581-18-0-000 (AFFECTS: PARCEL 2)
(ASSESSOR'S PARCEL NUMBERS SHOWN HEREON ARE PER THE CURRENT TAX ASSESSOR'S ROLLS AS PROVIDED BY FIRST AMERICAN TITLE INSURANCE COMPANY).
3. DATE OF FIELD SURVEY: SEPTEMBER 9, 2021.
4. LANDSCAPED AREAS MAY CONTAIN PERMANENT SPRINKLER SYSTEMS.
5. THE LOCATION OF THE WELL AND PUMP PLANT DESCRIBED IN PARCEL 3 OF THE LEGAL DESCRIPTION COULD NOT BE DETERMINED FROM RECORD; NO WELL OR PUMP PLANT WAS OBSERVED ON SITE.

GENERAL NOTE

- CALIFORNIA SUBDIVISION MAP ACT, SECTION 86411.
- (1) NOTWITHSTANDING SECTION 86411, WHENEVER A LOCAL ORDINANCE REQUIRES IMPROVEMENTS FOR A DIVISION OF LAND WHICH IS NOT A SUBDIVISION OF THE OR MORE LOTS, THE REGULATIONS SHALL BE LIMITED TO THE DETECTION OF RIGHTS-OF-WAY, EASEMENTS, AND THE CONSTRUCTION OF REASONABLE UTILITY AND DRIFT IMPROVEMENTS FOR THE PARCELS BEING CREATED. REQUIREMENTS FOR THE CONSTRUCTION OF OFF-ROAD AND DRIFT IMPROVEMENTS SHALL BE NOTED BY A STATEMENT ON THE PARCEL MAP, OR BY INSTRUMENT ENDORSEMENT THE WAY OF THE PARCEL MAP, OR BY A SEPARATE INSTRUMENT AND SHALL BE RECORDED OR CONVEYED WITH, OR PRIOR TO THE PARCEL MAP OR INSTRUMENT OF TRANSFER OF A PARCEL MAP BEING FILED FOR RECORD.
 - (2) NOTWITHSTANDING SECTION 86411, FULFILLMENT OF THE CONSTRUCTION REQUIREMENTS SHALL NOT BE REQUIRED UNTIL THE TIME A PERMIT OR OTHER GRANT OF APPROVAL FOR DEVELOPMENT OF THE PARCEL IS ISSUED BY THE LOCAL AGENCY OR, IF MADE PROVIDED BY LOCAL ORDINANCES UNTIL THE TIME THE CONSTRUCTION OF THE IMPROVEMENTS IS PURSUANT TO AN AGREEMENT BETWEEN THE SUBDIVIDER AND THE LOCAL AGENCY, EXCEPT THAT IN THE ABSENCE OF AN AGREEMENT, A LOCAL AGENCY MAY REQUIRE FULFILLMENT OF THE CONSTRUCTION REQUIREMENTS WHEN A REASONABLE THE FOLLOWING APPROVAL OF THE PARCEL MAP AND PRIOR TO THE DELIVERY OF A PERMIT OR OTHER GRANT OF APPROVAL FOR THE DEVELOPMENT OF A PARCEL UNLESS A PROVISION BY THE LOCAL AGENCY THAT FULFILLMENT OF THE CONSTRUCTION REQUIREMENTS IS NECESSARY FOR EITHER OF THE FOLLOWING REASONS:
(1) THE PUBLIC HEALTH AND SAFETY.
(2) THE REQUIRED CONSTRUCTION IS A NECESSARY PREREQUISITE TO THE PROPERLY DEVELOPMENT OF THE SURROUNDING AREA.

UTILITY PROVIDERS

- ELECTRICITY**
SOUTHERN CALIFORNIA Edison
287 TENNESSEE ST.
REDLANDS, CA 92373
(909) 307-6788
- GAS**
SOUTHERN CALIFORNIA GAS CO.
1001 W. LUGONIA AVENUE
REDLANDS, CA 92374
(909) 427-2200
- WATER/SEWER**
EAST VALLEY WATER DISTRICT
3634 HIGHLAND AVENUE, SUITE 10
HIGHLAND, CA 92348
(909) 888-2986
- TELEPHONE**
AT&T
3073 ADAMS STREET, RM 218
PASADENA, CA 92364
(951) 359-2526

ENGINEER

HUITT-ZOLLARS
3900 CONCORDS, SUITE 320
DARTMOUTH, CALIFORNIA 92704
PHONE: (909) 941-7799
CONTACT: RYAN FONG

OWNER

PATRIOT DEVELOPMENT PARTNERS
12318 WEBSTER BLVD.
LOS ANGELES, CA 90049
PHONE: 855-852-4154
CONTACT: KEVIN RICE

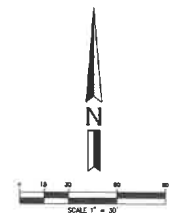
TENTATIVE PARCEL MAP 20544
FOR
3RD AT CENTRAL INDUSTRIAL
NORTHWEST CORNER OF CENTRAL AVE. AND 3RD ST.
CITY OF HIGHLAND

HUITT-ZOLLARS
HUITT-ZOLLARS, INC.
3000 CONCORDS, SUITE 320, DARTMOUTH, CALIFORNIA 92704 • (909) 941-7799

SHEET 1
OF 1
SHEET 1
P. 1344008



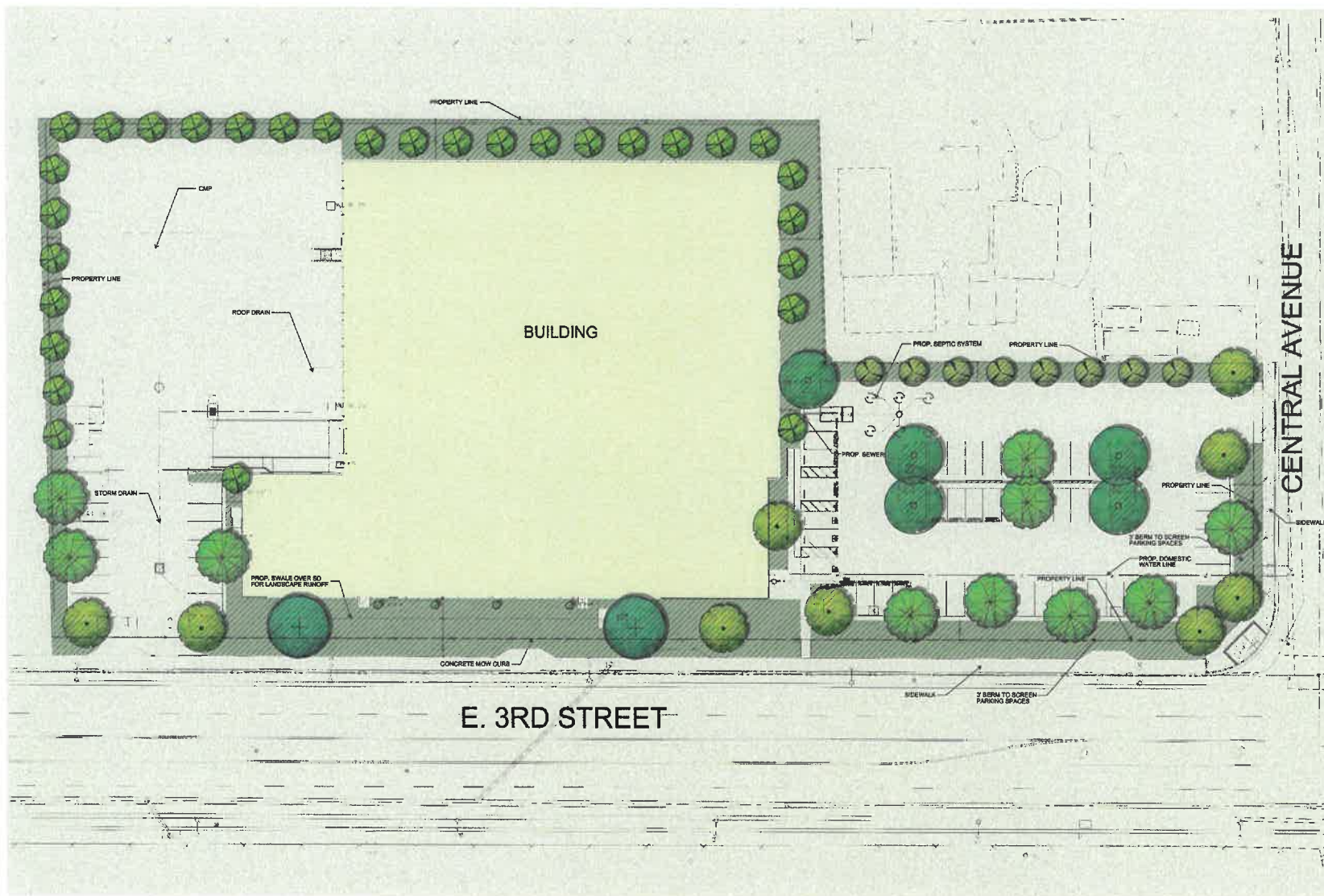
- LEGEND**
- NO HYDROLOGY MODEL NODE NUMBER
 - $\frac{A-11}{7.62 \text{ km}}$ TRIBUTARY AREA IN ACRES
 - 673 LENGTH OF FLOW
 - DRAINAGE BOUNDARY
 - ▭ DRAINAGE INLET/CATCH BASIN (CIB)
 - SD— PROPOSED STORM DRAIN
 - CIB CATCH BASIN
 - PD PLANTER DRAIN
 - RD ROOF DRAIN
 - ◀ FLOW DIRECTION



OWNER
PATRIOT DEVELOPMENT PARTNERS
12126 W.SUNSET BLVD.
LOS ANGELES, CA 90049
PHONE: 858-652-4134
CONTACT: KEVIN RICE

HUITT-ZOLLARS
HUITT-ZOLLARS, INC.
3980 COMODORS, SUITE 330 • CANTON, CALIFORNIA 91786 • (909) 944-7296

REPORT OF R.P.	SHEET 1
PREPARED BY R.P.	OF 1
DATE O.W.	SHEETS



PLANTING LEGEND

PLANT	QUANTITY	SIZE	PRICE	TOTAL
1. 12' WIDE CONCRETE CURB	100	12' WIDE	1.00	100.00
2. 12' WIDE CONCRETE CURB	100	12' WIDE	1.00	100.00
3. 12' WIDE CONCRETE CURB	100	12' WIDE	1.00	100.00
4. 12' WIDE CONCRETE CURB	100	12' WIDE	1.00	100.00
5. 12' WIDE CONCRETE CURB	100	12' WIDE	1.00	100.00
6. 12' WIDE CONCRETE CURB	100	12' WIDE	1.00	100.00
7. 12' WIDE CONCRETE CURB	100	12' WIDE	1.00	100.00
8. 12' WIDE CONCRETE CURB	100	12' WIDE	1.00	100.00
9. 12' WIDE CONCRETE CURB	100	12' WIDE	1.00	100.00
10. 12' WIDE CONCRETE CURB	100	12' WIDE	1.00	100.00
11. 12' WIDE CONCRETE CURB	100	12' WIDE	1.00	100.00
12. 12' WIDE CONCRETE CURB	100	12' WIDE	1.00	100.00
13. 12' WIDE CONCRETE CURB	100	12' WIDE	1.00	100.00
14. 12' WIDE CONCRETE CURB	100	12' WIDE	1.00	100.00
15. 12' WIDE CONCRETE CURB	100	12' WIDE	1.00	100.00
16. 12' WIDE CONCRETE CURB	100	12' WIDE	1.00	100.00
17. 12' WIDE CONCRETE CURB	100	12' WIDE	1.00	100.00
18. 12' WIDE CONCRETE CURB	100	12' WIDE	1.00	100.00
19. 12' WIDE CONCRETE CURB	100	12' WIDE	1.00	100.00
20. 12' WIDE CONCRETE CURB	100	12' WIDE	1.00	100.00
21. 12' WIDE CONCRETE CURB	100	12' WIDE	1.00	100.00
22. 12' WIDE CONCRETE CURB	100	12' WIDE	1.00	100.00
23. 12' WIDE CONCRETE CURB	100	12' WIDE	1.00	100.00
24. 12' WIDE CONCRETE CURB	100	12' WIDE	1.00	100.00
25. 12' WIDE CONCRETE CURB	100	12' WIDE	1.00	100.00
26. 12' WIDE CONCRETE CURB	100	12' WIDE	1.00	100.00
27. 12' WIDE CONCRETE CURB	100	12' WIDE	1.00	100.00
28. 12' WIDE CONCRETE CURB	100	12' WIDE	1.00	100.00
29. 12' WIDE CONCRETE CURB	100	12' WIDE	1.00	100.00
30. 12' WIDE CONCRETE CURB	100	12' WIDE	1.00	100.00
31. 12' WIDE CONCRETE CURB	100	12' WIDE	1.00	100.00
32. 12' WIDE CONCRETE CURB	100	12' WIDE	1.00	100.00
33. 12' WIDE CONCRETE CURB	100	12' WIDE	1.00	100.00
34. 12' WIDE CONCRETE CURB	100	12' WIDE	1.00	100.00
35. 12' WIDE CONCRETE CURB	100	12' WIDE	1.00	100.00
36. 12' WIDE CONCRETE CURB	100	12' WIDE	1.00	100.00
37. 12' WIDE CONCRETE CURB	100	12' WIDE	1.00	100.00
38. 12' WIDE CONCRETE CURB	100	12' WIDE	1.00	100.00
39. 12' WIDE CONCRETE CURB	100	12' WIDE	1.00	100.00
40. 12' WIDE CONCRETE CURB	100	12' WIDE	1.00	100.00
41. 12' WIDE CONCRETE CURB	100	12' WIDE	1.00	100.00
42. 12' WIDE CONCRETE CURB	100	12' WIDE	1.00	100.00
43. 12' WIDE CONCRETE CURB	100	12' WIDE	1.00	100.00
44. 12' WIDE CONCRETE CURB	100	12' WIDE	1.00	100.00
45. 12' WIDE CONCRETE CURB	100	12' WIDE	1.00	100.00
46. 12' WIDE CONCRETE CURB	100	12' WIDE	1.00	100.00
47. 12' WIDE CONCRETE CURB	100	12' WIDE	1.00	100.00
48. 12' WIDE CONCRETE CURB	100	12' WIDE	1.00	100.00
49. 12' WIDE CONCRETE CURB	100	12' WIDE	1.00	100.00
50. 12' WIDE CONCRETE CURB	100	12' WIDE	1.00	100.00
51. 12' WIDE CONCRETE CURB	100	12' WIDE	1.00	100.00
52. 12' WIDE CONCRETE CURB	100	12' WIDE	1.00	100.00
53. 12' WIDE CONCRETE CURB	100	12' WIDE	1.00	100.00
54. 12' WIDE CONCRETE CURB	100	12' WIDE	1.00	100.00
55. 12' WIDE CONCRETE CURB	100	12' WIDE	1.00	100.00
56. 12' WIDE CONCRETE CURB	100	12' WIDE	1.00	100.00
57. 12' WIDE CONCRETE CURB	100	12' WIDE	1.00	100.00
58. 12' WIDE CONCRETE CURB	100	12' WIDE	1.00	100.00
59. 12' WIDE CONCRETE CURB	100	12' WIDE	1.00	100.00
60. 12' WIDE CONCRETE CURB	100	12' WIDE	1.00	100.00
61. 12' WIDE CONCRETE CURB	100	12' WIDE	1.00	100.00
62. 12' WIDE CONCRETE CURB	100	12' WIDE	1.00	100.00
63. 12' WIDE CONCRETE CURB	100	12' WIDE	1.00	100.00
64. 12' WIDE CONCRETE CURB	100	12' WIDE	1.00	100.00
65. 12' WIDE CONCRETE CURB	100	12' WIDE	1.00	100.00
66. 12' WIDE CONCRETE CURB	100	12' WIDE	1.00	100.00
67. 12' WIDE CONCRETE CURB	100	12' WIDE	1.00	100.00
68. 12' WIDE CONCRETE CURB	100	12' WIDE	1.00	100.00
69. 12' WIDE CONCRETE CURB	100	12' WIDE	1.00	100.00
70. 12' WIDE CONCRETE CURB	100	12' WIDE	1.00	100.00
71. 12' WIDE CONCRETE CURB	100	12' WIDE	1.00	100.00
72. 12' WIDE CONCRETE CURB	100	12' WIDE	1.00	100.00
73. 12' WIDE CONCRETE CURB	100	12' WIDE	1.00	100.00
74. 12' WIDE CONCRETE CURB	100	12' WIDE	1.00	100.00
75. 12' WIDE CONCRETE CURB	100	12' WIDE	1.00	100.00
76. 12' WIDE CONCRETE CURB	100	12' WIDE	1.00	100.00
77. 12' WIDE CONCRETE CURB	100	12' WIDE	1.00	100.00
78. 12' WIDE CONCRETE CURB	100	12' WIDE	1.00	100.00
79. 12' WIDE CONCRETE CURB	100	12' WIDE	1.00	100.00
80. 12' WIDE CONCRETE CURB	100	12' WIDE	1.00	100.00
81. 12' WIDE CONCRETE CURB	100	12' WIDE	1.00	100.00
82. 12' WIDE CONCRETE CURB	100	12' WIDE	1.00	100.00
83. 12' WIDE CONCRETE CURB	100	12' WIDE	1.00	100.00
84. 12' WIDE CONCRETE CURB	100	12' WIDE	1.00	100.00
85. 12' WIDE CONCRETE CURB	100	12' WIDE	1.00	100.00
86. 12' WIDE CONCRETE CURB	100	12' WIDE	1.00	100.00
87. 12' WIDE CONCRETE CURB	100	12' WIDE	1.00	100.00
88. 12' WIDE CONCRETE CURB	100	12' WIDE	1.00	100.00
89. 12' WIDE CONCRETE CURB	100	12' WIDE	1.00	100.00
90. 12' WIDE CONCRETE CURB	100	12' WIDE	1.00	100.00
91. 12' WIDE CONCRETE CURB	100	12' WIDE	1.00	100.00
92. 12' WIDE CONCRETE CURB	100	12' WIDE	1.00	100.00
93. 12' WIDE CONCRETE CURB	100	12' WIDE	1.00	100.00
94. 12' WIDE CONCRETE CURB	100	12' WIDE	1.00	100.00
95. 12' WIDE CONCRETE CURB	100	12' WIDE	1.00	100.00
96. 12' WIDE CONCRETE CURB	100	12' WIDE	1.00	100.00
97. 12' WIDE CONCRETE CURB	100	12' WIDE	1.00	100.00
98. 12' WIDE CONCRETE CURB	100	12' WIDE	1.00	100.00
99. 12' WIDE CONCRETE CURB	100	12' WIDE	1.00	100.00
100. 12' WIDE CONCRETE CURB	100	12' WIDE	1.00	100.00

