

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

June 20, 2023
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
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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In compliance with the Americans with Disabilities Act (ADA), if you need special assistance, please contact the City Clerk's office at (909) 864-6861, ext. 226, at least 72 hours prior to the meeting for any requests for reasonable accommodation to include interpreters.

Pursuant to Government Code Section 54957.5, any disclosable public records related to an open session item on a regular meeting agenda and distributed by the City of Highland to all or a majority of the 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 June 20, 2023 to publiccomment@cityofhighland.org. If you are submitting a public comment pertaining to an item on the June 20, 2023 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
June 20, 2023 - 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 June 20, 2023, 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 May 16, 2023 Regular Meeting.

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

PUBLIC HEARINGS

2. Conditional Use Permit (CUP) No. 23-008 is a request to upgrade an existing State of California Alcohol Beverage Control (ABC) license, from a Type 20 (Off-Sale Beer and Wine) to a Type 21 (Off-Sale General), for the sale and off-site consumption of all alcoholic spirits for an existing convenience store, Airport Market. (24988 3rd Street, APN: 0279-141-58, Applicant: Gurnam Singh Johal)

RECOMMENDATION: Staff recommends the Planning Commission accept the Applicant's withdrawal of Conditional Use Permit Application No. CUP 23-008.

3. Conditional Use Permit (CUP 23-006) for the construction of a 120,000 square foot self-storage facility, onsite parking, and associated landscaping on a 1.6-acre site. Related entitlements include Design Review Application (DRA 23-005) for the site plan, landscape plan, and building elevations, and Lot Line Adjustment (LLA 23-001) to shift the northern property boundary. (South side of Greenspot Road, mid-block between Boulder Avenue and the 210 freeway. APN: 1201-34-171 & 1201-34-172, Applicant: Aysar Helo)

RECOMMENDATION: Staff recommends the Planning Commission:

1. Adopt Resolution No. 2023-____ approving Conditional Use Permit (CUP 23-006) for the construction of a 120,000 self-storage facility, onsite parking, and associated landscaping, subject to the Conditions of Approval, and the Findings of Fact;
 2. Adopt Resolution No. 2023-____ approving Design Review Application (DRA 23-005) for the site plan, landscape plan, and building elevations, subject to the Conditions of Approval, and the Findings of Fact;
 3. Adopt Resolution No. 2023-____ approving Lot Line Adjustment (LLA 23-001) to shift the northern property boundary, subject to the Conditions of Approval, and the Findings of Fact; and
 4. Direct staff to file a Notice of Exemption with the County Clerk of the Board.
4. Design Review Application (DRA 22-022) for the Site Plan, Landscape Plan, and Building Elevations related to the construction of a 284,917 square foot warehouse and Tentative Parcel Map No. 20680 (TPM 22-011) to merge fourteen (14) existing parcels into one (1). (Northwest corner of Palm Avenue and Meines Street. APN: 1192-621-02 to 08, 1192-621-20 to 23, 1192-601-05, 09, & 43, Applicant: Lovett Industrial)

RECOMMENDATION: Staff recommends the Planning Commission:

1. Adopt Resolution No. 2023-_____ approving Design Review Application (DRA 22-022) for the Site Plan, Landscape Plan, and Building Elevations related to the construction of a 284,917 square foot warehouse building and associated improvements, subject to the Conditions of Approval and the Findings of Fact;
2. Adopt Resolution No. 2023-_____ approving Tentative Parcel Map No. 20680 (TPM 22-011), to merge fourteen (14) existing parcels into a single lot for the project, subject to the Conditions of Approval and the Findings of Fact; and
3. Adopt Resolution No. 2023-_____ certifying the associated Mitigated Negative Declaration (ENV 23-004), and direct Staff to file a Notice of Determination with the County Clerk of the Board.

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 15th of June 2023 by 5:30 p.m. on our website at www.cityofhighland.org and in the following designated areas:

Highland Branch Library
7863 Central Avenue

Fire Station No. 1
26974 Base Line

City Hall
27215 Base Line

Date: June 15, 2023



Camille Goritz Administrative Assistant III



STAFF REPORT

TO THE PLANNING COMMISSION

DATE: June 20, 2023

FROM: Lawrence Mainez, Community Development Director

PREPARED BY: Camille Goritz, Administrative Assistant III 

SUBJECT: Minutes from the May 16, 2023 Planning Commission Regular Meeting.

RECOMMENDATION: Staff recommends the Planning Commission approve the revised 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
June 20, 2023 – 6:00 P.M.

CALL TO ORDER

The regular meeting of the Planning Commission of the City of Highland was called to order at 6:02 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
Ash Syed, Associate Planner
Matt Bennett, Public Works Director
Scott Rice, City Landscape Architect

Chair Hamerly led the Pledge of Allegiance.

COMMUNITY INPUT (ITEMS NOT ON THE AGENDA)

None.

CONSENT CALENDAR

1. Minutes from the May 2, 2023 Regular Meeting.

A MOTION was made by Vice Chair Thomas, seconded by Commissioner Miller, to approve as amended. Motion carried, 5-0.

PUBLIC HEARINGS

2. Conditional Use Permit (CUP 23-008) requesting the approval of a Type 20 ABC License for off-sale Beer and Wine at an approved convenience store and fueling station. (NE Corner of Palm Ave and 5th St., APN(s): 1201-311-02, 1201-311-03, 1201-311-04, 1201-311-05, 1201-301-14, 1201-301-15 & 1201-301-19.

Associate Planner Syed presented the staff report.

Applicant's Representative Sherry Olson stated we read the Staff Report and the Conditions of Approval and we concur with them. Also, I wanted to add that this is not the first license that the Applicant has held, he's had approximately 5 in his name without any incident. He has been a good community neighbor and showing a good track record.

A MOTION was made by Commissioner Amaya, seconded by Commissioner Miller, to adopt Resolution No. 2023-019 approving Conditional Use Permit (CUP 23-008) for a Type 20 ABC License for off-sale Beer and Wine at an approved convenience store and fueling station. Motion carried, 5-0.

RESOLUTION NO. 2023-19

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF HIGHLAND, CALIFORNIA, APPROVING CONDITIONAL USE PERMIT (CUP 23-007) FOR A TYPE 20 ABC LICENSE FOR OFF-SALE BEER AND WINE AT AN APPROVED CONVENIENCE STORE AND FUELING STATION LOCATED AT THE NORTHEAST CORNER OF PALM AVENUE AND 5TH STREET. ASSESSOR'S PARCEL NUMBER(S): 1201-311-02, 1201-311-03, 1201-311-04, 1201-311-05, 1201-301-14, 1201-301-15, & 1201-301-19

3. Conditional Use Permit CUP-22-011 for the development of a 47,899 square foot speculative industrial warehouse building, Variance VAR-22-004 to allow the building to exceed the maximum building height permitted in the Business Park Zone by 9', and Design Review DRA-22-015 for the project's Site Plan, Building Elevations, Conceptual Grading Plan and Conceptual Landscape Plan. (South side of 6th Street, approximately 930 feet west of Del Rosa Drive. APN: 0279-201-242).

Assistant Community Development Director Stater presented the staff report.

Chair Hamerly stated in the Staff Report it stated there will be additional street improvements, does that include an additional right of way dedication?

Public Works Director Bennett stated there will be landscape easement on the private property, and it will be a shell landscape easement.

Chair Hamerly asked would this Applicant be required to move the sidewalk to its ultimate location?

Public Works Director Bennett stated on Conditional 14 there will be a future project and impact. We are trying to reduce the relocation of any of those improvements that could go to ultimate, and we have addressed the sidewalk, which could be a future curb adjacent sidewalk.

Chair Hamerly stated on page 5, in the breakdown of the variance, it stated 36 feet clear, height 4 to 5 feet of structural building system depth and another 4 to 5 feet for parapet, getting us to the 44-foot ultimate, there was a discussion that we have 2.8 feet of parapet. Was that factored in?

Assistant Community Development Director Stater stated that is language taken directly from the IS/MND.

Applicant Representative's Kevin Alcanta stated it varies depending on where we're at on the site and how the roof line flows and how tall the parapet is. I do not know why that language was chosen because it does vary.

Assistant Community Development Director Stater presented the public comments that were received prior to the meeting and the Planning Commissioners, Applicant, and the public were able to review.

Applicant Representative's Kevin Alcanta stated thank you to staff for their comprehensive presentation. We don't have anything to add at this time, but happy to answer any questions.

Chair Hamerly asked the Applicant if they read the letters from the Homeowners Association (HOA) and the other exhibits provided?