TOTAL AMOUNT OF TREES: 100
 100% of the amount of trees: 100
 100% of the amount of trees: 100
 100% of the amount of trees: 100



PATRIOT PARTNERS E. 3RD ST. & CENTRAL AVE.



HUNTER LANDSCAPE
 711 FEE ANA STREET
 714.986.2400
 PLACENTIA, CA 92870
 FAX 714.986.2408

Highland, California

22-021
 02.23.22
 08.03.22

[illegible]

SCALE: 1"=30'-0"

NOTE: THIS FIXTURE SCHEDULE HAS BEEN PREAPPROVED AND NO SUBSTITUTIONS WILL BE ALLOWED.

FM 100-100

ATTACHMENT 10
Parking Study

MEMORANDUM

To: Kim Stater, City of Highland
From: Mladen Popovic, AICP, Transportation Planner
Dennis Pascua, Transportation Services Manager
Subject: Parking Study for the 3rd Street/Central Avenue Warehouse Project, City of Highland
Date: May 4, 2022
cc: Sean Kilkenny, Senior Project Manager
Attachment(s): Attachment A – Site Plan
Attachment B – Parking Ratios at Other Patriot Developments
Attachment C – Raw Driveway Counts
Attachment D – Parking Demand Worksheets

The following parking study has been prepared for the proposed 3rd Street/Central Avenue Warehouse project (project) in the City of Highland (City). Figure 1 illustrates the regional and project location.

The proposed project is a warehouse located along the southwestern border of the City, north of the San Bernardino International Airport and the City of San Bernardino. Table 16.52.030.A in Section 16.52.030 of the Highland Municipal Code (Code) identifies the following off-street automobile parking space requirements for the following land uses applicable to the project:

- *E.3. Warehouse and distribution: 1 space per 1,000 gross feet of floor area devoted to warehousing plus the required amount of parking for gross square footage devoted to other uses.*
- *B.3.1.i. Offices – Administrative, business, professional: 1 space per 250 gross feet of floor area.*

Furthermore, in the case that the project would not be able to provide the Code's required number of spaces, per Section 16.52.020, a decrease in the number of required spaces may be granted through the approval of a variance:

- *F.2. A decrease in the number of spaces required by the schedules for provision of off-street parking and loading spaces and bicycle facilities contained in HMC 16.52.030 and 16.52.040 may be granted under the circumstances identified in HMC 16.52.050, or by the approval of a variance.*

The purpose of this parking study is to determine whether the project will provide an adequate parking supply based on the City Code's parking requirement. In addition, in the event the project could not meet the City's Code parking requirement, the City is allowing a parking demand analysis to be conducted to determine whether adequate parking would be supplied on site, subject to the City's review and approval. The parking demand analysis is based on the observed parking demand of two existing warehouses that are of similar use and size to the proposed project and located within three miles of the project site.



FIGURE 1
Project Location and Study Area
 3rd Street and Central Avenue Warehouse Project

Project Description

The project site consists of vacant parcels located west of Central Avenue, along 3rd Street. The project proposes to construct a 54,330 square feet (SF) industrial warehouse building. Within the 54,330 SF warehouse building, there would be a total of 6,000 SF of office/mezzanine space. The parking supply for passenger vehicles would be a total of 64 spaces, consisting of 49 standard spaces, 1 vanpool parking space, 3 accessible spaces compliant with the Americans with Disabilities Act (ADA), 4 clean air vehicle spaces, and 7 electric vehicle spaces (including 1 electric van ADA space and 1 electric ADA space). The site plan is provided in Attachment A.

Municipal Code Parking Requirements

The Code parking requirement for the project was calculated by utilizing the off-street parking requirements established in the Code. Section 16.52.020 of the Highland Municipal Code states that where calculations yield a fractional space, the fraction shall be rounded to the next lower whole number. Table 2 provides the parking requirements for the proposed project per Section 16.52.030 of the Highland Municipal Code.

Table 1. Parking Requirements per Highland Municipal Code

Land Use	Size	City of Highland Parking Rates	Parking Requirement
Warehouse	48,330 SF	1 space per 1,000 SF of floor area	48 spaces
Office/Mezzanine	6,000 SF	1 space per 250 SF of floor area	24 spaces
Total	54,330 SF		72 spaces

Notes: SF = square foot

As shown in Table 2, the project would require a total of 72 parking spaces per the Code. This results in an aggregate rate of 1 space per 754 SF (54,330 SF ÷ 72 spaces). As previously indicated, the parking supply for passenger vehicles would be a total of 64 spaces. Therefore, the project would not meet the City's parking requirements per the Code and would have a shortfall of 8 spaces.

Municipal Code Parking Requirements for Other Cities

Parking requirements established in nearby City Codes are summarized in Table 2 to provide a comparison to those established by the City of Highland. For each jurisdiction analyzed below, according to each jurisdiction's municipal code, where calculations yield a fractional space, the fraction shall be rounded up to the next whole number. As stated above, the City of Highland requires fractional spaces to be rounded to the next lower whole number. As shown in Table 2, the City of Fontana provides the least conservative parking requirements for warehouse land uses, while the City of Highland provides the most conservative parking requirements.

Table 2. Parking Requirements per Various Cities' Municipal Codes

Jurisdiction	Required Parking Rates per Municipal Code	Estimated Required Parking of Proposed Project ¹ in other Jurisdictions
Rancho Cucamonga	Warehouse/Storage: 1 per 1,000 sf for first 20,000 sf; 1 per 2,000 sf for the next 20,000 sf; and 1 per 4,000 sf for the remaining sf	33
	Office & administration: 4 per 1,000 sf	24
	Total	57
	Required Parking Ratio for Project in Rancho Cucamonga (Spaces/TSF)	1.049
Fontana	Warehouse/Distribution/Logistics: One parking space is required for each 1,000 square feet of gross floor area for the initial 20,000 square feet; one parking space is required for each 2,000 square feet of additional gross floor area for the next 20,000 square feet; and one parking space is required for each 5,000 square feet of additional gross floor area over 40,000 square feet.	32
	Professional or Unspecified Office: One parking space is required for each 250 square feet of gross floor area	24
	Total	56
	Required Parking Ratio for Project in Fontana (Spaces/TSF)	1.031
Perris	Warehousing: One space per 1,000 square feet of gross floor area for the first 20,000 square feet and one space per 2,000 square feet for that portion over 20,000 square feet	34
	Professional offices: One space for every 300 square feet	20
	Total	54
	Required Parking Ratio for Project in Perris (Spaces/TSF)	0.994
Moreno Valley	Warehouse and distribution: 1/1,000 sq. ft. of gross floor area for the first 20,000 sq. ft.; 1/ea. 2,000 sq. ft. of gross floor area for the second 20,000 sq. ft.; 1/ea. 4,000 sq. ft. of gross floor area for areas in excess of the initial 40,000 sq. ft.	33
	Business and professional offices: 1/250 sq. ft. of gross floor area	24
	Total	57
	Required Parking Ratio for Project in Moreno Valley (Spaces/TSF)	1.049
Highland	Warehouse and distribution: 1 space per 1,000 gross ft. of floor area devoted to warehousing plus the required amount of parking for gross square footage devoted to other uses	48
	Administrative, business, professional: 1 space per 250 gross ft. of floor area	24
	Total	72
	Required Parking Ratio for Project in Highland (Spaces/TSF)	1.325

Notes: sf/sq. ft. = square foot; TSF = thousand square feet

¹ The proposed project consists of 48,330 SF warehousing and 6,000 SF office-related uses.

Based on review of these parking requirements, the average parking ratio for warehouses within the analyzed jurisdictions is 1.031 $([1.049 + 1.031 + 0.994 + 1.049] \div 4)$, and the average number of parking spaces that would be required for the proposed project within the four other jurisdictions listed in Table 2 is 56 spaces $([57+56+54+57] \div 4)$. As the project proposes to include a parking supply of 64 spaces, the project would provide adequate parking based on an average of the Municipal Code requirements of the other jurisdictions. Additionally, parking supplies provided for other nearby warehousing projects developed by Patriot Development Partners (Patriot) are summarized in Attachment B.

Memorandum

Subject: Parking Study for the 3rd Street/Central Avenue Warehouse Project, City of Highland

Parking Demand Analysis

As noted above, in the event the project could not meet the City's Code parking requirement, the City is allowing a parking demand analysis to be conducted to determine whether adequate parking would be supplied on site, subject to the City's review and approval. The following parking demand analysis demonstrates whether the project can accommodate peak parking demand, based on the peak parking demand observed at two existing warehouses similar in capacity and located near the project site.

Parking Surveys

The following two existing occupied warehouses were chosen to be surveyed for parking demand:

- 1295 Central Avenue, San Bernardino, CA 92408: an approximately 296,725 SF warehouse (Fender Warehouse), located on the southeast corner of Central Avenue/Tippecanoe Avenue. This facility has 197 passenger vehicle parking spaces and is parked at 1 space per 1,506 SF.
- 27081 Almond Avenue, Redlands, CA 92374: an approximately 326,920 SF warehouse (2AM Logistics BMW Parts Distribution Center), located on the southeast corner of Nevada Street/Almond Avenue. This facility has 174 passenger vehicle parking spaces and is parked at 1 space per 1,879 SF.

It should be noted that the building square footages of the existing warehouses were estimated using aerial photography and were determined to be occupied and in operation based on site observations. Figure 2 shows the locations of both surveyed warehouse sites, relative to the location of the proposed project. Figure 3 shows a close-up view of the 1295 Central Avenue warehouse layout, and Figure 4 shows a close-up view of the 27081 Almond Avenue warehouse layout.

To determine the on-site parking demands of the warehouses, Dudek contracted with a qualified traffic/parking data collection firm to conduct hourly vehicle counts at the driveways of the two warehouses. The driveway counts accounted for vehicles entering and exiting all project driveways every 15 minutes, over a 24-hour period for two typical weekdays of a non-holiday week. The driveway counts were conducted at both sites on Tuesday, February 2, 2021, and Wednesday, February 3, 2021. Raw driveway count data is provided as Attachment C to this memorandum.

The peak parking demand at each site was derived by subtracting the number of vehicles exiting the site and adding the number of vehicles entering the site at each driveway for each 15-minute increment over the 24-hour period to the assumed baseline. Baseline parking space occupancy was calculated for the beginning of each survey period (12:00 a.m.) by determining the number of vehicles that would not result in "negative occupied spaces" at any time throughout the survey. For example, the 1295 Central Avenue Warehouse experienced the greatest net loss of vehicles throughout the survey period (31 vehicles) between 12:00 a.m. and 2:30 a.m. on Tuesday, February 2. After 2:30 AM, the rate at which the number of vehicles entering the site begins to exceed those exiting. Therefore, a baseline of 32 vehicles (31 vehicles plus 1 residual) was assumed to already occupy spaces at the project site at the beginning of the survey period. The same methodology was applied to each day at both warehouses. Worksheets detailing the baseline parking occupancy assumptions, as well as the parking demand calculations, are provided as Attachment D to this memorandum. Table 3 presents the findings of the parking demand analysis.

Table 3. Observed Peak Parking Demand and Rates

Warehouse Site	Size	# of Spaces	Tuesday, February 2, 2021		Wednesday, February 3, 2021	
			Peak Demand	Observed Parking Rate	Peak Demand	Observed Parking Rate
1295 Central Ave	297,860 SF	197	112	1 space per 2,660 SF	111	1 space per 2,684 SF
27081 Almond Ave	326,920 SF	174	55	1 space per 5,416 SF	49	1 space per 6,079 SF
Average Observed Parking Rate ¹				1 space per 4,038 SF		
Highest Observed Parking Rate ²				1 space per 2,660 SF		

Notes: Based on parking surveys conducted on Tuesday, February 2, 2021, and Wednesday, February 3, 2021.

1 Average observed parking rate is based on the averaging the highest day of parking demand of the two observed sites.

2 Highest observed parking rate is based on the highest day of parking demand of the two observed sites.

Based on Table 3, the highest day of observed parking demand at the 1295 Central Avenue warehouse was Tuesday, February 2, 2021, with a peak demand of 112 spaces at 8:15 a.m. This resulted in a peak parking demand rate of 1 space per 2,660 SF. The highest day of observed parking demand at the 27081 Almond Avenue warehouse was also Tuesday, February 2, 2021, with a peak demand of 55 spaces at 8:00 a.m. This resulted in a peak parking demand rate of 1 space per 5,416 SF. Therefore, the average observed parking rate is 1 space per 4,038 SF, and the highest observed parking rate is 1 space per 2,660 SF over the course of both days.

Project Parking Demand

Based on the average observed parking rate of 1 space per 2,660 SF determined from the parking analysis of the two surveyed warehouses, the proposed 54,330 SF warehouse would have a peak parking demand of 13 spaces ($54,330 \text{ SF} \div 4,038 \text{ SF} = 14 \text{ spaces}$). Additionally, the highest parking demand was also calculated to provide a conservative analysis. Using the highest observed parking rate of 1 space per 2,660 SF, the proposed 54,330 SF warehouse would have a peak parking demand of 20 spaces ($54,330 \text{ SF} \div 2,660 \text{ SF} = 20 \text{ spaces}$). These estimates are provided in Table 4 below.

Table 4. Parking Requirements per Observed Rates

Land Use	Size	Observed Parking Rates	Parking Requirement
Warehouse	54,330 SF	1 space per 4,038 SF of floor area ¹	13 spaces
		1 space per 2,660 SF of floor area ²	20 spaces

Notes: SF = square foot

¹ Based on the average observed parking rate noted in Table 2.

² Based on the highest observed parking rate noted in Table 2.

The proposed project would provide a parking supply of 64 spaces; therefore, assuming the conservative peak parking demand rate of 1 space per 2,660 SF, the project's projected parking demand of 20 spaces would be adequately accommodated within the proposed supply, with a residual of 44 spaces (64 spaces – 20 spaces).



SOURCE: Bing Maps 2021

DUDEK



NOT TO SCALE

Figure 2
Surveyed Warehouse Locations
 3rd Street and Central Avenue Warehouse Project



Legend
 Surveyed Warehouse

SOURCE: Bing Maps 2021

DUDEK

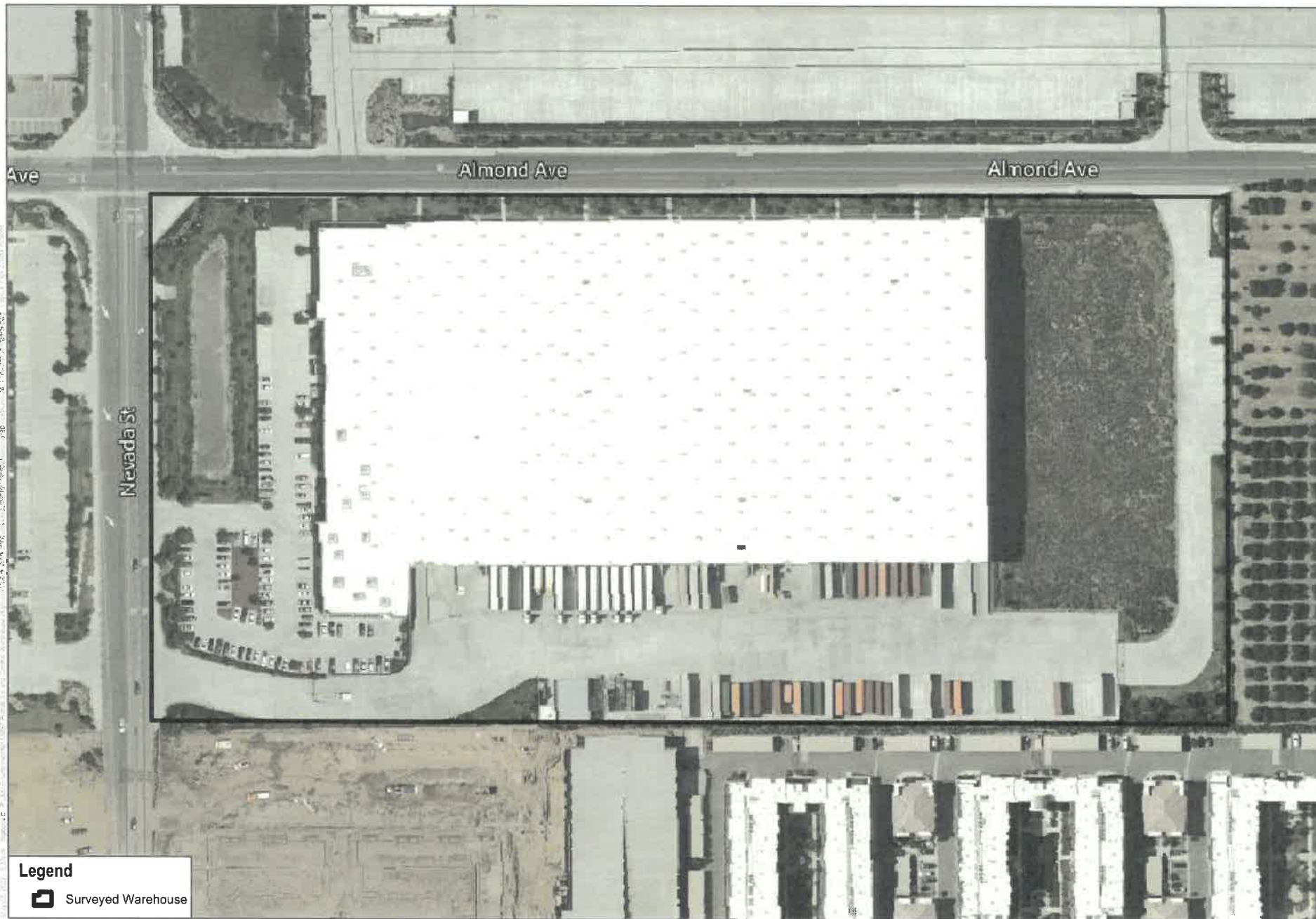


NOT TO SCALE

Figure 3

1295 Central Avenue Warehouse

3rd Street and Central Avenue Warehouse Project



SOURCE: Bing Maps 2021

DUDEK



NOT TO SCALE

Figure 4

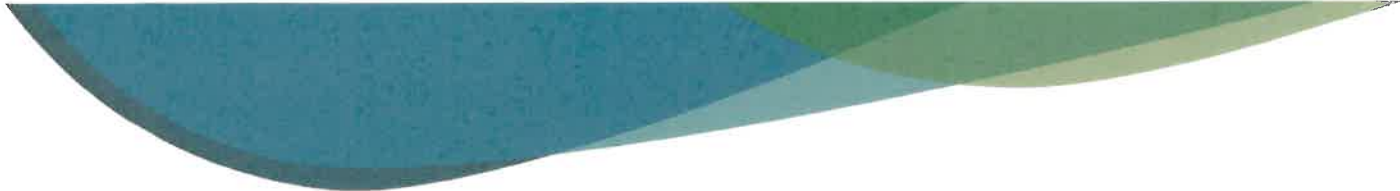
27081 Almond Avenue Warehouse

3rd Street and Central Avenue Warehouse Project

Conclusions

Based on the parking surveys and analysis discussed above, the following conclusions are made for the proposed 3rd Street/Central Avenue warehouse project:

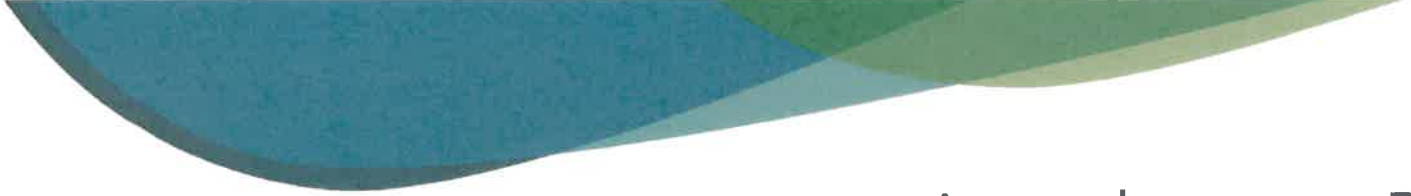
- Based on the City of Highland Municipal Code parking requirements, the project would require a total of 72 parking spaces.
- The project would provide adequate parking based on an average of the Municipal Code parking requirements of four other nearby jurisdictions (64 spaces).
- Based on the highest observed parking rate of 1 space per 2,660 SF determined from the parking surveys of two existing warehouses near the project site, the proposed 54,330 SF warehouse would have a peak parking demand of 20 spaces ($54,330 \text{ SF} \div 2,660 \text{ SF} = 20 \text{ spaces}$).
- The project's proposed supply of 64 parking spaces can adequately accommodate its forecast parking demand of 20 spaces (based on the highest peak observed parking rate).



Attachment A

Site Plan

321



Attachment B

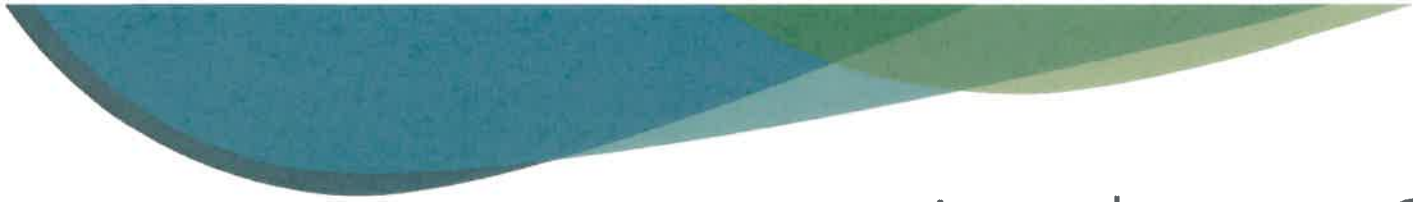
Parking Ratios at Other Patriot Developments

Ratio of Parking Provided to Square Footage at Other Patriot Warehouses

Project Name	Jurisdiction	Status	Size (SF)	Parking Provided (Spaces)	Ratio (Provided Spaces/TSF)	Parking Required ¹ (Spaces)	Ratio (Required Spaces/TSF)
6th & Center	Rancho Cucamonga	Operational	117,293	92	0.784	50	0.426
Banana/Rose	Fontana	Approved	159,115	115	0.723	54	0.338
Willow	Fontana	Approved	160,834	149	0.926	51	0.337
Almond Avenue	Fontana	Approved	146,864	90	0.613	51	0.350
Palmetto Avenue	Fontana	Approved	90,620	82	0.905	40	0.350
Washington/ Live Oak	Fontana	In review; parking ratios accepted	176,987	96	0.542	57	0.443
Perris/Morgan	Perris	In review; parking ratios accepted	284,753	254	0.892	152	0.324
Heacock/ Krameria	Moreno Valley	In review; parking ratios accepted	99,486	72	0.724	45	0.535
Average Ratio for Other Patriot Projects					0.764		0.401
6th Street/ Victoria Avenue	Highland	In review	307,445	129	0.420	308	1.098

Notes: SF = square foot; TSF = thousand square feet

¹ Parking required by total building square footage (i.e. parking required is based on warehousing land use; office space is not separated out).



Attachment C

Raw Driveway Counts

Trip GEN Study

Location: Fender Warehouse Dwy At E Central Ave

City: San Bernardino

DATE	Classification					
	Car		HT		Totals	
	In	Out	In	Out	In	Out
2/2/2021	208	209	27	31	235	240
2/3/2021	220	229	36	33	256	262
Totals	428	438	63	64	491	502

In & Out

Location: Fender Warehouse Dwy At E Central Ave
City: San Bernardino

Date: 2/2/2021
Day: Tuesday

TIME	Cars	
	In	Out
12:00 AM	0	0
12:15 AM	0	0
12:30 AM	1	4
12:45 AM	1	1
1:00 AM	0	11
1:15 AM	0	1
1:30 AM	0	2
1:45 AM	0	0
2:00 AM	0	0
2:15 AM	0	12
2:30 AM	0	1
2:45 AM	1	0
3:00 AM	1	0
3:15 AM	0	0
3:30 AM	0	0
3:45 AM	3	1
4:00 AM	1	0
4:15 AM	7	0
4:30 AM	16	2
4:45 AM	26	1
5:00 AM	5	0
5:15 AM	4	0
5:30 AM	7	0
5:45 AM	30	1
6:00 AM	3	0
6:15 AM	1	0
6:30 AM	1	0
6:45 AM	3	1
7:00 AM	1	2
7:15 AM	2	1
7:30 AM	5	1
7:45 AM	3	1
8:00 AM	0	0
8:15 AM	2	0
8:30 AM	0	1
8:45 AM	1	1
9:00 AM	0	3
9:15 AM	0	1
9:30 AM	1	3
9:45 AM	5	4
10:00 AM	1	0
10:15 AM	2	0
10:30 AM	4	5
10:45 AM	2	2
11:00 AM	1	1
11:15 AM	0	2
11:30 AM	0	2
11:45 AM	1	2
12:00 PM	2	2
12:15 PM	0	0
12:30 PM	0	0
12:45 PM	2	2
1:00 PM	0	1
1:15 PM	4	2
1:30 PM	3	12
1:45 PM	5	2
2:00 PM	1	2
2:15 PM	3	8
2:30 PM	4	33
2:45 PM	6	4
3:00 PM	5	14
3:15 PM	7	2
3:30 PM	2	8
3:45 PM	1	9
4:00 PM	1	3
4:15 PM	0	3
4:30 PM	0	1
4:45 PM	0	3
5:00 PM	0	1
5:15 PM	0	0
5:30 PM	0	0
5:45 PM	0	0
6:00 PM	0	0
6:15 PM	0	1
6:30 PM	4	4
6:45 PM	2	0
7:00 PM	0	2
7:15 PM	0	1
7:30 PM	1	1
7:45 PM	0	0
8:00 PM	4	7
8:15 PM	2	1
8:30 PM	3	1
8:45 PM	1	0
9:00 PM	0	1
9:15 PM	1	1
9:30 PM	1	1
9:45 PM	0	0
10:00 PM	1	0
10:15 PM	0	0
10:30 PM	0	0
10:45 PM	0	1
11:00 PM	0	2
11:15 PM	0	1
11:30 PM	0	0
11:45 PM	0	2
Totals	208	209

TIME	HT	
	In	Out
12:00 AM	0	3
12:15 AM	0	0
12:30 AM	0	1
12:45 AM	0	0
1:00 AM	0	0
1:15 AM	0	0
1:30 AM	0	0
1:45 AM	0	0
2:00 AM	0	0
2:15 AM	1	0
2:30 AM	1	0
2:45 AM	0	1
3:00 AM	0	1
3:15 AM	0	0
3:30 AM	0	0
3:45 AM	0	0
4:00 AM	1	0
4:15 AM	0	0
4:30 AM	0	0
4:45 AM	0	0
5:00 AM	0	0
5:15 AM	0	0
5:30 AM	0	0
5:45 AM	0	0
6:00 AM	1	1
6:15 AM	0	0
6:30 AM	0	1
6:45 AM	0	0
7:00 AM	0	0
7:15 AM	1	0
7:30 AM	1	0
7:45 AM	0	0
8:00 AM	0	0
8:15 AM	0	0
8:30 AM	1	0
8:45 AM	2	1
9:00 AM	0	2
9:15 AM	0	0
9:30 AM	0	0
9:45 AM	1	1
10:00 AM	0	1
10:15 AM	0	0
10:30 AM	0	0
10:45 AM	0	0
11:00 AM	0	0
11:15 AM	2	0
11:30 AM	0	1
11:45 AM	1	0
12:00 PM	0	1
12:15 PM	0	0
12:30 PM	1	0
12:45 PM	2	1
1:00 PM	1	2
1:15 PM	2	0
1:30 PM	0	3
1:45 PM	1	1
2:00 PM	1	1
2:15 PM	1	0
2:30 PM	0	0
2:45 PM	0	2
3:00 PM	0	0
3:15 PM	0	0
3:30 PM	0	0
3:45 PM	1	0
4:00 PM	0	1
4:15 PM	0	1
4:30 PM	0	0
4:45 PM	0	0
5:00 PM	0	0
5:15 PM	0	0
5:30 PM	1	0
5:45 PM	0	1
6:00 PM	0	0
6:15 PM	0	0
6:30 PM	0	0
6:45 PM	0	0
7:00 PM	0	0
7:15 PM	0	0
7:30 PM	0	0
7:45 PM	1	0
8:00 PM	0	0
8:15 PM	0	1
8:30 PM	0	0
8:45 PM	0	0
9:00 PM	0	0
9:15 PM	0	0
9:30 PM	1	0
9:45 PM	0	0
10:00 PM	0	0
10:15 PM	1	0
10:30 PM	0	1
10:45 PM	0	0
11:00 PM	0	1
11:15 PM	0	0
11:30 PM	0	0
11:45 PM	0	0
Totals	27	31