Applicant Representative's Kevin Alcanta stated yes, and we agree.

Applicant Kevin Rice stated I appreciate your time and we can open up to public comment then I can come back and address any of their concerns after they speak.

Chair Hamerly opened the public hearing.

Public Comment Eddie Casares stated I am the President of the Del Rosa Condominium Association. Pointing to where the property line is from the development. The brick wall is going to be an 8 foot wall. You will have to reduce the landscaping at the rear. On both sides of the property, there's two 10-unit buildings on the left side.

Chair Hamerly asked if the Applicant reduces the 8-foot dirt planter down to four feet, would that be a concern to the association if you could not get sufficient landscape cover?

Eddie Casares stated we do not care about that; it doesn't have current landscaping anyway. We are concerned about the width of the sidewalk. [INAUDIBLE] Where there is the basketball court is there are also parking spots there.

Chair Hamerly stated what is being asked is basically eliminating some significant possibilities for screening, so that the 50-foot height differential between your grade and the grade where the building is located, you're asked to move the wall 4 feet to the north to save the sidewalk. Right now, we're looking at canopies that at maturity with the Afghan Pines, you're looking at something that could potentially get 50 feet tall, but they also have a canopy of 25 to 30 feet in diameter. If you're wanting it moved 15 feet from the property line, all the parking goes away.

Eddie Carares stated it would be the walkway. The screen can be mitigated in some way.

Chair Hamerly stated the concern is the variance appears to be insufficient based on the parapet heights that are shown on the elevations reference to the spot elevations around the perimeter of the structure. The delta goes all the way up to 5.73 at the north elevation, based on spot grades that are out there.

Assistant Community Development Director Stater stated early on in this project I think the original was for 43 feet and we met with the Applicant, and it got us to 44 feet, but do we perhaps we need 45 feet?

Chair Hamerly stated we need to ask for at least 46 feet just in case.

Applicant's Representative Ryan Penn stated in the beginning we tried to balance the site and we only have about 621 cubic yard cut, and we always want to balance the side and reduce the retaining wall around the perimeter because we provide truck docks. At the truck bay usually is lower than four feet. We can try to reduce the building's finish floor by 2 feet.

Chair Hamerly stated that could be a workable solution, because where the truck bay is, there's minimal impacts in terms of noise heading that direction, however if the truck bay did get 2 feet lower, I do not think staff would have a reservation about increasing the wall height from say 8 feet to 10 feet because of that differential.

Ryan Pan stated I will go back and do more counts and then see how the grading looks, but I will consider dropping the building and see if that works for the whole site.

Chair Hamerly asked is the Applicant comfortable staying with a 44-foot variance request or do you want to play it safe and increase the ask?

Applicant Kevin Rice stated I would like to increase the ask to 46 feet just to have the margin of safety.

Chair Hamerly stated ok, we can amend the variance to 46 feet. Any comments on the Conditional Use Permit (CUP) resolution? Under the findings of fact under Section 4, do we need to modify the response to reflect the 44 to 46 feet variance?

Assistant Community Development Director Stater replied yes.

Chair Hamerly stated is there anything needed to be done to the engineering conditions of approval for the CUP?

Public Works Director Bennett stated conditions number 39 and 40 state written permission from adjoining property owners for offsite grading and or perimeter wall construction and prior to relocating or modifying private apartment complex improvements that have been constructed on Patriots property, coordinate temporary fencing construction. We are trying to address that future conversation, we don't know the specifics of grade or location, so we're leaving it in that conversation.

Chair Hamerly stated it becomes even less so if they're missing the property line by 4 feet, it seems even a split footing at that point would not encroach on to the adjacent property, but one more extension gets more into planning because there is a minimum landscape.

Assistant Community Development Director stated on the south side, what we want to keep is that buffering much less than anything adjacent to the building.

Chair Hamerly stated there are two parts to that question; on the south edge of the building, we have two 10-foot plants between the building and screening at the south property line. If the condo association successfully negotiates the relocation of that southern perimeter wall,

4 feet to miss the walkway that reduces one of those planters down to less than 5 feet of actual dirt area between the curb and the thickness of the wall.

City Landscape Architect Rice stated the effective screening would be against the property line and not against the building. If we're talking about a four-foot planter with two feet of soil area already compromised and try to grow a tree it is going to be stunted and not grow.

Chair Hamerly asked are you more comfortable with the Africans being planted along there? What is the closest they can get to the curb without destroying it?

City Landscape Architect Rice stated yes, I am. Five feet, if it were dead center and that the 10 feet is probably ideal in that situation, but then that's still pretty close. The downside is losing that screening. Our recommendations would be if the planter narrows a different tree species is selected, and when you reduce the amount of soil for the tree to grow in, it's going to limit the height of the tree and the spread. So it may be that additional trees need to be planted in that same quantity.

Eddie Carares stated if we cannot get the screen on the west side that would be ok.

Chair Hamerly stated African Pines are out of the question, Sumac would be a little bit questionable, but if it were 15 feet away from the building it would still work.

Chair Hamerly stated on page 79, we cannot compare Business Park to Industrial/Manufacturing because it is a different zone, so the findings have to be restated.

Assistant Community Development Director Stater stated the response was the Applicant would be deprived of constructing a fully functional warehouse on the site which is zoned Business Park and allows warehousing and distribution.

Chair Hamerly stated it ignores part B and you have to have findings that justify everything that's in that part.

Assistant Community Development Director stated we have granted the Applicant in other places in the same zoning district.

Chair Hamerly stated Design Review Application, site plan A1, it looks like at a minimum we will lose one parking space of the southeast corner. If we shift 4 feet, we lose one of those parking spaces because we do not have the full 9 feet of width.

Chair Hamerly stated on the wall exhibit these walls are from the subject property looking outward. Is paint scheme only on the inside face or on the outside face as well?

Kevin Alcantara stated it would be on the outside face and probably the inside face.

Vice Chair Thomas stated I would like to clarify; from the southern portion will the HOA see an 8-foot wall?

Kevin Alcantara stated everyone outside the property will see an 8-foot wall.

Chair Hamerly stated at the southeast corner north elevation the glass segment comes down to the white band about 4 feet off the bottom and around the corner to the east elevation, there's a black band that comes down and there's a vertical offset at that corner condition of approximately 8 feet 10 feet.

Kevin Alcanta stated the black band are not on the same level. There's going to be a white that goes into black, but it's not going to be this prevalent because this grade is going to gradually come down to that 4 foot. These are just design images and don't take account into precise grading and have grades along the building. It's not engineered, but these two glazing corners are going to meet at a point.

Commissioner Miller asked if the Project's Engineer is able to go in depth on the sump pump that's being proposed and what the functionality of that pump is?

Ryan Pen stated we basically designed our basin for a hundred-year storm event. For the existing grade it's sloping from north to south. We designed our underground system to be large and also want to be safe. After the Water Quality Management Program value stored in the underground we start to pump out one CFS to the street. By doing this we can help release the water faster and protect the site. At the northwest corner we have an emergency outlet, and when the water starts to reach the to the top of the system it will stop overflowing from the pipe going from the basin.

Commissioner Miller asked in the event that the pump fails, is there adequate surface conveyance to be able to drain the site?

Ryan Pen stated yes.

Chair Hamerly stated this is a recap, are we reconsidering the Afghan Pines along the Southern property line where it looks like that planter area will be reduced to approximately 6 feet?

City Landscape Architect Rice stated yes, that's a good idea.

Chair Hamerly asked what is your recommendation for these alternate species?

City Landscape Architect Rice replied I would like to wait to see the final plan form before deciding. It is very likely we would recommend an additional species, but we really need to see what's happening before we find the right fit for that. We're going to aim to get as much screening as we can that could be done in a way that is feasible and practical.

Chair Hamerly stated on the photometrics section, the request by the HOA was they wanted the height of the fixtures reduced, going to 12 feet kind of puts the light right into the middle of the canopy of the tree. The effectiveness of the light would be nonexistent. Are there recommendations for relocating the light fixtures that still meet the lighting and security needs of the facility? Would the Applicant be more comfortable having more fixtures and locating them at similar locations so that it doesn't throw any light over the property line?

Kevin Alcanta stated currently, as designed, we have zero light spread over our property lines. All of the lights come with light shields, so they don't project onto the neighbor property.

Chair Hamerly closed the public hearing.