In & Out

Location: Fender Warehouse Dwy At E Central Ave
City: San Bernardino

Date: 2/3/2021
Day: Wednesday

TIME	Cars	
	In	Out
12:00 AM	0	0
12:15 AM	0	0
12:30 AM	0	2
12:45 AM	1	4
1:00 AM	2	17
1:15 AM	0	4
1:30 AM	0	1
1:45 AM	0	0
2:00 AM	0	0
2:15 AM	1	0
2:30 AM	1	1
2:45 AM	1	0
3:00 AM	2	2
3:15 AM	0	2
3:30 AM	0	0
3:45 AM	1	0
4:00 AM	2	0
4:15 AM	5	0
4:30 AM	12	1
4:45 AM	32	2
5:00 AM	5	0
5:15 AM	4	0
5:30 AM	5	1
5:45 AM	24	1
6:00 AM	13	0
6:15 AM	1	0
6:30 AM	1	0
6:45 AM	3	0
7:00 AM	3	2
7:15 AM	1	2
7:30 AM	0	1
7:45 AM	2	0
8:00 AM	3	1
8:15 AM	3	0
8:30 AM	2	2
8:45 AM	2	1
9:00 AM	0	0
9:15 AM	0	7
9:30 AM	4	3
9:45 AM	4	5
10:00 AM	4	2
10:15 AM	2	0
10:30 AM	2	4
10:45 AM	7	3
11:00 AM	1	4
11:15 AM	2	1
11:30 AM	1	5
11:45 AM	1	0
12:00 PM	3	1
12:15 PM	1	2
12:30 PM	1	2
12:45 PM	1	0
1:00 PM	0	3
1:15 PM	2	0
1:30 PM	2	5
1:45 PM	7	5
2:00 PM	0	2
2:15 PM	3	7
2:30 PM	3	40
2:45 PM	2	11
3:00 PM	4	15
3:15 PM	11	5
3:30 PM	1	7
3:45 PM	0	3
4:00 PM	2	4
4:15 PM	0	2
4:30 PM	1	3
4:45 PM	0	1
5:00 PM	0	1
5:15 PM	0	0
5:30 PM	0	1
5:45 PM	1	0
6:00 PM	0	2
6:15 PM	0	3
6:30 PM	0	1
6:45 PM	1	1
7:00 PM	1	2
7:15 PM	1	1
7:30 PM	0	0
7:45 PM	1	1
8:00 PM	3	7
8:15 PM	3	0
8:30 PM	0	0
8:45 PM	1	0
9:00 PM	2	2
9:15 PM	0	1
9:30 PM	1	1
9:45 PM	0	0
10:00 PM	0	0
10:15 PM	0	0
10:30 PM	0	2
10:45 PM	0	3
11:00 PM	1	0
11:15 PM	0	1
11:30 PM	0	0
11:45 PM	0	0
Totals	220	229

TIME	HT	
	In	Out
12:00 AM	0	0
12:15 AM	0	0
12:30 AM	0	0
12:45 AM	1	0
1:00 AM	0	0
1:15 AM	0	1
1:30 AM	0	0
1:45 AM	0	0
2:00 AM	0	0
2:15 AM	1	0
2:30 AM	0	0
2:45 AM	0	1
3:00 AM	0	0
3:15 AM	0	0
3:30 AM	1	0
3:45 AM	0	0
4:00 AM	0	1
4:15 AM	0	0
4:30 AM	0	0
4:45 AM	1	0
5:00 AM	0	0
5:15 AM	0	0
5:30 AM	0	1
5:45 AM	0	0
6:00 AM	0	0
6:15 AM	0	0
6:30 AM	0	1
6:45 AM	0	0
7:00 AM	1	0
7:15 AM	1	0
7:30 AM	0	0
7:45 AM	0	0
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9:45 AM	1	0
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10:30 AM	1	0
10:45 AM	1	0
11:00 AM	0	0
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11:45 AM	1	1
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8:30 PM	0	0
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9:00 PM	0	0
9:15 PM	0	0
9:30 PM	0	0
9:45 PM	1	0
10:00 PM	0	0
10:15 PM	0	1
10:30 PM	0	0
10:45 PM	0	0
11:00 PM	0	0
11:15 PM	1	0
11:30 PM	1	0
11:45 PM	2	1
Totals	36	33

Trip GEN Study

Location: Fender Warehouse Dwy At S Tippecanoe Ave

City: San Bernardino

DATE	Classification					
	Car		HT		Totals	
	In	Out	In	Out	In	Out
2/2/2021	0	1	0	0	0	1
2/3/2021	3	3	0	0	3	3
Totals	3	4	0	0	3	4

In & Out

Location: Fender Warehouse Dwy At S Tippecanoe Ave
City: San Bernardino

Date: 2/2/2021
Day: Tuesday

TIME	Cars	
	In	Out
12:00 AM	0	1
12:15 AM	0	0
12:30 AM	0	0
12:45 AM	0	0
1:00 AM	0	0
1:15 AM	0	0
1:30 AM	0	0
1:45 AM	0	0
2:00 AM	0	0
2:15 AM	0	0
2:30 AM	0	0
2:45 AM	0	0
3:00 AM	0	0
3:15 AM	0	0
3:30 AM	0	0
3:45 AM	0	0
4:00 AM	0	0
4:15 AM	0	0
4:30 AM	0	0
4:45 AM	0	0
5:00 AM	0	0
5:15 AM	0	0
5:30 AM	0	0
5:45 AM	0	0
6:00 AM	0	0
6:15 AM	0	0
6:30 AM	0	0
6:45 AM	0	0
7:00 AM	0	0
7:15 AM	0	0
7:30 AM	0	0
7:45 AM	0	0
8:00 AM	0	0
8:15 AM	0	0
8:30 AM	0	0
8:45 AM	0	0
9:00 AM	0	0
9:15 AM	0	0
9:30 AM	0	0
9:45 AM	0	0
10:00 AM	0	0
10:15 AM	0	0
10:30 AM	0	0
10:45 AM	0	0
11:00 AM	0	0
11:15 AM	0	0
11:30 AM	0	0
11:45 AM	0	0
12:00 PM	0	0
12:15 PM	0	0
12:30 PM	0	0
12:45 PM	0	0
1:00 PM	0	0
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1:30 PM	0	0
1:45 PM	0	0
2:00 PM	0	0
2:15 PM	0	0
2:30 PM	0	0
2:45 PM	0	0
3:00 PM	0	0
3:15 PM	0	0
3:30 PM	0	0
3:45 PM	0	0
4:00 PM	0	0
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4:30 PM	0	0
4:45 PM	0	0
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5:15 PM	0	0
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6:00 PM	0	0
6:15 PM	0	0
6:30 PM	0	0
6:45 PM	0	0
7:00 PM	0	0
7:15 PM	0	0
7:30 PM	0	0
7:45 PM	0	0
8:00 PM	0	0
8:15 PM	0	0
8:30 PM	0	0
8:45 PM	0	0
9:00 PM	0	0
9:15 PM	0	0
9:30 PM	0	0
9:45 PM	0	0
10:00 PM	0	0
10:15 PM	0	0
10:30 PM	0	0
10:45 PM	0	0
11:00 PM	0	0
11:15 PM	0	0
11:30 PM	0	0
11:45 PM	0	0
Totals	0	1

TIME	HT	
	In	Out
12:00 AM	0	0
12:15 AM	0	0
12:30 AM	0	0
12:45 AM	0	0
1:00 AM	0	0
1:15 AM	0	0
1:30 AM	0	0
1:45 AM	0	0
2:00 AM	0	0
2:15 AM	0	0
2:30 AM	0	0
2:45 AM	0	0
3:00 AM	0	0
3:15 AM	0	0
3:30 AM	0	0
3:45 AM	0	0
4:00 AM	0	0
4:15 AM	0	0
4:30 AM	0	0
4:45 AM	0	0
5:00 AM	0	0
5:15 AM	0	0
5:30 AM	0	0
5:45 AM	0	0
6:00 AM	0	0
6:15 AM	0	0
6:30 AM	0	0
6:45 AM	0	0
7:00 AM	0	0
7:15 AM	0	0
7:30 AM	0	0
7:45 AM	0	0
8:00 AM	0	0
8:15 AM	0	0
8:30 AM	0	0
8:45 AM	0	0
9:00 AM	0	0
9:15 AM	0	0
9:30 AM	0	0
9:45 AM	0	0
10:00 AM	0	0
10:15 AM	0	0
10:30 AM	0	0
10:45 AM	0	0
11:00 AM	0	0
11:15 AM	0	0
11:30 AM	0	0
11:45 AM	0	0
12:00 PM	0	0
12:15 PM	0	0
12:30 PM	0	0
12:45 PM	0	0
1:00 PM	0	0
1:15 PM	0	0
1:30 PM	0	0
1:45 PM	0	0
2:00 PM	0	0
2:15 PM	0	0
2:30 PM	0	0
2:45 PM	0	0
3:00 PM	0	0
3:15 PM	0	0
3:30 PM	0	0
3:45 PM	0	0
4:00 PM	0	0
4:15 PM	0	0
4:30 PM	0	0
4:45 PM	0	0
5:00 PM	0	0
5:15 PM	0	0
5:30 PM	0	0
5:45 PM	0	0
6:00 PM	0	0
6:15 PM	0	0
6:30 PM	0	0
6:45 PM	0	0
7:00 PM	0	0
7:15 PM	0	0
7:30 PM	0	0
7:45 PM	0	0
8:00 PM	0	0
8:15 PM	0	0
8:30 PM	0	0
8:45 PM	0	0
9:00 PM	0	0
9:15 PM	0	0
9:30 PM	0	0
9:45 PM	0	0
10:00 PM	0	0
10:15 PM	0	0
10:30 PM	0	0
10:45 PM	0	0
11:00 PM	0	0
11:15 PM	0	0
11:30 PM	0	0
11:45 PM	0	0
Totals	0	0

In & Out

Location: Fender Warehouse Dwy At S Tippecanoe Ave
City: San Bernardino

Date: 2/3/2021
Day: Wednesday

TIME	Cars	
	In	Out
12:00 AM	0	0
12:15 AM	0	0
12:30 AM	0	0
12:45 AM	0	0
1:00 AM	0	0
1:15 AM	0	0
1:30 AM	0	0
1:45 AM	0	0
2:00 AM	1	0
2:15 AM	0	1
2:30 AM	0	0
2:45 AM	0	0
3:00 AM	0	0
3:15 AM	0	0
3:30 AM	0	0
3:45 AM	0	0
4:00 AM	0	0
4:15 AM	0	0
4:30 AM	0	0
4:45 AM	0	0
5:00 AM	0	0
5:15 AM	0	0
5:30 AM	1	0
5:45 AM	1	0
6:00 AM	0	2
6:15 AM	0	0
6:30 AM	0	0
6:45 AM	0	0
7:00 AM	0	0
7:15 AM	0	0
7:30 AM	0	0
7:45 AM	0	0
8:00 AM	0	0
8:15 AM	0	0
8:30 AM	0	0
8:45 AM	0	0
9:00 AM	0	0
9:15 AM	0	0
9:30 AM	0	0
9:45 AM	0	0
10:00 AM	0	0
10:15 AM	0	0
10:30 AM	0	0
10:45 AM	0	0
11:00 AM	0	0
11:15 AM	0	0
11:30 AM	0	0
11:45 AM	0	0
12:00 PM	0	0
12:15 PM	0	0
12:30 PM	0	0
12:45 PM	0	0
1:00 PM	0	0
1:15 PM	0	0
1:30 PM	0	0
1:45 PM	0	0
2:00 PM	0	0
2:15 PM	0	0
2:30 PM	0	0
2:45 PM	0	0
3:00 PM	0	0
3:15 PM	0	0
3:30 PM	0	0
3:45 PM	0	0
4:00 PM	0	0
4:15 PM	0	0
4:30 PM	0	0
4:45 PM	0	0
5:00 PM	0	0
5:15 PM	0	0
5:30 PM	0	0
5:45 PM	0	0
6:00 PM	0	0
6:15 PM	0	0
6:30 PM	0	0
6:45 PM	0	0
7:00 PM	0	0
7:15 PM	0	0
7:30 PM	0	0
7:45 PM	0	0
8:00 PM	0	0
8:15 PM	0	0
8:30 PM	0	0
8:45 PM	0	0
9:00 PM	0	0
9:15 PM	0	0
9:30 PM	0	0
9:45 PM	0	0
10:00 PM	0	0
10:15 PM	0	0
10:30 PM	0	0
10:45 PM	0	0
11:00 PM	0	0
11:15 PM	0	0
11:30 PM	0	0
11:45 PM	0	0
Totals	3	3

TIME	HT	
	In	Out
12:00 AM	0	0
12:15 AM	0	0
12:30 AM	0	0
12:45 AM	0	0
1:00 AM	0	0
1:15 AM	0	0
1:30 AM	0	0
1:45 AM	0	0
2:00 AM	0	0
2:15 AM	0	0
2:30 AM	0	0
2:45 AM	0	0
3:00 AM	0	0
3:15 AM	0	0
3:30 AM	0	0
3:45 AM	0	0
4:00 AM	0	0
4:15 AM	0	0
4:30 AM	0	0
4:45 AM	0	0
5:00 AM	0	0
5:15 AM	0	0
5:30 AM	0	0
5:45 AM	0	0
6:00 AM	0	0
6:15 AM	0	0
6:30 AM	0	0
6:45 AM	0	0
7:00 AM	0	0
7:15 AM	0	0
7:30 AM	0	0
7:45 AM	0	0
8:00 AM	0	0
8:15 AM	0	0
8:30 AM	0	0
8:45 AM	0	0
9:00 AM	0	0
9:15 AM	0	0
9:30 AM	0	0
9:45 AM	0	0
10:00 AM	0	0
10:15 AM	0	0
10:30 AM	0	0
10:45 AM	0	0
11:00 AM	0	0
11:15 AM	0	0
11:30 AM	0	0
11:45 AM	0	0
12:00 PM	0	0
12:15 PM	0	0
12:30 PM	0	0
12:45 PM	0	0
1:00 PM	0	0
1:15 PM	0	0
1:30 PM	0	0
1:45 PM	0	0
2:00 PM	0	0
2:15 PM	0	0
2:30 PM	0	0
2:45 PM	0	0
3:00 PM	0	0
3:15 PM	0	0
3:30 PM	0	0
3:45 PM	0	0
4:00 PM	0	0
4:15 PM	0	0
4:30 PM	0	0
4:45 PM	0	0
5:00 PM	0	0
5:15 PM	0	0
5:30 PM	0	0
5:45 PM	0	0
6:00 PM	0	0
6:15 PM	0	0
6:30 PM	0	0
6:45 PM	0	0
7:00 PM	0	0
7:15 PM	0	0
7:30 PM	0	0
7:45 PM	0	0
8:00 PM	0	0
8:15 PM	0	0
8:30 PM	0	0
8:45 PM	0	0
9:00 PM	0	0
9:15 PM	0	0
9:30 PM	0	0
9:45 PM	0	0
10:00 PM	0	0
10:15 PM	0	0
10:30 PM	0	0
10:45 PM	0	0
11:00 PM	0	0
11:15 PM	0	0
11:30 PM	0	0
11:45 PM	0	0
Totals	0	0

Trip GEN Study

Location: 2AM Logistics BMW Parts Distribution Center Dwy At Almond Ave

City: Redlands

DATE	Classification					
	Car		HT		Totals	
	In	Out	In	Out	In	Out
2/2/2021	0	0	0	0	0	0
2/3/2021	4	5	0	0	4	5
Totals	4	5	0	0	4	5

In & Out

Location: 2AM Logistics BMW Parts Distribution Center Dwy At Almond Ave
City: Redlands

Date: 2/2/2021
Day: Tuesday

TIME	Cars	
	In	Out
12:00 AM	0	0
12:15 AM	0	0
12:30 AM	0	0
12:45 AM	0	0
1:00 AM	0	0
1:15 AM	0	0
1:30 AM	0	0
1:45 AM	0	0
2:00 AM	0	0
2:15 AM	0	0
2:30 AM	0	0
2:45 AM	0	0
3:00 AM	0	0
3:15 AM	0	0
3:30 AM	0	0
3:45 AM	0	0
4:00 AM	0	0
4:15 AM	0	0
4:30 AM	0	0
4:45 AM	0	0
5:00 AM	0	0
5:15 AM	0	0
5:30 AM	0	0
5:45 AM	0	0
6:00 AM	0	0
6:15 AM	0	0
6:30 AM	0	0
6:45 AM	0	0
7:00 AM	0	0
7:15 AM	0	0
7:30 AM	0	0
7:45 AM	0	0
8:00 AM	0	0
8:15 AM	0	0
8:30 AM	0	0
8:45 AM	0	0
9:00 AM	0	0
9:15 AM	0	0
9:30 AM	0	0
9:45 AM	0	0
10:00 AM	0	0
10:15 AM	0	0
10:30 AM	0	0
10:45 AM	0	0
11:00 AM	0	0
11:15 AM	0	0
11:30 AM	0	0
11:45 AM	0	0
12:00 PM	0	0
12:15 PM	0	0
12:30 PM	0	0
12:45 PM	0	0
1:00 PM	0	0
1:15 PM	0	0
1:30 PM	0	0
1:45 PM	0	0
2:00 PM	0	0
2:15 PM	0	0
2:30 PM	0	0
2:45 PM	0	0
3:00 PM	0	0
3:15 PM	0	0
3:30 PM	0	0
3:45 PM	0	0
4:00 PM	0	0
4:15 PM	0	0
4:30 PM	0	0
4:45 PM	0	0
5:00 PM	0	0
5:15 PM	0	0
5:30 PM	0	0
5:45 PM	0	0
6:00 PM	0	0
6:15 PM	0	0
6:30 PM	0	0
6:45 PM	0	0
7:00 PM	0	0
7:15 PM	0	0
7:30 PM	0	0
7:45 PM	0	0
8:00 PM	0	0
8:15 PM	0	0
8:30 PM	0	0
8:45 PM	0	0
9:00 PM	0	0
9:15 PM	0	0
9:30 PM	0	0
9:45 PM	0	0
10:00 PM	0	0
10:15 PM	0	0
10:30 PM	0	0
10:45 PM	0	0
11:00 PM	0	0
11:15 PM	0	0
11:30 PM	0	0
11:45 PM	0	0
Totals	0	0

TIME	HT	
	In	Out
12:00 AM	0	0
12:15 AM	0	0
12:30 AM	0	0
12:45 AM	0	0
1:00 AM	0	0
1:15 AM	0	0
1:30 AM	0	0
1:45 AM	0	0
2:00 AM	0	0
2:15 AM	0	0
2:30 AM	0	0
2:45 AM	0	0
3:00 AM	0	0
3:15 AM	0	0
3:30 AM	0	0
3:45 AM	0	0
4:00 AM	0	0
4:15 AM	0	0
4:30 AM	0	0
4:45 AM	0	0
5:00 AM	0	0
5:15 AM	0	0
5:30 AM	0	0
5:45 AM	0	0
6:00 AM	0	0
6:15 AM	0	0
6:30 AM	0	0
6:45 AM	0	0
7:00 AM	0	0
7:15 AM	0	0
7:30 AM	0	0
7:45 AM	0	0
8:00 AM	0	0
8:15 AM	0	0
8:30 AM	0	0
8:45 AM	0	0
9:00 AM	0	0
9:15 AM	0	0
9:30 AM	0	0
9:45 AM	0	0
10:00 AM	0	0
10:15 AM	0	0
10:30 AM	0	0
10:45 AM	0	0
11:00 AM	0	0
11:15 AM	0	0
11:30 AM	0	0
11:45 AM	0	0
12:00 PM	0	0
12:15 PM	0	0
12:30 PM	0	0
12:45 PM	0	0
1:00 PM	0	0
1:15 PM	0	0
1:30 PM	0	0
1:45 PM	0	0
2:00 PM	0	0
2:15 PM	0	0
2:30 PM	0	0
2:45 PM	0	0
3:00 PM	0	0
3:15 PM	0	0
3:30 PM	0	0
3:45 PM	0	0
4:00 PM	0	0
4:15 PM	0	0
4:30 PM	0	0
4:45 PM	0	0
5:00 PM	0	0
5:15 PM	0	0
5:30 PM	0	0
5:45 PM	0	0
6:00 PM	0	0
6:15 PM	0	0
6:30 PM	0	0
6:45 PM	0	0
7:00 PM	0	0
7:15 PM	0	0
7:30 PM	0	0
7:45 PM	0	0
8:00 PM	0	0
8:15 PM	0	0
8:30 PM	0	0
8:45 PM	0	0
9:00 PM	0	0
9:15 PM	0	0
9:30 PM	0	0
9:45 PM	0	0
10:00 PM	0	0
10:15 PM	0	0
10:30 PM	0	0
10:45 PM	0	0
11:00 PM	0	0
11:15 PM	0	0
11:30 PM	0	0
11:45 PM	0	0
Totals	0	0

In & Out

Location: 2AM Logistics BMW Parts Distribution Center Dwy At Almond Ave
City: Redlands

Date: 2/3/2021
Day: Wednesday

TIME	Cars	
	In	Out
12:00 AM	0	0
12:15 AM	0	0
12:30 AM	0	0
12:45 AM	0	0
1:00 AM	0	0
1:15 AM	0	0
1:30 AM	0	0
1:45 AM	0	0
2:00 AM	0	0
2:15 AM	0	0
2:30 AM	1	0
2:45 AM	0	1
3:00 AM	0	0
3:15 AM	0	0
3:30 AM	0	0
3:45 AM	0	0
4:00 AM	0	0
4:15 AM	0	0
4:30 AM	0	0
4:45 AM	0	0
5:00 AM	0	0
5:15 AM	0	0
5:30 AM	0	0
5:45 AM	0	0
6:00 AM	0	0
6:15 AM	0	0
6:30 AM	0	0
6:45 AM	0	0
7:00 AM	0	0
7:15 AM	1	1
7:30 AM	0	0
7:45 AM	0	0
8:00 AM	0	0
8:15 AM	0	0
8:30 AM	0	0
8:45 AM	0	0
9:00 AM	0	0
9:15 AM	0	1
9:30 AM	0	0
9:45 AM	0	0
10:00 AM	0	0
10:15 AM	0	0
10:30 AM	0	0
10:45 AM	0	0
11:00 AM	0	0
11:15 AM	1	0
11:30 AM	1	2
11:45 AM	0	0
12:00 PM	0	0
12:15 PM	0	0
12:30 PM	0	0
12:45 PM	0	0
1:00 PM	0	0
1:15 PM	0	0
1:30 PM	0	0
1:45 PM	0	0
2:00 PM	0	0
2:15 PM	0	0
2:30 PM	0	0
2:45 PM	0	0
3:00 PM	0	0
3:15 PM	0	0
3:30 PM	0	0
3:45 PM	0	0
4:00 PM	0	0
4:15 PM	0	0
4:30 PM	0	0
4:45 PM	0	0
5:00 PM	0	0
5:15 PM	0	0
5:30 PM	0	0
5:45 PM	0	0
6:00 PM	0	0
6:15 PM	0	0
6:30 PM	0	0
6:45 PM	0	0
7:00 PM	0	0
7:15 PM	0	0
7:30 PM	0	0
7:45 PM	0	0
8:00 PM	0	0
8:15 PM	0	0
8:30 PM	0	0
8:45 PM	0	0
9:00 PM	0	0
9:15 PM	0	0
9:30 PM	0	0
9:45 PM	0	0
10:00 PM	0	0
10:15 PM	0	0
10:30 PM	0	0
10:45 PM	0	0
11:00 PM	0	0
11:15 PM	0	0
11:30 PM	0	0
11:45 PM	0	0
Totals	4	5

TIME	HT	
	In	Out
12:00 AM	0	0
12:15 AM	0	0
12:30 AM	0	0
12:45 AM	0	0
1:00 AM	0	0
1:15 AM	0	0
1:30 AM	0	0
1:45 AM	0	0
2:00 AM	0	0
2:15 AM	0	0
2:30 AM	0	0
2:45 AM	0	0
3:00 AM	0	0
3:15 AM	0	0
3:30 AM	0	0
3:45 AM	0	0
4:00 AM	0	0
4:15 AM	0	0
4:30 AM	0	0
4:45 AM	0	0
5:00 AM	0	0
5:15 AM	0	0
5:30 AM	0	0
5:45 AM	0	0
6:00 AM	0	0
6:15 AM	0	0
6:30 AM	0	0
6:45 AM	0	0
7:00 AM	0	0
7:15 AM	0	0
7:30 AM	0	0
7:45 AM	0	0
8:00 AM	0	0
8:15 AM	0	0
8:30 AM	0	0
8:45 AM	0	0
9:00 AM	0	0
9:15 AM	0	0
9:30 AM	0	0
9:45 AM	0	0
10:00 AM	0	0
10:15 AM	0	0
10:30 AM	0	0
10:45 AM	0	0
11:00 AM	0	0
11:15 AM	0	0
11:30 AM	0	0
11:45 AM	0	0
12:00 PM	0	0
12:15 PM	0	0
12:30 PM	0	0
12:45 PM	0	0
1:00 PM	0	0
1:15 PM	0	0
1:30 PM	0	0
1:45 PM	0	0
2:00 PM	0	0
2:15 PM	0	0
2:30 PM	0	0
2:45 PM	0	0
3:00 PM	0	0
3:15 PM	0	0
3:30 PM	0	0
3:45 PM	0	0
4:00 PM	0	0
4:15 PM	0	0
4:30 PM	0	0
4:45 PM	0	0
5:00 PM	0	0
5:15 PM	0	0
5:30 PM	0	0
5:45 PM	0	0
6:00 PM	0	0
6:15 PM	0	0
6:30 PM	0	0
6:45 PM	0	0
7:00 PM	0	0
7:15 PM	0	0
7:30 PM	0	0
7:45 PM	0	0
8:00 PM	0	0
8:15 PM	0	0
8:30 PM	0	0
8:45 PM	0	0
9:00 PM	0	0
9:15 PM	0	0
9:30 PM	0	0
9:45 PM	0	0
10:00 PM	0	0
10:15 PM	0	0
10:30 PM	0	0
10:45 PM	0	0
11:00 PM	0	0
11:15 PM	0	0
11:30 PM	0	0
11:45 PM	0	0
Totals	0	0

Trip GEN Study

Location: 2AM Logistics BMW Parts Distribution Center North Dwy At Nevada St

City: Redlands

DATE	Classification					
	Car		HT		Totals	
	In	Out	In	Out	In	Out
2/2/2021	134	136	2	2	136	138
2/3/2021	130	132	5	5	135	137
Totals	264	268	7	7	271	275

In & Out

Location: 2AM Logistics BMW Parts Distribution Center North Dwy At Nevada St
City: Redlands

Date: 2/2/2021
Day: Tuesday

TIME	Cars	
	In	Out
12:00 AM	0	0
12:15 AM	0	0
12:30 AM	0	0
12:45 AM	0	0
1:00 AM	0	0
1:15 AM	0	0
1:30 AM	0	0
1:45 AM	1	0
2:00 AM	1	0
2:15 AM	0	0
2:30 AM	1	0
2:45 AM	0	0
3:00 AM	1	0
3:15 AM	8	0
3:30 AM	15	0
3:45 AM	18	0
4:00 AM	3	0
4:15 AM	1	0
4:30 AM	0	0
4:45 AM	1	0
5:00 AM	0	1
5:15 AM	0	0
5:30 AM	0	0
5:45 AM	0	0
6:00 AM	0	0
6:15 AM	0	0
6:30 AM	0	2
6:45 AM	1	0
7:00 AM	2	1
7:15 AM	1	1
7:30 AM	0	0
7:45 AM	0	0
8:00 AM	1	1
8:15 AM	1	2
8:30 AM	1	1
8:45 AM	0	1
9:00 AM	1	5
9:15 AM	2	2
9:30 AM	0	0
9:45 AM	1	2
10:00 AM	1	1
10:15 AM	0	0
10:30 AM	0	0
10:45 AM	2	3
11:00 AM	0	2
11:15 AM	0	0
11:30 AM	1	1
11:45 AM	2	1
12:00 PM	0	0
12:15 PM	0	2
12:30 PM	17	44
12:45 PM	23	1
1:00 PM	2	1
1:15 PM	0	0
1:30 PM	1	1
1:45 PM	0	0
2:00 PM	1	0
2:15 PM	0	1
2:30 PM	0	3
2:45 PM	1	0
3:00 PM	0	0
3:15 PM	0	0
3:30 PM	0	0
3:45 PM	2	0
4:00 PM	0	1
4:15 PM	0	0
4:30 PM	0	0
4:45 PM	1	2
5:00 PM	2	3
5:15 PM	2	1
5:30 PM	2	3
5:45 PM	1	1
6:00 PM	1	0
6:15 PM	0	1
6:30 PM	1	0
6:45 PM	0	0
7:00 PM	1	2
7:15 PM	1	0
7:30 PM	3	1
7:45 PM	0	0
8:00 PM	1	0
8:15 PM	1	0
8:30 PM	1	0
8:45 PM	1	2
9:00 PM	0	2
9:15 PM	0	2
9:30 PM	0	34
9:45 PM	0	1
10:00 PM	1	0
10:15 PM	0	0
10:30 PM	0	0
10:45 PM	0	0
11:00 PM	0	0
11:15 PM	0	0
11:30 PM	0	0
11:45 PM	0	0
Totals	194	196

TIME	HT	
	In	Out
12:00 AM	0	0
12:15 AM	0	0
12:30 AM	0	0
12:45 AM	0	0
1:00 AM	0	0
1:15 AM	0	0
1:30 AM	0	0
1:45 AM	0	0
2:00 AM	0	0
2:15 AM	0	0
2:30 AM	0	0
2:45 AM	0	0
3:00 AM	0	0
3:15 AM	0	0
3:30 AM	0	0
3:45 AM	0	0
4:00 AM	0	0
4:15 AM	0	0
4:30 AM	0	0
4:45 AM	0	0
5:00 AM	0	0
5:15 AM	0	0
5:30 AM	0	0
5:45 AM	0	0
6:00 AM	0	0
6:15 AM	0	0
6:30 AM	0	0
6:45 AM	0	0
7:00 AM	0	0
7:15 AM	0	0
7:30 AM	0	0
7:45 AM	0	0
8:00 AM	0	0
8:15 AM	0	0
8:30 AM	0	0
8:45 AM	0	0
9:00 AM	0	0
9:15 AM	0	0
9:30 AM	0	1
9:45 AM	0	0
10:00 AM	0	0
10:15 AM	0	0
10:30 AM	0	0
10:45 AM	0	0
11:00 AM	0	0
11:15 AM	0	0
11:30 AM	0	0
11:45 AM	0	0
12:00 PM	0	0
12:15 PM	0	0
12:30 PM	0	0
12:45 PM	1	1
1:00 PM	0	0
1:15 PM	0	0
1:30 PM	0	0
1:45 PM	0	0
2:00 PM	0	0
2:15 PM	0	0
2:30 PM	0	0
2:45 PM	0	0
3:00 PM	0	0
3:15 PM	0	0
3:30 PM	0	0
3:45 PM	0	0
4:00 PM	0	0
4:15 PM	0	0
4:30 PM	0	0
4:45 PM	0	0
5:00 PM	0	0
5:15 PM	1	0
5:30 PM	0	0
5:45 PM	0	0
6:00 PM	0	0
6:15 PM	0	0
6:30 PM	0	0
6:45 PM	0	0
7:00 PM	0	0
7:15 PM	0	0
7:30 PM	0	0
7:45 PM	0	0
8:00 PM	0	0
8:15 PM	0	0
8:30 PM	0	0
8:45 PM	0	0
9:00 PM	0	0
9:15 PM	0	0
9:30 PM	0	0
9:45 PM	0	0
10:00 PM	0	0
10:15 PM	0	0
10:30 PM	0	0
10:45 PM	0	0
11:00 PM	0	0
11:15 PM	0	0
11:30 PM	0	0
11:45 PM	0	0
Totals	2	2

In & Out

Location: 2AM Logistics BMW Parts Distribution Center North Dwy At Nevada St
City: Redlands