A MOTION was made by Vice Chair Thomas, seconded by Commissioner Sutorus, to:

1. Adopt Resolution No. 2023 - 20, approving Conditional Use Permit CUP-22-011 for the development of a 47,899 square foot warehouse/distribution facility and related improvements as amended;
2. Adopt Resolution No. 2023 - 21 approving Variance VAR-22-004, allowing an increase in the maximum building height for the subject warehouse from 35 feet to 46 feet tall, 11 feet greater than permitted in the Business Park Zone as amended;
3. 3. Adopt Resolution No. 2023 - 22 approving Design Review Application DRA-22-015 for the Site Plan, Building Elevations, Conceptual Grading Plan and Conceptual Landscape Plan, subject to the Conditions of Approval, and the Findings of Fact; and
4. Adopt Resolution No. 2023- 23, approving a Mitigated Negative Declaration and direct Staff to File and Notice of Determination with San Bernardino County Clerk of the Board of Supervisors. Motion carried, 5-0.

PC RESOLUTION NO. 2023 – 020

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF HIGHLAND, CALIFORNIA, ADOPTING CONDITIONAL USE PERMIT (CUP-22-011) FOR THE DEVELOPMENT OF A 47,899 SQUARE FOOT SPECULATIVE INDUSTRIAL WAREHOUSE AND ASSOCIATED IMPROVEMENTS GENERALLY LOCATED ON THE SOUTH SIDE OF 6TH STREET, 930 FEET WEST OF DEL ROSA DRIVE.

PC RESOLUTION NO. 2023 – 021

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF HIGHLAND, CALIFORNIA, ADOPTING VARIANCE (VAR-22-004) TO ALLOW AN INCREASE IN THE MAXIMUM BUILDING HEIGHT IN THE BUSINESS PARK ZONE FROM 35' TO 46' IN ASSOCIATION WITH CONDITIONAL USE PERMIT (CUP-22-011) AND DESIGN REVIEW APPLICATION (DRA-22-015) TO CONSTRUCT A 47,899 SQUARE FOOT WAREHOUSE, LOCATED ON THE SOUTH SIDE OF 6TH STREET, 930 FEET WEST OF DEL ROSA DRIVE.

PC RESOLUTION NO. 2023 – 022

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF HIGHLAND, CALIFORNIA, ADOPTING DESIGN REVIEW APPLICATION (DRA-

22-015) FOR THE DEVELOPMENT OF A 47,899 SQUARE FOOT CONCRETE TILT-UP WAREHOUSE INCLUDING THE PROJECT'S SITE PLAN, BUILDING ELEVATIONS, CONCEPTUAL GRADING PLAN AND CONCEPTUAL LANDSCAPE PLAN GENERALLY LOCATED ON THE SOUTH SIDE OF 6TH STREET, 930 FEET WEST OF DEL ROSA DRIVE.

PC RESOLUTION NO. 2023 – 023

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 47,899 SQUARE FOOT WAREHOUSE AND ASSOCIATED IMPROVEMENTS LOCATED ON THE SOUTH SIDE OF 6TH STREET, 930' WEST OF DEL ROSA DRIVE. RELATED ENTITLEMENTS INCLUDE CONDITIONAL USE PERMIT (CUP-22-011), DESIGN REVIEW APPLICATION (DRA-22-015), AND VARIANCE (VAR-22-004)

4. Revisions to the City of Highland 6th Cycle 2021-2029 Housing Element in response to comments by the California Department of Housing and Community Development pursuant to the Government Code Section 65585(h); Related to General Plan Amendment No. GPA 21-003 adopted January 25, 2022.

Assistant Community Development Director Stater presented the staff report.

Assistant Community Development Director Stater stated the 4th item is rezoning of a combined area of at least five acres to increase multifamily residential options in moderate to high opportunity/higher resource areas. We argued for a bit that we have that zoning opportunity, what people might consider Central Highland, and the Greenspot Village and Marketplace has those higher density zone properties.

Chair Hamerly asked are the modifications that are in red primarily the big changes?

Assistant Community Development Director Stater stated yes and anything that is highlighted in the document. The City Attorney and Consultant reviewed and provided comments.

Chair Hamerly stated on page 62, from 2015 to 2022, the city approved 8 Accessory Dwelling Units (ADU's). Additionally, one ADU that was permitted was placed on hold by the Applicant, based on this record, the city assumes that 2 ADU's per year could be permitted through the planning period from 2021 - 2029. I'm kind of taking exception to that because the program seems to be picking up momentum dramatically and I don't think that two per year would be reasonable in any metric.

Assistant Community Development Director Stater stated the last one we approved in 2022, was the 23rd. While planning is approving these, not all of those are pulling permits and not all of those are getting built. So, while two is not the answer, it's probably closer to actually being constructed each year, might be closer to 10.

Community Development Director Mainez stated the State is looking at it as if you have residential property in your city, whether it's multifamily or single-family homes, allow

somebody to build an ADU on a property. The word got out and we received this huge influx of interest, however the residents still had to pay for permits, Development Impact Fees which they did not expect.

Chair Hamerly stated if the city has access to any such funds or grants, there are a number of firms out there now that are getting more publicity for the homeless communities that they're developing. Their communities serve the homeless and they are prefabricated so they're basically taking the equivalent of a FEMA trailer, but it's a permanent planted structure on a foundation. The starting price point is somewhere between \$26,000 - \$28,000 and when you consider that there are cities out there that are paying over \$400,000 per dwelling unit for housing the homeless and you've got these options where you could buy hundreds of these things for the same price you are going to start seeing more and more of these modular units popping up because they're really nice. More private developers and more municipalities might start taking advantage of those opportunities because as they gain wider acceptance the price is coming down.

Chair Hamerly stated the whole east side from Boulder Avenue is considered highest resource and all the way back to the National Forest is literally nothing but Jack rabbits and fault line out there and to say that's the highest resource area is just interesting. I do not understand.

Community Development Director Mainez stated Assistant Community Development Director Stater did a great job on the Housing Element, so thank you.

A MOTION was made by Commissioner Miller, seconded by Commissioner Sutorus, to adopt Resolution No. 2023-24 recommending the City Council approve revisions to the 6th Cycle Housing Element.

RESOLUTION NO. 2023 - 024

A RESOLUTION OF THE PLANING COMMISSION OF THE CITY OF HIGHLAND, CALIFORNIA, RECOMMENDING THE CITY COUNCIL APPROVE REVISIONS TO THE CITY'S 6TH CYCLE 2021-2029 HOUSING ELEMENT IN RESPONSE TO COMMENTS BY THE CALIFORNIA DEPARTMENT OF HOUSING AND COMMUNITY DEVELOPMENT; GENERAL PLAN AMENDMENT NO. GPA-21-003

ANNOUNCEMENTS

None.

ADJOURN

There being no further business, Chair Hamerly declared the meeting adjourned at 9:01 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: June 20, 2023

FROM: Lawrence A. Mainez, Community Development Director

PREPARED BY: Kim Stater, Assistant Community Development Director

SUBJECT: Conditional Use Permit No. CUP 23-008, a request to upgrade an existing State of California Alcohol Beverage Control (ABC) license, from a Type 20 (Off-Sale Beer and Wine) to a Type 21 (Off-Sale General), for the sale and off-site consumption of all alcoholic spirits for an existing convenience store, Airport Market.

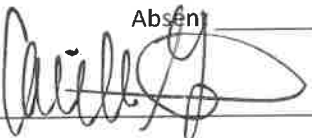
LOCATION: Airport Market at 24988 3rd Street in Highland
Assessor's Parcel No.: 0279-141-58

APPLICANT: Gurnam Singh Johal, Owner

REPRESENTATIVE: Melvin Evitt

RECOMMENDATION: Staff recommends the Planning Commission accept the Applicant's withdrawal of Conditional Use Permit Application No. CUP 23-008.

PUBLIC NOTICE: On June 15, the Applicant informed staff that they were withdrawing their CUP application.

Approved _____	Motion _____	Second _____	Agenda Item No. <u>2</u>
Denied _____	Ayes _____		
Continued _____	Noes _____		File No. _____
Tabled _____	Abstain _____		
	Absent _____		
 Recording Secretary		 Community Development Director	



STAFF REPORT

TO THE PLANNING COMMISSION

DATE: June 20, 2023

FROM: Lawrence A. Mainez, Community Development Director

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

PREPARED BY: Ash Syed, Associate Planner *AS*

SUBJECT: Conditional Use Permit (CUP 23-006) for the construction of a 120,000 square foot self-storage facility, onsite parking, and associated landscaping on a 1.6 acre site. Related entitlements include Design Review Application (DRA 23-005) for the site plan, landscape plan, and building elevations, and Lot Line Adjustment (LLA 23-001) to shift the northern property boundary.

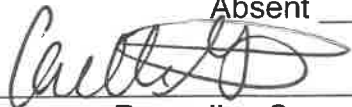
LOCATION: South side of Greenspot Road, mid-block between Boulder Avenue and the 210 freeway. Assessor's Parcel Number(s): 1201-34-171 & 1201-34-172

OWNER: Aysar Helo

APPLICANT: American Recess, LLC

RECOMMENDATION: Staff recommends the Planning Commission:

- 1) Adopt Resolution No. 2023-____ approving Conditional Use Permit (CUP 23-006) for the construction of a 120,000 self-storage facility, onsite parking, and associated landscaping, subject to the Conditions of Approval, and the Findings of Fact;
- 2) Adopt Resolution No. 2023-____ approving Design Review Application (DRA 23-005) for the site plan, landscape plan, and building elevations, subject to the Conditions of Approval, and the Findings of Fact;

Approved _____	Motion _____	Second _____	Agenda Item No. <u>3</u>
Denied _____	Ayes _____		File No. _____
	Noes _____		
Continue _____	Abstain _____		
	Absent _____		
 Recording Secretary		 Community Development Director	

- 3) Adopt Resolution No. 2023-____ approving Lot Line Adjustment (LLA 23-001) to shift the northern property boundary, subject to the Conditions of Approval, and the Findings of Fact; and
- 4) Direct staff to file a Notice of Exemption with the County Clerk of the Board.

PUBLIC NOTICE: On May 30, 2023, a Public Hearing Notice was posted on the City's website, and mailed to the property owners within 300 feet of the project site and to parties requesting notice. The Notice was published in the San Bernardino Sun newspaper on June 9, 2023. The Planning Commission Agenda was posted at the City's three designated posting locations on June 15, 2023.

DESCRIPTION OF THE SITE: The project location is a 560' x 148' site consisting of approximately 1.6 acres on the south side of Greenspot Road, mid block between Boulder Avenue and the 210 Freeway (Exhibit A – Area Map). A vacant parcel with developments on each side, the site is adjacent to the Esporta Fitness/In-N-Out shopping center to the west, the existing Universal Self Storage facility on the east, and the Plunge Creek Flood Zone to the south. The site does not front Greenspot Road, though access to the site will be through a driveway from Greenspot Road that will ultimately be shared with future developments on the vacant parcel to the north.

The site's General Plan and Zoning designations are Planned Development (PD). Proposed projects within a Planned Development (PD) zone are subject to a Conditional Use Permit, establishing site specific development standards. Further, the overall intensity must be consistent and compatible with the adjacent existing land uses.

BACKGROUND:

Approval of Self Storage Facility in 2000

The original and current Universal Self Storage facility on APN No. 1201-34-168 was approved by the Planning Commission through Conditional Use Permit (CUP 00-004) with the adoption of Resolution No. 2000-07 on June 6, 2000. The approval involved a two (2) phase development, the first of which included a 95,600 square foot self-storage facility with a two (2) story manager's office on approximately 5.04 acres. The construction of this phase was completed in 2003 and has been in continuous operation since.

The zoning at the time of the original approval was Planned Development (PD) with an underlying General Plan land use designation of Business Park (BP). The intent was to encourage a combination of commercial and office type uses. The Applicant incorporated a commercial/office component along Greenspot to act as a buffer to the storage facility.

Approval of the Self Storage Facility Expansion in 2018

In June of 2017, the Property Owner submitted an application to expand Universal Self Storage onto the vacant parcels to the west. The proposal included three (3) land use entitlements; a Conditional Use Permit, Design Review Application, Tentative Parcel Map and a subsequent Environmental Determination. The entitlements were approved on August 21, 2018 with an initial expiration date of August 21, 2021 with eligibility for three (3) separate one (1) year extensions of time. As of July 2022, the Planning Commission approved the second of the three (3) extensions of time, pushing the expiration date to August 21, 2023. This leaves the entitlements eligible for a third extension of time to push the final expiration date to August 21, 2024. Although this entitlement is still valid, it is not being utilized by the Applicant, American Recess, LLC.

PROJECT REVIEW: On April 6, 2023, the Applicant submitted new entitlement applications for a stand-alone self-storage facility as opposed to the planned expansion approved for Universal Self Storage. The Applicant conveyed that a new Conditional Use Permit entitlement was appropriate due to amendments to the project description and design.

The submittal includes three (3) land use entitlements: a Conditional Use Permit, Design Review Application, and Lot Line Adjustment.

Conditional Use Permit (CUP 23-006)

Planned Development Document

A Conditional Use Permit is required to adopt the project's Planned Development Document (Exhibit B – Planned Development Document). The Document establishes the permitted land use types as well as and development standards that must be implemented for this project. The land use regulations proposed by the Applicant are based on the City's General Commercial standards but with several changes. The Minimum Site Width has been reduced from 150 ft to 130 ft, the Side Set-Back area for commercial developments has been established for 0 ft, the Rear Set-Back for commercial developments has been established for 3 feet, and the Maximum Lot Coverage has been increased from 0.50 to 0.60.

The project development plans are a part of the Conditional Use Permit as well as the Design Review Application.

Site Plan

The proposed storage facility consists of 916 storage units split amongst three (3) floors. Access to the facility will be through a driveway from Greenspot Road that will eventually be shared with future developments north of the project site. Once the project related Lot Line Adjustment is recorded, the Property Owner has

expressed interest in constructing a self-service drive-thru carwash on what shall be a 1-acre site to the north.

Relatively rectangular in overall layout, the subject storage facility is approximately 544 ft in length and 96 ft in width. As aforementioned, the overall footprint of the three-story building is 40,000 square feet. The 916 storage spaces within the facility are arranged in a double-aisle, grid-like configuration and range in size from 5ft x 5ft to 10ft x 30ft. Renters may enter the facility and access their storage unit between the hours of 6am and 10pm seven (7) days a week. The facility will also have at least one (1) onsite service attendant available in the office between the hours of 9am and 6pm seven (7) days a week.

With respect to the 1.6 acre area on the site, the lot coverage is just over 57%. There is a 10-foot wide landscape setback along the western property line of the site, adjacent to the 26-foot wide drive aisle that features a fire truck turnaround area at the southern end of the site. There is additional landscaping along the turnaround area as well as the southern property line, bringing the landscape coverage up to 10%. 8-foot tall tubular steel fencing is proposed around the perimeter of the site with a power operated gate at vehicle the entrance. An underground water quality retention feature is located underneath the vehicle drive aisle (Exhibit C – Site Plan).

Parking

The Municipal Code has specific standards for this type of use, Section 16.44.190. *Self-storage warehouses*. The standards are meant to ensure the use does not result in adverse impacts on adjacent properties “by reason of parking demand, traffic generation, fire or safety hazard, or visual blight.” The development standards are as listed below:

1. A parking lane, a minimum of nine feet in width, shall be provided adjacent to the storage building where openings occur.
2. Driveways adjacent to parking lanes shall be 12 feet in width for one-way traffic and 24 feet in width for two-way traffic.
3. Access and circulation shall be designed so as to eliminate the need to back out of any drive or access.
4. One parking space shall be provided for each 200 square feet of floor area, including office and caretaker's quarters.
5. A minimum of four parking spaces shall be provided adjacent to the office.

While the proposed site design complies with the majority of these standards, in order to satisfy the requirement for “*One parking space shall be provided for each*

200 square feet of floor area, including office and caretaker's quarters", this 916-unit, 120,000 square foot storage facility would be subject to providing 600 parking spaces. The Applicant has instead proposed the 4 parking spaces along the office area, as required, and 11 separate loading/unloading parallel parking spaces along the western frontage of the building for a total of 15 parking spaces on the site. The Applicant has provided a letter explaining that, as observed at other locations, renters and guests will simply park their vehicles for 10-15 minutes at time, load their items onto a dolly or trolley, and walk to their storage units using the elevator as this is a multi-story facility (Exhibit D – Parking Reduction Request).

Design Review Application (DRA 23-005)

Elevations

The building will be thirty-four (34) feet in height and constructed primarily of split face concrete block with Charcoal colored metal siding, Patina Green pedestrian doors, and Regal White metal roll up doors to the exterior storage units. The building will also feature a flat roof with a raised parapet around the perimeter to shield roof mounted HVAC units and additional equipment. The western frontage, visible from the Esporta Fitness lot will feature the green "Extra Space Storage" signage above the entrance to the office area. The northern frontage, visible from Greenspot Road, will also feature the "Extra Space Storage" signage along with additional colored patterns for further aesthetic variety. The southern and eastern frontages are devoid of any architectural elements as they are not visible to the public (Exhibit E – Elevations).