Date: 2/3/2021
Day: Wednesday

TIME	Cars	
	In	Out
12:00 AM	0	0
12:15 AM	0	0
12:30 AM	0	0
12:45 AM	0	0
1:00 AM	0	0
1:15 AM	0	0
1:30 AM	0	0
1:45 AM	0	0
2:00 AM	2	0
2:15 AM	0	0
2:30 AM	1	0
2:45 AM	1	0
3:00 AM	0	1
3:15 AM	8	0
3:30 AM	8	0
3:45 AM	19	0
4:00 AM	3	0
4:15 AM	1	0
4:30 AM	1	0
4:45 AM	0	1
5:00 AM	0	0
5:15 AM	0	0
5:30 AM	0	1
5:45 AM	2	1
6:00 AM	0	1
6:15 AM	2	0
6:30 AM	0	0
6:45 AM	1	1
7:00 AM	0	0
7:15 AM	1	0
7:30 AM	1	1
7:45 AM	1	1
8:00 AM	1	3
8:15 AM	2	1
8:30 AM	0	2
8:45 AM	1	2
9:00 AM	0	0
9:15 AM	0	1
9:30 AM	1	1
9:45 AM	2	2
10:00 AM	0	2
10:15 AM	1	0
10:30 AM	0	1
10:45 AM	2	3
11:00 AM	0	1
11:15 AM	0	0
11:30 AM	0	2
11:45 AM	1	0
12:00 PM	0	0
12:15 PM	0	3
12:30 PM	8	39
12:45 PM	30	1
1:00 PM	2	0
1:15 PM	1	0
1:30 PM	0	3
1:45 PM	0	0
2:00 PM	0	0
2:15 PM	0	0
2:30 PM	0	0
2:45 PM	0	0
3:00 PM	0	0
3:15 PM	1	0
3:30 PM	1	0
3:45 PM	1	2
4:00 PM	1	1
4:15 PM	0	0
4:30 PM	0	0
4:45 PM	0	0
5:00 PM	1	3
5:15 PM	2	3
5:30 PM	4	3
5:45 PM	3	0
6:00 PM	0	1
6:15 PM	0	0
6:30 PM	0	0
6:45 PM	0	0
7:00 PM	0	0
7:15 PM	0	0
7:30 PM	4	0
7:45 PM	1	0
8:00 PM	0	1
8:15 PM	1	0
8:30 PM	2	0
8:45 PM	1	1
9:00 PM	2	1
9:15 PM	0	6
9:30 PM	0	34
9:45 PM	1	1
10:00 PM	0	0
10:15 PM	0	0
10:30 PM	0	0
10:45 PM	0	0
11:00 PM	0	0
11:15 PM	0	0
11:30 PM	0	0
11:45 PM	0	0
Totals	130	132

TIME	HT	
	In	Out
12:00 AM	0	0
12:15 AM	0	0
12:30 AM	0	0
12:45 AM	0	0
1:00 AM	0	0
1:15 AM	0	0
1:30 AM	0	0
1:45 AM	0	0
2:00 AM	0	0
2:15 AM	0	0
2:30 AM	0	0
2:45 AM	0	0
3:00 AM	0	0
3:15 AM	0	0
3:30 AM	0	0
3:45 AM	0	0
4:00 AM	0	0
4:15 AM	0	0
4:30 AM	0	0
4:45 AM	0	0
5:00 AM	0	0
5:15 AM	0	0
5:30 AM	0	0
5:45 AM	0	0
6:00 AM	0	0
6:15 AM	0	0
6:30 AM	0	0
6:45 AM	0	0
7:00 AM	0	0
7:15 AM	0	0
7:30 AM	0	0
7:45 AM	0	0
8:00 AM	0	0
8:15 AM	0	0
8:30 AM	0	0
8:45 AM	0	0
9:00 AM	0	0
9:15 AM	0	0
9:30 AM	0	0
9:45 AM	0	1
10:00 AM	0	0
10:15 AM	0	0
10:30 AM	1	0
10:45 AM	0	0
11:00 AM	0	0
11:15 AM	0	0
11:30 AM	0	0
11:45 AM	0	0
12:00 PM	0	0
12:15 PM	0	0
12:30 PM	0	1
12:45 PM	0	0
1:00 PM	0	0
1:15 PM	1	0
1:30 PM	0	0
1:45 PM	0	0
2:00 PM	1	0
2:15 PM	0	1
2:30 PM	0	0
2:45 PM	1	1
3:00 PM	0	0
3:15 PM	0	0
3:30 PM	0	0
3:45 PM	0	0
4:00 PM	0	0
4:15 PM	0	0
4:30 PM	0	0
4:45 PM	1	0
5:00 PM	0	1
5:15 PM	0	0
5:30 PM	0	0
5:45 PM	0	0
6:00 PM	0	0
6:15 PM	0	0
6:30 PM	0	0
6:45 PM	0	0
7:00 PM	0	0
7:15 PM	0	0
7:30 PM	0	0
7:45 PM	0	0
8:00 PM	0	0
8:15 PM	0	0
8:30 PM	0	0
8:45 PM	0	0
9:00 PM	0	0
9:15 PM	0	0
9:30 PM	0	0
9:45 PM	0	0
10:00 PM	0	0
10:15 PM	0	0
10:30 PM	0	0
10:45 PM	0	0
11:00 PM	0	0
11:15 PM	0	0
11:30 PM	0	0
11:45 PM	0	0
Totals	5	5

Trip GEN Study

Location: 2AM Logistics BMW Parts Distribution Center South Dwy At Nevada St

City: Redlands

DATE	Classification					
	Car		HT		Totals	
	In	Out	In	Out	In	Out
2/2/2021	15	15	35	33	50	48
2/3/2021	8	8	33	35	41	43
Totals	23	23	68	68	91	91

In & Out

Location: 2AM Logistics BMW Parts Distribution Center South Dwy At Nevada St
City: Redlands

Date: 2/2/2021
Day: Tuesday

TIME	Cars	
	In	Out
12:00 AM	0	0
12:15 AM	0	0
12:30 AM	0	0
12:45 AM	0	0
1:00 AM	0	0
1:15 AM	0	0
1:30 AM	0	0
1:45 AM	0	0
2:00 AM	0	0
2:15 AM	0	0
2:30 AM	0	0
2:45 AM	0	0
3:00 AM	0	0
3:15 AM	0	0
3:30 AM	0	0
3:45 AM	0	0
4:00 AM	0	0
4:15 AM	0	0
4:30 AM	0	0
4:45 AM	0	0
5:00 AM	0	0
5:15 AM	0	0
5:30 AM	0	0
5:45 AM	0	0
6:00 AM	0	0
6:15 AM	0	0
6:30 AM	0	0
6:45 AM	1	1
7:00 AM	0	0
7:15 AM	0	0
7:30 AM	0	0
7:45 AM	0	0
8:00 AM	2	0
8:15 AM	0	2
8:30 AM	1	1
8:45 AM	0	0
9:00 AM	1	0
9:15 AM	0	0
9:30 AM	0	0
9:45 AM	0	0
10:00 AM	0	0
10:15 AM	0	0
10:30 AM	1	1
10:45 AM	1	1
11:00 AM	1	0
11:15 AM	0	0
11:30 AM	0	1
11:45 AM	0	0
12:00 PM	1	1
12:15 PM	0	1
12:30 PM	2	2
12:45 PM	0	0
1:00 PM	1	0
1:15 PM	0	0
1:30 PM	0	1
1:45 PM	0	0
2:00 PM	0	0
2:15 PM	0	0
2:30 PM	0	0
2:45 PM	0	0
3:00 PM	0	0
3:15 PM	1	1
3:30 PM	0	0
3:45 PM	0	0
4:00 PM	0	0
4:15 PM	0	0
4:30 PM	0	0
4:45 PM	0	0
5:00 PM	0	0
5:15 PM	0	0
5:30 PM	0	0
5:45 PM	1	1
6:00 PM	1	0
6:15 PM	0	1
6:30 PM	0	0
6:45 PM	0	0
7:00 PM	0	0
7:15 PM	0	0
7:30 PM	0	0
7:45 PM	0	0
8:00 PM	0	0
8:15 PM	0	0
8:30 PM	0	0
8:45 PM	0	0
9:00 PM	0	0
9:15 PM	0	0
9:30 PM	0	0
9:45 PM	0	0
10:00 PM	0	0
10:15 PM	0	0
10:30 PM	0	0
10:45 PM	0	0
11:00 PM	0	0
11:15 PM	0	0
11:30 PM	0	0
11:45 PM	0	0
Totals	15	15

TIME	HT	
	In	Out
12:00 AM	0	0
12:15 AM	0	0
12:30 AM	0	0
12:45 AM	0	0
1:00 AM	0	0
1:15 AM	1	0
1:30 AM	0	1
1:45 AM	0	0
2:00 AM	0	0
2:15 AM	0	0
2:30 AM	0	0
2:45 AM	0	1
3:00 AM	0	0
3:15 AM	0	0
3:30 AM	0	0
3:45 AM	0	0
4:00 AM	0	0
4:15 AM	0	0
4:30 AM	0	0
4:45 AM	0	0
5:00 AM	0	0
5:15 AM	0	0
5:30 AM	0	0
5:45 AM	0	0
6:00 AM	0	0
6:15 AM	0	0
6:30 AM	0	0
6:45 AM	0	0
7:00 AM	1	0
7:15 AM	0	0
7:30 AM	1	0
7:45 AM	1	0
8:00 AM	1	1
8:15 AM	0	0
8:30 AM	2	1
8:45 AM	3	0
9:00 AM	1	0
9:15 AM	1	0
9:30 AM	1	0
9:45 AM	1	0
10:00 AM	2	1
10:15 AM	0	2
10:30 AM	1	0
10:45 AM	1	0
11:00 AM	0	1
11:15 AM	0	1
11:30 AM	1	2
11:45 AM	0	0
12:00 PM	1	0
12:15 PM	0	1
12:30 PM	0	0
12:45 PM	1	0
1:00 PM	0	0
1:15 PM	0	0
1:30 PM	2	1
1:45 PM	0	1
2:00 PM	2	0
2:15 PM	0	0
2:30 PM	0	0
2:45 PM	0	0
3:00 PM	1	0
3:15 PM	0	3
3:30 PM	1	0
3:45 PM	0	1
4:00 PM	1	0
4:15 PM	0	0
4:30 PM	1	0
4:45 PM	0	0
5:00 PM	0	0
5:15 PM	0	1
5:30 PM	1	1
5:45 PM	0	0
6:00 PM	1	0
6:15 PM	0	1
6:30 PM	0	0
6:45 PM	1	0
7:00 PM	0	0
7:15 PM	0	1
7:30 PM	0	0
7:45 PM	0	0
8:00 PM	0	0
8:15 PM	0	0
8:30 PM	0	1
8:45 PM	0	3
9:00 PM	0	2
9:15 PM	0	1
9:30 PM	0	1
9:45 PM	0	0
10:00 PM	1	0
10:15 PM	0	0
10:30 PM	1	2
10:45 PM	0	0
11:00 PM	0	1
11:15 PM	0	0
11:30 PM	1	0
11:45 PM	0	0
Totals	35	33

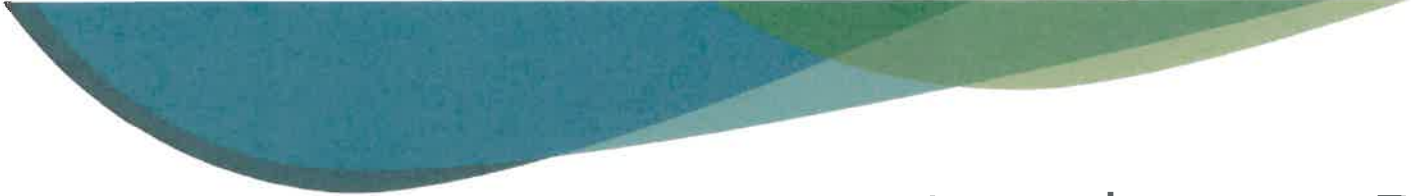
In & Out

Location: 2AM Logistics BMW Parts Distribution Center South Dwy At Nevada St
City: Redlands

Date: 2/3/2021
Day: Wednesday

TIME	Cars	
	In	Out
12:00 AM	0	0
12:15 AM	0	0
12:30 AM	0	0
12:45 AM	0	0
1:00 AM	0	0
1:15 AM	0	0
1:30 AM	0	0
1:45 AM	0	0
2:00 AM	0	0
2:15 AM	0	0
2:30 AM	0	0
2:45 AM	0	0
3:00 AM	1	0
3:15 AM	0	1
3:30 AM	0	0
3:45 AM	0	0
4:00 AM	0	0
4:15 AM	0	0
4:30 AM	0	0
4:45 AM	0	0
5:00 AM	0	0
5:15 AM	0	0
5:30 AM	0	0
5:45 AM	0	0
6:00 AM	1	0
6:15 AM	0	0
6:30 AM	0	0
6:45 AM	0	0
7:00 AM	0	0
7:15 AM	0	0
7:30 AM	0	0
7:45 AM	0	0
8:00 AM	0	0
8:15 AM	1	0
8:30 AM	0	1
8:45 AM	0	0
9:00 AM	0	0
9:15 AM	0	0
9:30 AM	0	1
9:45 AM	0	0
10:00 AM	0	0
10:15 AM	0	0
10:30 AM	0	0
10:45 AM	1	0
11:00 AM	0	0
11:15 AM	0	0
11:30 AM	0	1
11:45 AM	0	0
12:00 PM	1	1
12:15 PM	0	0
12:30 PM	0	0
12:45 PM	0	0
1:00 PM	0	0
1:15 PM	1	0
1:30 PM	0	0
1:45 PM	0	0
2:00 PM	0	1
2:15 PM	0	0
2:30 PM	0	0
2:45 PM	0	0
3:00 PM	0	0
3:15 PM	0	0
3:30 PM	0	0
3:45 PM	1	0
4:00 PM	0	1
4:15 PM	0	0
4:30 PM	0	0
4:45 PM	1	1
5:00 PM	0	0
5:15 PM	0	0
5:30 PM	0	0
5:45 PM	0	0
6:00 PM	0	0
6:15 PM	0	0
6:30 PM	0	0
6:45 PM	0	0
7:00 PM	0	0
7:15 PM	0	0
7:30 PM	0	0
7:45 PM	0	0
8:00 PM	0	0
8:15 PM	0	0
8:30 PM	0	0
8:45 PM	0	0
9:00 PM	0	0
9:15 PM	0	0
9:30 PM	0	0
9:45 PM	0	0
10:00 PM	0	0
10:15 PM	0	0
10:30 PM	0	0
10:45 PM	0	0
11:00 PM	0	0
11:15 PM	0	0
11:30 PM	0	0
11:45 PM	0	0
Totals	8	8

TIME	HT	
	In	Out
12:00 AM	0	0
12:15 AM	1	1
12:30 AM	1	0
12:45 AM	0	2
1:00 AM	0	0
1:15 AM	0	0
1:30 AM	0	0
1:45 AM	0	0
2:00 AM	0	0
2:15 AM	0	0
2:30 AM	0	0
2:45 AM	0	1
3:00 AM	0	0
3:15 AM	0	0
3:30 AM	0	0
3:45 AM	0	0
4:00 AM	0	0
4:15 AM	0	0
4:30 AM	0	0
4:45 AM	0	0
5:00 AM	0	0
5:15 AM	0	0
5:30 AM	0	0
5:45 AM	0	0
6:00 AM	0	0
6:15 AM	0	0
6:30 AM	0	0
6:45 AM	0	0
7:00 AM	0	0
7:15 AM	0	0
7:30 AM	1	0
7:45 AM	0	0
8:00 AM	0	0
8:15 AM	3	0
8:30 AM	0	0
8:45 AM	0	0
9:00 AM	3	0
9:15 AM	2	1
9:30 AM	0	0
9:45 AM	3	0
10:00 AM	0	0
10:15 AM	1	1
10:30 AM	3	1
10:45 AM	1	1
11:00 AM	0	1
11:15 AM	1	2
11:30 AM	0	2
11:45 AM	0	0
12:00 PM	1	0
12:15 PM	0	1
12:30 PM	0	0
12:45 PM	1	0
1:00 PM	0	0
1:15 PM	1	1
1:30 PM	0	0
1:45 PM	1	0
2:00 PM	0	0
2:15 PM	1	0
2:30 PM	0	0
2:45 PM	1	1
3:00 PM	0	1
3:15 PM	0	1
3:30 PM	0	1
3:45 PM	2	0
4:00 PM	0	0
4:15 PM	0	0
4:30 PM	1	1
4:45 PM	0	0
5:00 PM	0	0
5:15 PM	0	1
5:30 PM	1	1
5:45 PM	0	0
6:00 PM	0	0
6:15 PM	0	1
6:30 PM	0	0
6:45 PM	1	0
7:00 PM	0	0
7:15 PM	0	1
7:30 PM	0	0
7:45 PM	0	0
8:00 PM	0	0
8:15 PM	1	0
8:30 PM	0	2
8:45 PM	0	1
9:00 PM	0	1
9:15 PM	0	4
9:30 PM	0	1
9:45 PM	1	0
10:00 PM	0	1
10:15 PM	0	1
10:30 PM	0	0
10:45 PM	0	0
11:00 PM	0	0
11:15 PM	0	0
11:30 PM	0	0
11:45 PM	0	0
Totals	33	35