Conceptual Landscape Plan

As mentioned, the western and southern sides of the self-storage expansion will feature landscape buffers of ten (10) feet and five (5) feet, respectively. The westerly planter will be visible from the drive aisle next to the Esporta Fitness club. It will include a mix of Autumn Gold Maidenhair trees, Holly Oaks, and Pink Dawn Chitalpa trees with Tuscan Blue Rosemary groundcover. The southerly planter is adjacent to the Flood Control Channel and will be planted with Agave Attenuata groundcover and Cajeput Carolina Laurel Cherry trees (Exhibit F – Landscape Plan).

The City's Landscape Architect reviewed the plans and provided the following conditions with respect to the Landscape Plan:

- 1) Building shall be shifted five (5) feet to the south, relocating the five (5) foot wide landscape planter currently proposed along the southern boundary, to the northern elevation.
- 2) Applicant shall add planting for vehicular screening of loading/unloading activities. Civil plans depict an approximately 3' tall retaining wall at edge of

southern service drive with only a wood mulch planter area currently shown.

- 3) Site landscaping shall be increased in both scale, size, and variety to better create a vertical hierarchy to offer interest and screening of loading areas due to the site being higher than adjacent retail/gym facility and 3 story mass of proposed building.
- 4) Applicant shall include a mix of larger tree sizes with the minimum size being 24" box- 50% of total, 36" box 30% of total, and 48" box 20% of total.
- 5) Applicant shall add additional Pinus species as used in adjacent retail center to row of proposed Ginkgo trees to add some evergreen screening trees and to be consistent with the existing palette.

The Conceptual Landscape Plan is compliant with the City's water efficient landscape requirements, per Section 16.40.390 of the Highland Municipal Code. as it applies to Landscape Design and Plant Requirements; a licensed landscape architect prepared the project plans, the plant selection and grouping have similar water needs; the plants were selected appropriately based on their adaptability to the conditions of the site; no new turf is proposed; and invasive species were avoided to ensuring that the environmentally sensitive areas in the open space to the south will not be negatively affected.

Conceptual Grading Plan

The site is relatively flat, sloping down slightly to the southwest. Once graded, the elevation will fall approximately two and a half (2.5) feet from the southeast to the northwest. Roof drains and catch basins are located throughout the property bringing surface water to the stormwater management basin located underground, below the parking lot at the northwest corner of the site. The storage facility itself will slope toward the north at 0.5% with a two foot (2) drop south to north (Exhibit G – Grading Plan).

Lot Line Adjustment (LLA 23-001)

There were two (2) separate parcels created as part of Tentative Parcel Map No. 15814; APN No. 1201-34-171 and 1201-34-172, sized at 1.2 and 1.4 acres, respectively. The proposed Lot Line Adjustment (LLA 23-001) will shift the boundary line between the parcels to reduce the size of APN No. 1201-34-171 to 1 acre and increase the size of APN No. 1201-34-172 to 1.6 acres, creating the site on which the storage facility will be constructed. An easement and shared driveway will be constructed on APN No. 1201-34-171 to the north, providing access to Greenspot Road. Lot Line Adjustment (LLA 23-001) shall be recorded prior to the issuance of any grading permits related to the project.

ENVIRONMENTAL DETERMINATION: The project meets the criteria for a Categorical Exemption and no further analysis is needed under the California Environmental Quality Act as described Class 32, Section 15332, In-fill Development Projects in that it is consistent with the general plan and zoning designations, is less than five acres and surrounded by urban uses, has no value as habitat for rare or endangered species, would not result in significant impacts to traffic, noise, air quality or water quality, and is adequately serviced with all utilities and public services.

ANALYSIS: As stated above, the site has a General Plan and Zoning designation of Planned Development. This gives the Applicant the flexibility to create unique development standards with the expectation that a greater level of cohesiveness will be achieved with the surrounding land uses. In this scenario, the surrounding development includes an existing self-storage to the east, a multi-tenant commercial shopping center to the west, and plans for additional commercial development to the north. The landlocked location of the site limits its attention from other potential developers as it has limited visibility from Greenspot Road. Further, the orientation and shape of the parcel itself limits its potential uses due to access and onsite parking requirements. The proposal for a self-storage facility is both a suitable use for the site and moreover a preferred use considering its adjacent developments and estimated addition to vehicular traffic along Greenspot Road. The proposed site plan, landscape plan, grading plan, and building elevations each satisfy the City's standards. Staff recommends approval of the project, subject to the Conditions of Approval and Findings of Fact.

EXHIBITS:

- A) Area Map
- B) Planned Development Document
- C) Site Plan
- D) Parking Analysis
- E) Elevations
- F) Landscape Plan
- G) Grading Plan
- H) Photometric Plan

ATTACHMENTS:

- 1) Resolution No. 2023-_____ for Conditional Use Permit (CUP 23-006)
 - Exhibit 1: Site Plan
 - Exhibit 2: Conditions of Approval (CUP 23-006)
- 2) Resolution No. 2023-_____ for Design Review Application (DRA 23-005)
 - Exhibit 1: Site Plan, Landscape Plan, and Building Elevations
 - Exhibit 2: Conditions of Approval (DRA 23-005)
- 3) Resolution No. 2023-_____ for Lot Line Adjustment (LLA 23-001)
 - Exhibit 1: Conditions of Approval (LLA 23-001)

Exhibit A:

Area Map

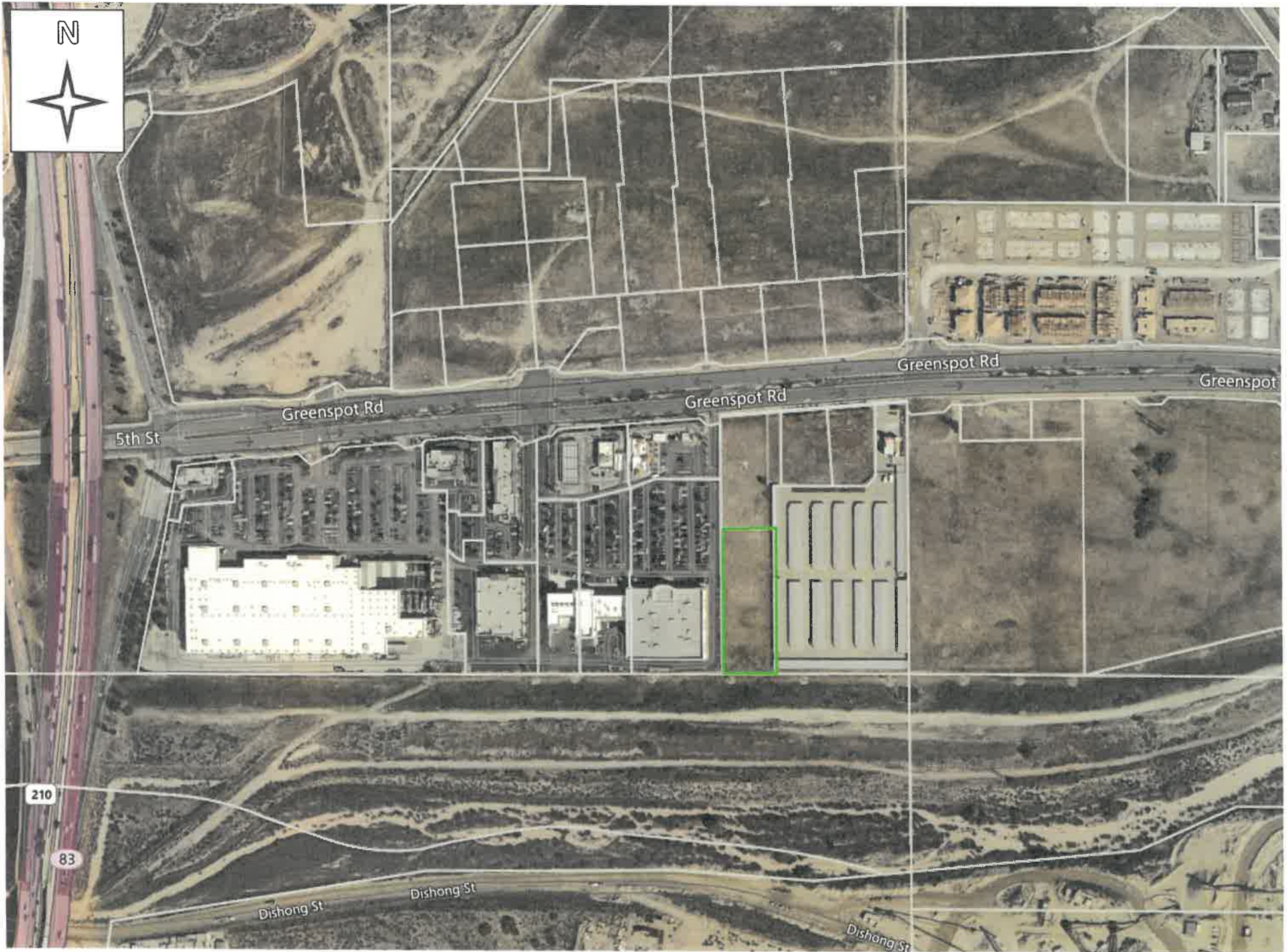


Exhibit B:

Planned Development Document

Redlands Consultants & Associates

Engineering, Planning, Surveying, Construction Management

Planning Department
City of Highland

Below is the Planned Development Document.

A. Introduction:

i. Location:

The Land referred to herein below is situated in the City of Highland, County of San Bernardino, State of California, and is described as follows:

PARCEL 1, OF PARCEL MAP NO. 15814, IN THE CITY OF HIGHLAND, COUNTY OF SAN BERNARDINO, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 258, PAGES 72-78 OF PARCEL MAPS IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

For conveyancing purposes only: Old APNs:

1201-341-14-0-000 (Affects portion of the land and other property)

1201-341-15-0-000 (Affects portion of the land and other property)

New APN: 1201-341-71-0-000 (Not Yet Assessed)

ii. Purpose:

This Planned Development and CUP is presented to the City of Highland to allow for a better development of a long and narrow parcel of land along Greenspot Rd. with no direct access to a road.

iii. Entitlements:

Proposed development is a brand new 120,000SF self-storage Facility comprising of one three story building, partially climate controlled with office. The first floors of the building, on the drive side will have drive-up units. The property zoning is Planned Development.

Access to the property is from Greenspot Rd. and is secured from Parcel 2.

The Parcel 1, APN1201-341-171 is currently 1.40Ac. Future lot line adjustment will create a new parcel for the storage facility, area 1.6Ac

iv. Objectives:

Design, Subdivide and build the vacant land included in the parcels to:

- Circulate well together and with the surrounding developments.
- Be consistent with the immediate and surrounding areas.
- Be consistent with the General Plan Commercial Centers Goal and policies for City of Highland

B. Land Use and Development Standards:

i. Land Use:

This PD will have the same Land Use regulations as the existing CG in the City of Highland Municipal Code chapter 16.20.030, and table 16.20.030.A

ii. Development Standards:

- a) General Requirements. Table 'A' describes the minimum site development standards applicable to proposed and existing development in all this specific PD. All development shall conform to the standards established in this section.
 - A development, for purposes of meeting the minimum site size standards, consist of a combination of parcels whose total net acreage meets the minimum site size criteria; provided, that the design for the entire site is integrated and unified.

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- A development, for purposes of meeting the minimum Floor Area Ratio standards, consist of a combination of parcels whose total Floor Area Ratio meets the Maximum Floor Area Ratio criteria; provided, that the design for the entire site is integrated and unified.
- In addition to the minimum standards established in Table 'I', developments within this PD shall also comply with the special requirements contained in subsection 'b)' of this section, Chapter [16.48](#) Highland Municipal Code, Performance Standards, other applicable city ordinances, and the city general plan.

TABLE 'I'

Requirements	
Minimum Parcel Area	1 Acre
Minimum Parcel Width	130 feet
Minimum Parcel Depth	175 feet
Front Building Set-Back (As measured from ultimate Right-of-Way)	20 feet
Side Street Building Set-Back (As measured from ultimate Right-of-Way)	20 feet
Side Set-Back when fronting commercial development/zone	0 feet
Side Set-Back when fronting residential development/zone	10 feet
Rear Set-Back when fronting commercial development/zone	3 feet
Rear Set-Back when fronting residential development/zone	20 feet
Maximum Floor Area Ratio	0.6
Maximum Building Height	60 feet

b) Special Requirements:

- i) Wherever a single-story commercial use in this PD zone abuts a lot in any residential zone district, a landscaped setback, equal to the commercial building height, shall be required, to a maximum of 30 feet.
- ii) Where a commercial use abuts any residential district, no two-story building shall be constructed within 40 feet of said residential district without issuance of a conditional use permit.
- iii) Where off-street parking areas in this PD district is situated so as to be visible from any street, screening in the form of a three-foot high landscaped earthen berm or decorative wall three feet in height shall be erected between the required landscape area and the parking area.
- iv) In this PD district, the required front and street side building setback areas shall be landscaped, except where necessary walks and drives are provided. Where off-street parking is located within such building setback areas, a minimum landscaped area 10 feet in depth shall be provided between the property-line and said off-street parking area.

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- v) Except as otherwise permitted, a street side building setback area in this district shall be used only for landscaping, pedestrian walkways, trash enclosures, driveways, or off-street parking.
 - vi) Except as otherwise permitted, required rear and interior side building setback areas in this district shall be used only for landscaping, pedestrian walkways, driveways, off-street parking or loading, recreational activities or facilities, and similar accessory activities.
 - vii) No external security bars shall be permitted on structures in this district.
 - viii) Parking for each use shall comply with the provisions of Chapter [16.52](#) Highland Municipal Code.
 - iii. Circulation:
 - Reciprocal access easements, reciprocal drainage easements and reciprocal parking easements shall be provided on all parcels fronting Greenspot Rd. and to the developments to the west of this district.
 - There shall be ADA path of travel to allow travel within all the parcels of this PD district.
 - v. Infrastructure:
 - All pertinent infrastructure to the parcels included in this PD are already built. (water, sewer, storm drain and street).
 - vi. Public Services:
- C. General Plan Consistency:
- This Planned Development (PD) shall be consistent with City of Highland General Plan.

Exhibit C:

Site Plan

Exhibit D:

Parking Analysis

Technical Memorandum

July 13, 2022

Project# 28081

To: Larry Thom
A-Recess Development Company
85 Keystone Ave, Suite E
Reno, NV 89503

From: Aaron Elias and Amaya Lim

RE: Highland Greenspot Storage

HIGHLAND GREENSPOT STORAGE

A-Recess Development Company is proposing to construct a mini self-storage facility at 28031 Greenspot Road in Highland, CA 92346 (Project). Kittelson & Associates, Inc. (Kittelson) has developed this memorandum to provide a parking analysis and trip-mile calculation for the proposed Project. Our assessment covers the following topics:

- Project Overview
- City Code Requirements
- Parking Demand Analysis
- Trip-Mile Calculation

Project Overview

A-Recess Development Company proposes to construct a 120,000 square foot self-storage facility on Greenspot Road in Highland, CA as shown in the site plan (Figure 1). The Project includes four parking spots, one of which is ADA accessible. In addition to the 4 marked stalls, it is possible for customers to park alongside their units and Kittelson estimates up to 11 more cars can park on-site adjacent to the building without obstructing vehicle circulation. This estimate is based on the approximately 250 feet of building frontage that is not within the truck turning templates of the site plan shown in Figure 1. It also assumes a parallel parking arrangement with each parking spaces equal to 22 feet in length¹.

¹ Ch 16.44.190 of the municipal code stipulates that parallel spaces must be at least 22 feet long

City Code Parking Requirements

The City of Highland's Municipal Code (Code) specifies the off-street parking requirements for self-storage warehouses in Ch 16.44.190. Based on this section of the code, a self-storage warehouse requires one parking space per 200 square feet of floor area resulting in a parking requirement of 600 parking spaces for a self-storage warehouse of 120,000 square feet. Further, based on the Americans with Disabilities Act (ADA), the Project would require a minimum of 12 accessible spaces, two of which must be van accessible. These requirements are summarized in Table 1.