Attachment D

Parking Demand Worksheets

TOTAL (both driveways)

Tuesday, February 2, 2021

Wednesday, February 3, 2021

Parking Occupancy & Demand Estimates (All driveways)

Tuesday, February 2, 2021

Wednesday, February 3, 2021

Cars			Cars			Cars				Cars			
TIME	In	Out	TIME	In	Out	TIME	In	Out	Parking Occupied	TIME	In	Out	Parking Occupied
12:00 AM	0	1	12:00 AM	0	0	12:00 AM	0	1	31	12:00 AM	0	0	26
12:15 AM	0	0	12:15 AM	0	0	12:15 AM	0	0	31	12:15 AM	0	0	26
12:30 AM	1	4	12:30 AM	0	2	12:30 AM	1	4	28	12:30 AM	0	2	24
12:45 AM	1	1	12:45 AM	1	4	12:45 AM	1	1	28	12:45 AM	1	4	21
1:00 AM	0	11	1:00 AM	2	17	1:00 AM	0	11	17	1:00 AM	2	17	8
1:15 AM	0	1	1:15 AM	0	4	1:15 AM	0	1	16	1:15 AM	0	4	2
1:30 AM	0	2	1:30 AM	0	1	1:30 AM	0	2	14	1:30 AM	0	1	1
1:45 AM	0	0	1:45 AM	0	0	1:45 AM	0	0	14	1:45 AM	0	0	1
2:00 AM	0	0	2:00 AM	1	0	2:00 AM	0	0	14	2:00 AM	1	0	2
2:15 AM	0	12	2:15 AM	1	1	2:15 AM	0	12	2	2:15 AM	1	1	2
2:30 AM	0	1	2:30 AM	1	1	2:30 AM	0	1	1	2:30 AM	1	1	2
2:45 AM	1	0	2:45 AM	1	0	2:45 AM	1	0	2	2:45 AM	1	0	3
3:00 AM	1	0	3:00 AM	2	2	3:00 AM	1	0	3	3:00 AM	2	2	3
3:15 AM	0	0	3:15 AM	0	2	3:15 AM	0	0	3	3:15 AM	0	2	1
3:30 AM	0	0	3:30 AM	0	0	3:30 AM	0	0	3	3:30 AM	0	0	1
3:45 AM	3	1	3:45 AM	1	0	3:45 AM	3	1	5	3:45 AM	1	0	2
4:00 AM	1	0	4:00 AM	2	0	4:00 AM	1	0	6	4:00 AM	2	0	4
4:15 AM	7	0	4:15 AM	5	0	4:15 AM	7	0	13	4:15 AM	5	0	9
4:30 AM	16	2	4:30 AM	12	1	4:30 AM	16	2	27	4:30 AM	12	1	30
4:45 AM	26	1	4:45 AM	32	2	4:45 AM	26	1	52	4:45 AM	32	2	50
5:00 AM	5	0	5:00 AM	5	0	5:00 AM	5	0	57	5:00 AM	5	0	55
5:15 AM	4	0	5:15 AM	4	0	5:15 AM	4	0	61	5:15 AM	4	0	59
5:30 AM	7	0	5:30 AM	6	1	5:30 AM	7	0	68	5:30 AM	6	1	64
5:45 AM	30	1	5:45 AM	25	1	5:45 AM	30	1	97	5:45 AM	25	1	88
6:00 AM	3	0	6:00 AM	13	2	6:00 AM	3	0	100	6:00 AM	13	2	99
6:15 AM	1	0	6:15 AM	1	0	6:15 AM	1	0	101	6:15 AM	1	0	100
6:30 AM	1	0	6:30 AM	1	0	6:30 AM	1	0	102	6:30 AM	1	0	101
6:45 AM	3	1	6:45 AM	3	0	6:45 AM	3	1	104	6:45 AM	3	0	104
7:00 AM	1	2	7:00 AM	3	2	7:00 AM	1	2	103	7:00 AM	3	2	105
7:15 AM	2	1	7:15 AM	1	2	7:15 AM	2	1	104	7:15 AM	1	2	104
7:30 AM	5	1	7:30 AM	0	1	7:30 AM	5	1	108	7:30 AM	0	1	103
7:45 AM	3	1	7:45 AM	2	0	7:45 AM	3	1	110	7:45 AM	2	0	105
8:00 AM	0	0	8:00 AM	3	1	8:00 AM	0	0	110	8:00 AM	3	1	107
8:15 AM	2	0	8:15 AM	3	0	8:15 AM	2	0	112	8:15 AM	3	0	110
8:30 AM	0	1	8:30 AM	2	2	8:30 AM	0	1	111	8:30 AM	2	2	110
8:45 AM	1	1	8:45 AM	2	1	8:45 AM	1	1	111	8:45 AM	2	1	113
9:00 AM	0	3	9:00 AM	0	0	9:00 AM	0	3	108	9:00 AM	0	0	111
9:15 AM	0	1	9:15 AM	0	7	9:15 AM	0	1	107	9:15 AM	0	7	104
9:30 AM	1	3	9:30 AM	4	3	9:30 AM	1	3	105	9:30 AM	4	3	105
9:45 AM	5	4	9:45 AM	4	5	9:45 AM	5	4	106	9:45 AM	4	5	104
10:00 AM	1	0	10:00 AM	4	2	10:00 AM	1	0	107	10:00 AM	4	2	108
10:15 AM	2	0	10:15 AM	2	0	10:15 AM	2	0	109	10:15 AM	2	0	108
10:30 AM	4	5	10:30 AM	2	4	10:30 AM	4	5	106	10:30 AM	2	4	106
10:45 AM	2	2	10:45 AM	7	3	10:45 AM	2	2	108	10:45 AM	7	3	110
11:00 AM	1	1	11:00 AM	1	4	11:00 AM	1	1	108	11:00 AM	1	4	107
11:15 AM	0	2	11:15 AM	2	1	11:15 AM	0	2	106	11:15 AM	2	1	108
11:30 AM	0	2	11:30 AM	1	5	11:30 AM	0	2	104	11:30 AM	1	5	104
11:45 AM	1	2	11:45 AM	1	0	11:45 AM	1	2	103	11:45 AM	1	0	105
12:00 PM	2	2	12:00 PM	3	1	12:00 PM	2	2	103	12:00 PM	3	1	107
12:15 PM	0	0	12:15 PM	1	2	12:15 PM	0	0	103	12:15 PM	1	2	106
12:30 PM	0	0	12:30 PM	1	2	12:30 PM	0	0	103	12:30 PM	1	2	105
12:45 PM	2	2	12:45 PM	1	0	12:45 PM	2	2	103	12:45 PM	1	0	106
1:00 PM	0	1	1:00 PM	0	3	1:00 PM	0	1	102	1:00 PM	0	3	103
1:15 PM	4	2	1:15 PM	2	0	1:15 PM	4	2	104	1:15 PM	2	0	105
1:30 PM	3	12	1:30 PM	2	5	1:30 PM	3	12	95	1:30 PM	2	5	102
1:45 PM	5	2	1:45 PM	7	5	1:45 PM	5	2	98	1:45 PM	7	5	104
2:00 PM	1	2	2:00 PM	0	2	2:00 PM	1	2	97	2:00 PM	0	2	102
2:15 PM	3	8	2:15 PM	3	7	2:15 PM	3	8	92	2:15 PM	3	7	98
2:30 PM	4	33	2:30 PM	3	40	2:30 PM	4	33	63	2:30 PM	3	40	51
2:45 PM	6	4	2:45 PM	2	11	2:45 PM	6	4	65	2:45 PM	2	11	52
3:00 PM	5	14	3:00 PM	4	15	3:00 PM	5	14	66	3:00 PM	4	15	41
3:15 PM	7	2	3:15 PM	11	5	3:15 PM	7	2	61	3:15 PM	11	5	47
3:30 PM	2	8	3:30 PM	1	7	3:30 PM	2	8	56	3:30 PM	1	7	41
3:45 PM	1	9	3:45 PM	0	3	3:45 PM	1	9	47	3:45 PM	0	3	38
4:00 PM	1	3	4:00 PM	2	4	4:00 PM	1	3	45	4:00 PM	2	4	36
4:15 PM	0	3	4:15 PM	0	2	4:15 PM	0	3	42	4:15 PM	0	2	34
4:30 PM	0	1	4:30 PM	1	3	4:30 PM	0	1	41	4:30 PM	1	3	32
4:45 PM	0	3	4:45 PM	0	1	4:45 PM	0	3	38	4:45 PM	0	1	31
5:00 PM	0	1	5:00 PM	0	1	5:00 PM	0	1	37	5:00 PM	0	1	30
5:15 PM	0	0	5:15 PM	0	0	5:15 PM	0	0	37	5:15 PM	0	0	30
5:30 PM	0	0	5:30 PM	1	0	5:30 PM	0	0	37	5:30 PM	1	0	29
5:45 PM	0	0	5:45 PM	0	0	5:45 PM	0	0	37	5:45 PM	0	0	30
6:00 PM	0	0	6:00 PM	0	2	6:00 PM	0	0	37	6:00 PM	0	2	28
6:15 PM	0	1	6:15 PM	0	3	6:15 PM	0	1	36	6:15 PM	0	3	25
6:30 PM	4	4	6:30 PM	0	1	6:30 PM	4	4	36	6:30 PM	0	1	24
6:45 PM	2	0	6:45 PM	1	1	6:45 PM	2	0	38	6:45 PM	1	1	24
7:00 PM	0	2	7:00 PM	1	2	7:00 PM	0	2	36	7:00 PM	1	2	23
7:15 PM	0	1	7:15 PM	1	1	7:15 PM	0	1	35	7:15 PM	1	1	23
7:30 PM	1	1	7:30 PM	0	0	7:30 PM	1	1	35	7:30 PM	0	0	23
7:45 PM	0	0	7:45 PM	1	1	7:45 PM	0	0	35	7:45 PM	1	1	23
8:00 PM	4	7	8:00 PM	3	7	8:00 PM	4	7	32	8:00 PM	3	7	19
8:15 PM	2	1	8:15 PM	3	0	8:15 PM	2	1	33	8:15 PM	3	0	22
8:30 PM	3	1	8:30 PM	0	0	8:30 PM	3	1	35	8:30 PM	0	0	22
8:45 PM	1	0	8:45 PM	1	0	8:45 PM	1	0	35	8:45 PM	1	0	23
9:00 PM	0	1	9:00 PM	2	2	9:00 PM	0	1	35	9:00 PM	2	2	23
9:15 PM	1	1	9:15 PM	0	1	9:15 PM	1	1	35	9:15 PM	0	1	22
9:30 PM	1	1	9:30 PM	1	1	9:30 PM	1	1	35	9:30 PM	1	1	22
9:45 PM	0	0	9:45 PM	0	0	9:45 PM	0	0	35	9:45 PM	0	0	22
10:00 PM	1	0	10:00 PM	0	0	10:00 PM	1	0	36	10:00 PM	0	0	22
10:15 PM	0	0	10:15 PM	0	0	10:15 PM	0	0	36	10:15 PM	0	0	22
10:30 PM	0	0	10:30 PM	0	2	10:30 PM	0	0	36	10:30 PM	0	2	20
10:45 PM	0	1	10:45 PM	0	3	10:45 PM	0	1	35	10:45 PM	0	3	17
11:00 PM	0	2	11:00 PM	1	0	11:00 PM	0	2	33	11:00 PM	1	0	18
11:15 PM	0	1	11:15 PM	0	1	11:15 PM	0	1	32	11:15 PM	0	1	17
11:30 PM	0	0	11:30 PM	0	0	11:30 PM	0	0	32	11:30 PM	0	0	17
11:45 PM	0	2	11:45 PM	0	0	11:45 PM	0	2	30	11:45 PM	0	0	17
Totals	208	210	Totals	223	232	Totals	208	210		Totals	223	232	

Parking Occupancy Assumptions

Total Spaces

197

Survey Date

2/2/2021

2/3/2021

% Spaces Occupied at 12AM*

16%

13%

Spaces Occupied at 12AM

32

26

* An estimate of the number of spaces occupied at the beginning of the study must be determined to approximate parking demand. % Spaces occupied at 12AM is estimated assuming that parking occupancy must not fall below 0 at any time during the study period.

Peak Parking Demand over two-day period

112

Fender Warehouse

297,880 SF

297,000 SF			
Tuesday, February 2, 2021		Wednesday, February 3, 2021	
Peak Demand (Spaces)	Observed Parking Rate	Peak Demand (Spaces)	Observed Parking Rate
112	1 space per 2690 SF	111	1 space per 2684 SF

7.16%

7.16%

27081 Almond Avenue (2AM Logistics BMW Parts Distribution Center)

TOTAL (all driveways)