Table 1: City Recommended Parking Requirements

Use	Minimum Off-Street Parking Requirements	ADA Requirements	Total Spaces Required
Self-Storage Warehouses	1 space per 200 gross ft. of floor area	12 total accessible spaces, 2 van accessible	600

Parking Demand Analysis

The Institute of Transportation Engineers' Parking Generation Manual 5th Edition (Parking Manual) is a standard industry reference manual for developing estimates of parking demand for various land use types. The Parking Manual categorizes projects such as this one under ITE Land Use Code 151, Mini-Warehouse. This land use code has a total of 10 studies conducted during peak weekday demand hours, 4:00-6:00 pm in General Urban/Suburban areas. Other studies were conducted at different time periods, but weekday demand was the greatest. Table 2 shows the Parking Manual's findings for parking demand based on the 10 parking studies conducted.

Table 3 applies these parking demand findings to the Project to estimate the anticipated demand for the proposed Project. According to the average parking demand at mini-warehouses from the 10 studies in the Parking Manual, the Project would need about 12 parking spaces to meet the demand. The 85th percentile demand from the Parking Manual would result in a parking demand of 30. However, the three studies in the Parking Manual that were closest in size to the proposed Project showed a parking demand of between 10 and 15 vehicles. Therefore, the Project with 15 parking spaces is anticipated to have sufficient parking to meet the demand.

Table 2: ITE Parking Generation Manual Parking Demand Rate

ITE Land Use Code	# of Studies	33 rd Percentile	Average	85 th Percentile
151, Mini-Warehouse	10	.08 parked vehicles/1000 sq ft	.10 parked vehicles/1000 sq ft	.25 parked vehicles/1000 sq ft

Table 3: Estimated Parking Demand for Project

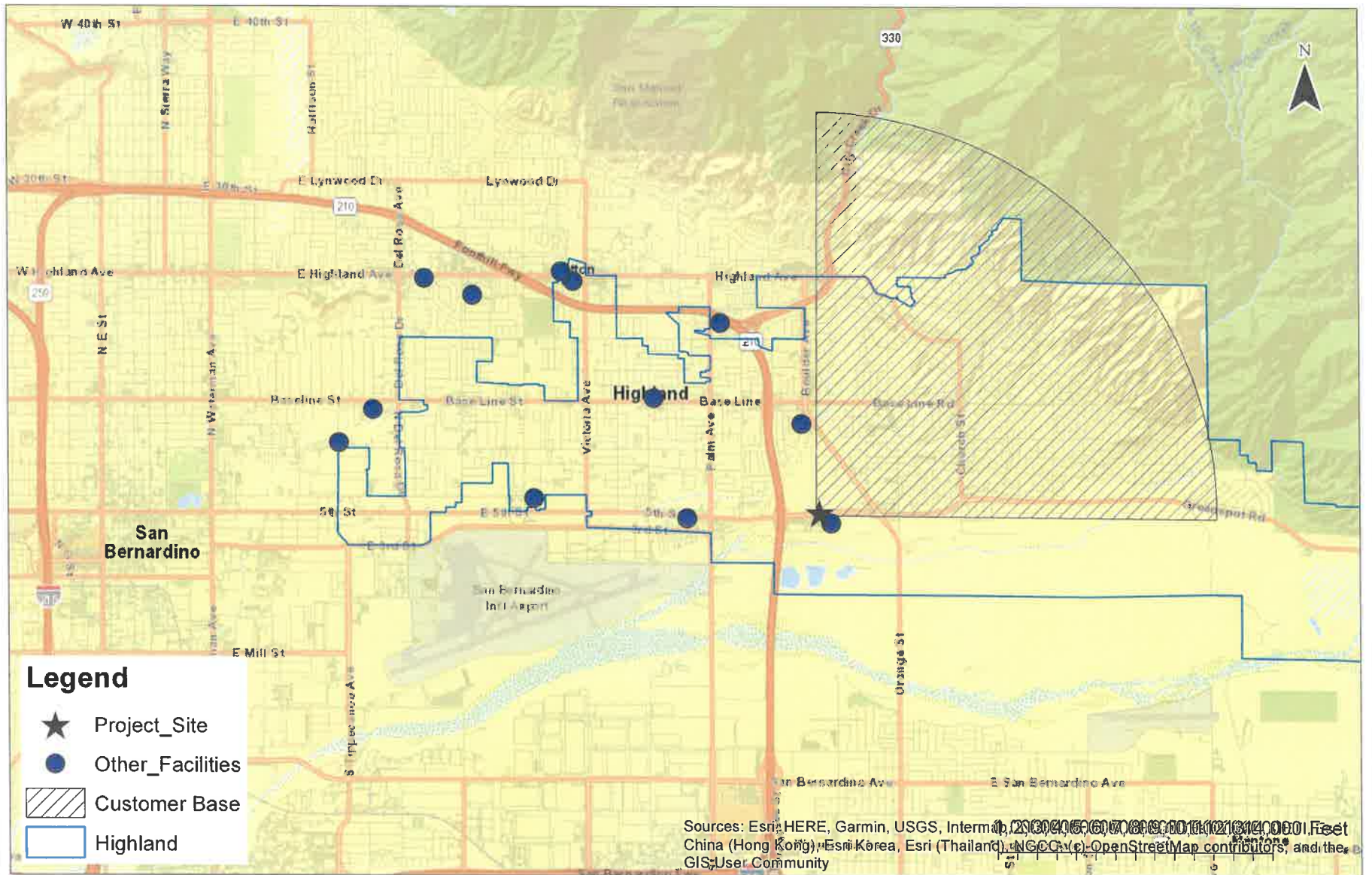
Project Square Footage	33 rd Percentile	Average	85 th Percentile
120,000	10	12	30

Trip-Mile Calculation

Kittelton performed a trip-mile estimate calculation for the Project based on the location of other storage facilities in the area and studies regarding number of trips generated at similar sites. The Institute of Transportation Engineers' Trip Generation Manual (Trip Generation Manual) is a standard industry reference manual for developing estimates of trip generation for various land use types. Based on the 16 trip generation studies in the Trip Generation Manual, a mini-warehouse facility is anticipated to generate 1.45 trips per 1,000 square feet on average. This would result in the Project with 120,000 square feet generating 174 trips per day on a typical weekday.

Kittelton determined that customers will likely travel about 1.75 miles to reach the Project. The City of Highland has eleven other storage facilities which are generally located west and north of the proposed Project (Figure 2). There are no storage facilities east of the Project. Therefore, Kittelton anticipates most of the customers of the Project will come from the eastern portion of Highland. The furthest developed area of Highland is about 3.5 miles east of the Project located near Greenspot Road and the North Fork Canal or around Santa Paula Street. Kittelton therefore estimates the average trip length at about 1.75 miles assuming half the trips are closer than the half-way point and half are farther away. Multiplying this estimate by 174 trips per day results in the Project generating about 304.5 trip-miles per day.

H:\2020\2081 - Highland Self Storage\Report\Draft\Storage_Map.mxd - alim - 12:14 PM 7/1/2022



**Proposed Self-Storage Facility Average Trip Length
Highland, CA**

**Figure
5**

Summary

This technical memorandum analyzed the parking requirements per the municipal code, estimated parking demand for the site, and documented the proposed parking supply. Kittelson has determined that although the proposed number of parking spaces does not meet municipal requirements, it will be sufficient to meet the actual demand for parking based on parking studies conducted at similar facilities.

This memorandum also included a trip-mile calculation for estimating travel distance of users to the site. These numbers are based on density of storage facilities in the area and an estimated catchment area of customers that primarily includes the eastern portion of the City of Highland. Based on an estimated trip length of 1.75 miles and a daily trip generation of 174 trips, the Project is estimated to generate 304.5 trip-miles per day.

Based on these analyses, Kittelson recommends the following:

- The City of Highland should reduce the parking requirements for the Project from 600 to 15 parking spaces (4 striped and 11 along the building frontage) to meet the estimated demand for the Project.
- Transportation fees related to the Project should be calculated using 304.5 trip-miles per day.