Tuesday, February 2, 2021 Wednesday, February 3, 2021

Tuesday, February 2, 2021				Wednesday, February 3, 2021				Thursday, February 4, 2021				Friday, February 5, 2021			
TIME	In	Out	Cars	TIME	In	Out	Cars	TIME	In	Out	Cars	TIME	In	Out	Cars
12:00 AM	0	0	0	12:00 AM	0	0	0	12:00 AM	0	0	0	12:00 AM	0	0	0
12:15 AM	0	0	0	12:15 AM	0	0	0	12:15 AM	0	0	0	12:15 AM	0	0	0
12:30 AM	0	0	0	12:30 AM	0	0	0	12:30 AM	0	0	0	12:30 AM	0	0	0
12:45 AM	0	0	0	12:45 AM	0	0	0	12:45 AM	0	0	0	12:45 AM	0	0	0
1:00 AM	0	0	0	1:00 AM	0	0	0	1:00 AM	0	0	0	1:00 AM	0	0	0
1:15 AM	0	0	0	1:15 AM	0	0	0	1:15 AM	0	0	0	1:15 AM	0	0	0
1:30 AM	0	0	0	1:30 AM	0	0	0	1:30 AM	0	0	0	1:30 AM	0	0	0
1:45 AM	1	0	1	1:45 AM	0	0	0	1:45 AM	1	0	1	1:45 AM	0	0	0
2:00 AM	1	0	1	2:00 AM	2	0	2	2:00 AM	1	0	1	2:00 AM	2	0	2
2:15 AM	0	0	0	2:15 AM	0	0	0	2:15 AM	0	0	0	2:15 AM	0	0	0
2:30 AM	1	0	1	2:30 AM	2	0	2	2:30 AM	1	0	1	2:30 AM	2	0	2
2:45 AM	0	0	0	2:45 AM	1	1	2	2:45 AM	0	0	0	2:45 AM	1	1	2
3:00 AM	1	0	1	3:00 AM	1	1	2	3:00 AM	1	0	1	3:00 AM	1	1	2
3:15 AM	8	0	8	3:15 AM	8	1	9	3:15 AM	1	0	1	3:15 AM	8	1	9
3:30 AM	15	0	15	3:30 AM	8	0	8	3:30 AM	15	0	15	3:30 AM	8	0	8
3:45 AM	18	0	18	3:45 AM	19	0	19	3:45 AM	18	0	18	3:45 AM	19	0	19
4:00 AM	3	0	3	4:00 AM	3	0	3	4:00 AM	3	0	3	4:00 AM	3	0	3
4:15 AM	1	0	1	4:15 AM	1	0	1	4:15 AM	1	0	1	4:15 AM	1	0	1
4:30 AM	0	0	0	4:30 AM	1	0	1	4:30 AM	0	0	0	4:30 AM	1	0	1
4:45 AM	1	0	1	4:45 AM	0	1	1	4:45 AM	1	0	1	4:45 AM	0	1	1
5:00 AM	0	1	1	5:00 AM	0	0	0	5:00 AM	0	1	1	5:00 AM	0	0	0
5:15 AM	0	0	0	5:15 AM	0	0	0	5:15 AM	0	0	0	5:15 AM	0	0	0
5:30 AM	0	0	0	5:30 AM	0	1	1	5:30 AM	0	0	0	5:30 AM	0	1	1
5:45 AM	0	0	0	5:45 AM	2	1	3	5:45 AM	0	0	0	5:45 AM	2	1	3
6:00 AM	0	0	0	6:00 AM	1	1	2	6:00 AM	0	0	0	6:00 AM	1	1	2
6:15 AM	0	0	0	6:15 AM	2	0	2	6:15 AM	0	0	0	6:15 AM	2	0	2
6:30 AM	0	2	2	6:30 AM	0	0	0	6:30 AM	0	2	2	6:30 AM	0	0	0
6:45 AM	2	1	3	6:45 AM	1	1	2	6:45 AM	2	1	3	6:45 AM	1	1	2
7:00 AM	2	1	3	7:00 AM	0	0	0	7:00 AM	2	1	3	7:00 AM	0	0	0
7:15 AM	1	1	2	7:15 AM	2	1	3	7:15 AM	1	1	2	7:15 AM	2	1	3
7:30 AM	0	0	0	7:30 AM	1	1	2	7:30 AM	0	0	0	7:30 AM	1	1	2
7:45 AM	0	0	0	7:45 AM	1	1	2	7:45 AM	0	0	0	7:45 AM	1	1	2
8:00 AM	3	1	4	8:00 AM	1	3	4	8:00 AM	3	1	4	8:00 AM	1	3	4
8:15 AM	1	4	5	8:15 AM	3	1	4	8:15 AM	1	4	5	8:15 AM	3	1	4
8:30 AM	2	2	4	8:30 AM	0	3	3	8:30 AM	2	2	4	8:30 AM	0	3	3
8:45 AM	0	1	1	8:45 AM	1	2	3	8:45 AM	0	1	1	8:45 AM	1	2	3
9:00 AM	2	5	7	9:00 AM	0	0	0	9:00 AM	2	5	7	9:00 AM	0	0	0
9:15 AM	2	2	4	9:15 AM	0	2	2	9:15 AM	2	2	4	9:15 AM	0	2	2
9:30 AM	0	0	0	9:30 AM	1	2	3	9:30 AM	0	0	0	9:30 AM	1	2	3
9:45 AM	1	2	3	9:45 AM	2	2	4	9:45 AM	1	2	3	9:45 AM	2	2	4
10:00 AM	1	1	2	10:00 AM	0	2	2	10:00 AM	1	1	2	10:00 AM	0	2	2
10:15 AM	0	0	0	10:15 AM	1	0	1	10:15 AM	0	0	0	10:15 AM	1	0	1
10:30 AM	1	1	2	10:30 AM	0	1	1	10:30 AM	1	1	2	10:30 AM	0	1	1
10:45 AM	3	4	7	10:45 AM	3	3	6	10:45 AM	3	4	7	10:45 AM	3	3	6
11:00 AM	1	2	3	11:00 AM	0	1	1	11:00 AM	1	2	3	11:00 AM	0	1	1
11:15 AM	0	0	0	11:15 AM	1	0	1	11:15 AM	0	0	0	11:15 AM	1	0	1
11:30 AM	1	2	3	11:30 AM	1	5	6	11:30 AM	1	2	3	11:30 AM	1	5	6
11:45 AM	2	1	3	11:45 AM	1	0	1	11:45 AM	2	1	3	11:45 AM	1	0	1
12:00 PM	1	1	2	12:00 PM	1	1	2	12:00 PM	1	1	2	12:00 PM	1	1	2
12:15 PM	0	3	3	12:15 PM	0	3	3	12:15 PM	0	3	3	12:15 PM	0	3	3
12:30 PM	19	46	65	12:30 PM	8	39	47	12:30 PM	19	46	65	12:30 PM	8	39	47
12:45 PM	23	1	24	12:45 PM	30	1	31	12:45 PM	23	1	24	12:45 PM	30	1	31
1:00 PM	3	1	4	1:00 PM	2	0	2	1:00 PM	3	1	4	1:00 PM	2	0	2
1:15 PM	0	0	0	1:15 PM	2	0	2	1:15 PM	0	0	0	1:15 PM	2	0	2
1:30 PM	1	2	3	1:30 PM	0	3	3	1:30 PM	1	2	3	1:30 PM	0	3	3
1:45 PM	0	0	0	1:45 PM	0	0	0	1:45 PM	0	0	0	1:45 PM	0	0	0
2:00 PM	1	0	1	2:00 PM	0	1	1	2:00 PM	1	0	1	2:00 PM	0	1	1
2:15 PM	0	1	1	2:15 PM	0	0	0	2:15 PM	0	1	1	2:15 PM	0	0	0
2:30 PM	0	3	3	2:30 PM	0	0	0	2:30 PM	0	3	3	2:30 PM	0	0	0
2:45 PM	1	0	1	2:45 PM	0	0	0	2:45 PM	1	0	1	2:45 PM	0	0	0
3:00 PM	0	0	0	3:00 PM	0	0	0	3:00 PM	0	0	0	3:00 PM	0	0	0
3:15 PM	1	1	2	3:15 PM	1	0	1	3:15 PM	1	1	2	3:15 PM	1	0	1
3:30 PM	0	0	0	3:30 PM	1	0	1	3:30 PM	0	0	0	3:30 PM	1	0	1
3:45 PM	2	0	2	3:45 PM	2	2	4	3:45 PM	2	0	2	3:45 PM	2	2	4
4:00 PM	0	1	1	4:00 PM	1	2	3	4:00 PM	0	1	1	4:00 PM	1	2	3
4:15 PM	0	0	0	4:15 PM	0	0	0	4:15 PM	0	0	0	4:15 PM	0	0	0
4:30 PM	0	0	0	4:30 PM	0	0	0	4:30 PM	0	0	0	4:30 PM	0	0	0
4:45 PM	1	2	3	4:45 PM	1	1	2	4:45 PM	1	2	3	4:45 PM	1	1	2
5:00 PM	2	3	5	5:00 PM	1	3	4	5:00 PM	2	3	5	5:00 PM	1	3	4
5:15 PM	2	1	3	5:15 PM	2	3	5	5:15 PM	2	1	3	5:15 PM	2	3	5
5:30 PM	2	3	5	5:30 PM	4	3	7	5:30 PM	2	3	5	5:30 PM	4	3	7
5:45 PM	2	2	4	5:45 PM	3	0	3	5:45 PM	2	2	4	5:45 PM	3	0	3
6:00 PM	2	0	2	6:00 PM	0	1	1	6:00 PM	2	0	2	6:00 PM	0	1	1
6:15 PM	0	2	2	6:15 PM	0	0	0	6:15 PM	0	2	2	6:15 PM	0	0	0
6:30 PM	1	0	1	6:30 PM	0	0	0	6:30 PM	1	0	1	6:30 PM	0	0	0
6:45 PM	0	0	0	6:45 PM	0	0	0	6:45 PM	0	0	0	6:45 PM	0	0	0
7:00 PM	1	2	3	7:00 PM	0	0	0	7:00 PM	1	2	3	7:00 PM	0	0	0
7:15 PM	1	0	1	7:15 PM	0	0	0	7:15 PM	1	0	1	7:15 PM	0	0	0
7:30 PM	3	1	4	7:30 PM	4	0	4	7:30 PM	3	1	4	7:30 PM	4	0	4
7:45 PM	0	0	0	7:45 PM	1	0	1	7:45 PM	0	0	0	7:45 PM	1	0	1
8:00 PM	1	0	1	8:00 PM	0	1	1	8:00 PM	1	0	1	8:00 PM	0	1	1
8:15 PM	1	0	1	8:15 PM	1	0	1	8:15 PM	1	0	1	8:15 PM	1	0	1
8:30 PM	1	0	1	8:30 PM	2	0	2	8:30 PM	1	0	1	8:30 PM	2	0	2
8:45 PM	1	2	3	8:45 PM	1	1	2	8:45 PM	1	2	3	8:45 PM	1	1	2
9:00 PM	0	2	2	9:00 PM	2	1	3	9:00 PM	0	2	2	9:00 PM	2	1	3
9:15 PM	0	2	2	9:15 PM	0	6	6	9:15 PM	0	2	2	9:15 PM	0	6	6
9:30 PM	0	34	34	9:30 PM	0	34	34	9:30 PM	0	34	34	9:30 PM	0	34	34
9:45 PM	0	1	1	9:45 PM	1	1	2	9:45 PM	0	1	1	9:45 PM	1	1	2
10:00 PM	1	0	1	10:00 PM	0	0	0	10:00 PM	1	0	1	10:00 PM	0	0	0
10:15 PM	0	0	0	10:15 PM	0	0	0	10:15 PM	0	0	0	10:15 PM	0	0	0
10:30 PM	0	0	0	10:30 PM	0	0	0	10:30 PM	0	0	0	10:30 PM	0	0	0
10:45 PM	0	0	0	10:45 PM	0	0	0	10:45 PM	0	0	0	10:45 PM	0	0	0
11:00 PM	0	0	0	11:00 PM	0	0	0	11:00 PM	0	0	0	11:00 PM	0	0	0
11:15 PM	0	0	0	11:15 PM	0	0	0	11:15 PM	0	0	0	11:15 PM	0	0	0
11:30 PM	0	0	0	11:30 PM	0	0	0	11:30 PM	0	0	0	11:30 PM	0	0	0
11:45 PM	0	0	0	11:45 PM	0	0	0	11:45 PM	0	0	0	11:45 PM	0	0	0
Totals	149	151	300	Totals	142	145	287	Totals	149	151	300	Totals	142	145	287

Parking Occupancy Assumptions

Total Spaces

174

Survey Date

2/2/2021

2/3/2021

% Spaces Occupied at 12AM*

2%

2%

Spaces Occupied at 12AM

ATTACHMENT 11
Variance Findings Memorandum

MEMORANDUM

To: Kim Stater, City of Highland
From: Sean Kilkenny, Dudek
Subject: 3rd and Central Warehouse Project – Minor Variance Findings
Date: April 20, 2022
cc: Kevin Rice, Patriot Development Partners

Patriot Development Partners (project applicant) proposes to construct and operate the 3rd and Central Warehouse Project (project), an approximately 54,330-square-foot (gross area, inclusive of mezzanine/office spaces), one-story warehouse building on an approximately 3.01-acre site (gross area) at the northwestern corner of 3rd Street and Central Avenue in the City of Highland, California (City).

To assist City with the entitlement process, this memorandum provides variance findings related to the issuance of a minor variance.

1 Variance Findings

The property has a zoning of BP (Business Park) within the Airport Influence Zone and a General Plan land use designation of Business Park (I-BP). Per the City's General Plan Land Use Element, warehousing is an allowed use in the existing Business Park land use designation. Per Table 16.24.030A of the Highland Municipal Code, warehousing uses are allowed in the BP zone with issuance of a Conditional Use Permit. The project proposes a warehouse 42.5 feet in height, which exceeds the maximum building height allowed in the BP zone by 7.5 feet. Therefore, a minor variance (30% increase or less) is being requested to accommodate the project's increase in height.

Certain findings are required of projects for prior to approval of the project and the issuance of a variance, as outlined below.

- 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.***

Under the existing development standards, the project would be permitted to have a maximum height of 35 feet. However, current tenants of warehouses similar to the proposed warehouse typically require internal clear heights¹ 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. As such, after taking into account the practical requirements for modern warehousing spaces, a 42.5-foot warehouse (as is the case of the proposed project) is essentially the minimum height that would meet market demands. Further, should the project be developed with a clear height of 25 feet, the warehouse would lose approximately

¹ A building's clear height is defined as the usable height to which a tenant can store its product on racking. This figure is measured below any obstructions such as joists, lights or sprinklers.

30% of its storage space, severely hampering the usability of the space. In addition, the increase in height will enhance the architectural façade and provide additional articulation as viewed from the public right of way.

- 2. That there are exceptional or extraordinary circumstances or conditions applicable to the property involved or the intended use of the property which do not apply generally to other properties in the vicinity and under the same zoning classification.**

As described above, based on current practices in warehousing, 35' is not sufficient for the intended use and would present a condition that would deprive the property of use as a warehouse. The intended use of the property involved is for warehousing purposes. Warehouses are permitted in the Business Park zone, subject to Design Review or a Conditional Use Permit. Similarly, 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 is 50'; therefore, the proposed 42.5' building height would be in conformance with similar employment district zones in the City.

- 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.**

Please refer to above responses which notes that, while not the same zoning classification, the same permitted use (warehousing) is considered a permitted use in other Employment Districts in the City (i.e., the Industrial zone), at heights up to 50'. Further, it is noted that owners of other properties in neighboring jurisdictions including Redlands and San Bernardino are permitted up to 50' for buildings heights in industrial zones; therefore, strict interpretation of the specified regulation would deprive the applicant of privileges enjoyed by owners of other properties in the vicinity of the property with similar zoning classification.

- 4. That the granting of the variance will not constitute a grant of special privilege inconsistent with the limitation on other properties in the vicinity and under the same zoning classification.**

See above responses. Granting the variance will not grant a specific privilege inconsistent with limitations on other properties in the vicinity because other warehousing uses are permitted at heights of up to 50' either in the City (in Industrial zoned areas), or in adjacent cities.

- 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.**

The variance will not be detrimental to the public health, safety, or welfare; or materially injurious to properties or improvements in the vicinity because the property would be developed in accordance with the California Building Code (CBC) and all the rules, regulations, and requirements therein which would ensure the public's health, safety and welfare.

6. ***That the granting of the variance is consistent with the objectives and policies of the general plan and the intent of this title.***

Granting the variance will ensure the property is competitive with other properties to drive economic activity that will benefit the City, consistent with the General Plan. Specifically, granting the requested Variance is directly supported by Goal 9.1, Policy 2 which encourages the City to “ Promote the expanded the Business Park and Industrial land use designations in the southern parts of the City to capture regional demand and growth potential from future airport development.” By granting the Variance for a property in the southern part of the City near the airport, the City would be promoting and expanding the Business Park land use designation. Granting the Variance would also support Goal 2.14, Policy 6 by supporting the “[Creation of] a major business park node at the southern terminus of Victoria Avenue to maximize employment opportunities adjacent to the airport” because it would permit the proposed warehouse use base on market trends and standard practices.

ATTACHMENT 12
Public Comment

COMMENTS REGARDING CONDITIONAL USE PERMIT NO. 22-002 for Patriot Warehouse on the NWC of 3rd Street and Central Avenue:

Your comments must be received by this office no later than **April 4, 2022**. Comments received after that date may not be considered in the decision. If you have no comment, no reply is necessary.

I have been a resident for 43 years in Highland.
I oppose this because you are allowing BIG businesses
to take over Highland. And wiping out Small home grown
businesses in the process. All the city of Highland
is seeing is big dollar signs and not thinking
about their residents livelihoods.
Our mayor Penny started as Highland Chamber of Commerce
and does not care about Highland Small businesses.
I know this because I talk to many Small business owners,
And they are not happy with the leadership and the
direction this city is going.
You should be ashamed.

Scott Powell

PRINTED NAME

4/1/2022

DATE

SIGNATURE