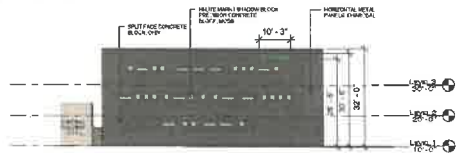
Exhibit E:

Elevations



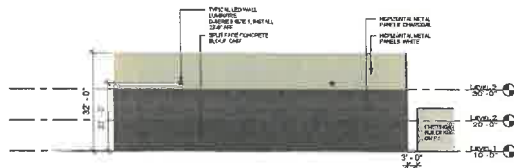
EAST ELEVATION

SCALE: 1/16" = 1'-0"



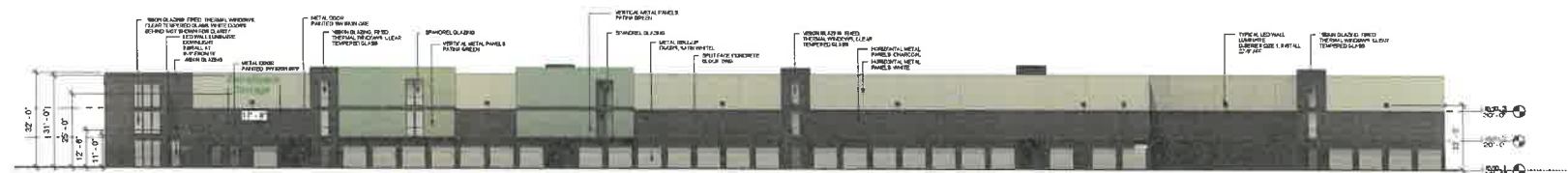
NORTH ELEVATION

SCALE: 1/16" = 1'-0"



SOUTH ELEVATION

SCALE: 1/16" = 1'-0"

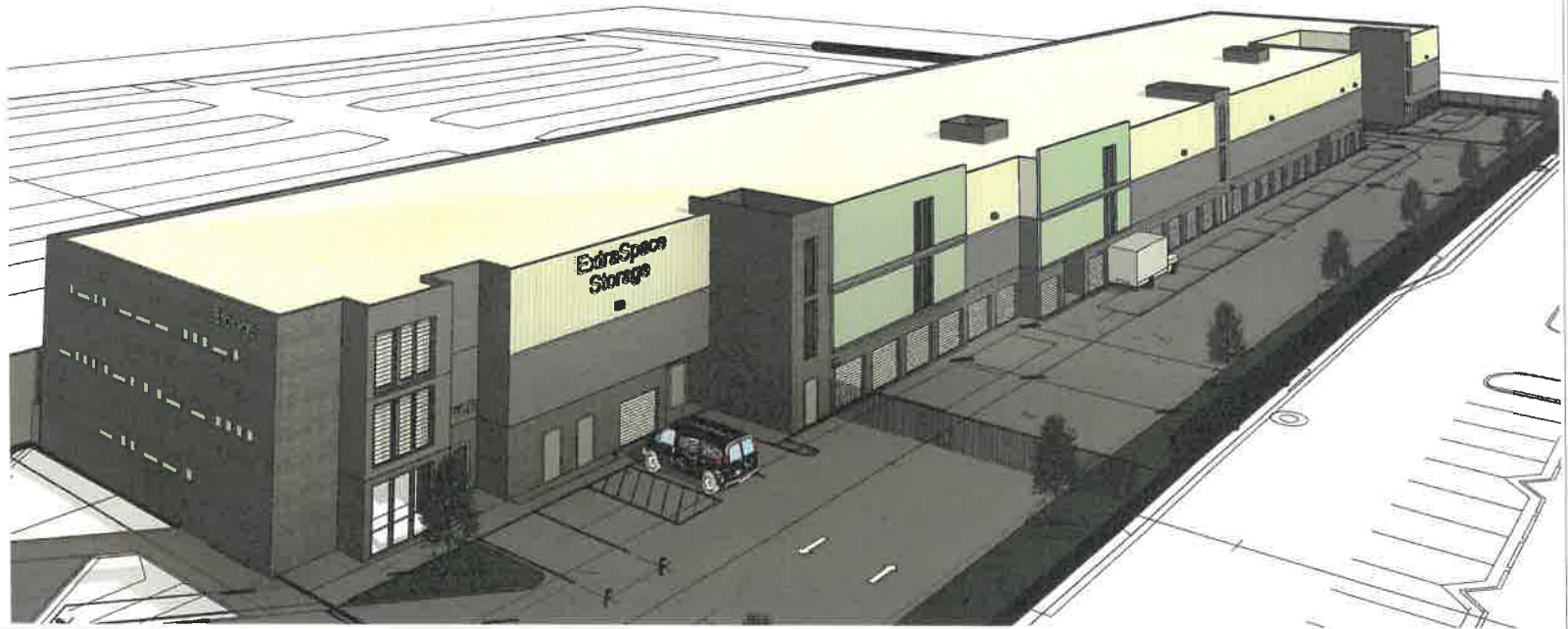


WEST ELEVATION

SCALE: 1/16" = 1'-0"



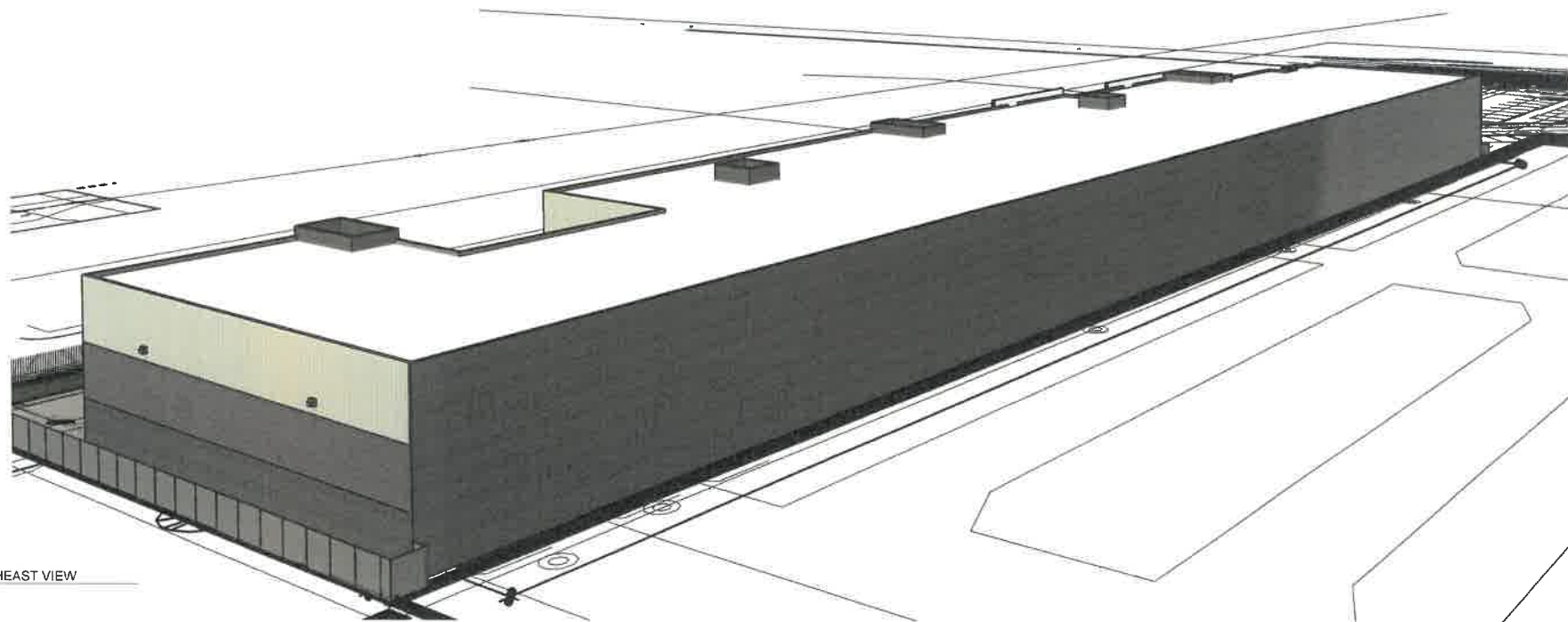
3D 1 - ENTRY



3D 2 - NORTHWEST VIEW



3D 3 - SOUTHWEST VIEW



3D 4 - SOUTHEAST VIEW



18000 Green Avenue
Reno, NV 89509
Tel: 775 813 4887

ENTITLEMENTS

GREENSPOT RD STORAGE
28031 GREENSPOT RD
HIGHLAND, CA 92334

DATE
Mar. 22, 2023

SCALE

SHEET
CONTENT

DWG #

A4.1

Exhibit F:

Landscape Plan

PLANT SCHEDULE

	BOTANICAL / COMMON NAME	CONT.	WATER (GAL)	QTY.	
	GINKGO BILOBA 'AUTUMN GOLD' AUTUMN GOLD MAIDENHAIR TREE	24 IN. BOX	MOD. 5	4	
	PRUNUS CAROLINIANA CAROLINA LAUREL CHERRY STANDARD TRUNK	24" BOX	MOD. 5	6	
	QUERCUS ILEX HOLLY OAK	24 IN. BOX	LOW. 2	2	
	X GHTALPA TASIKENTENSIS 'PINK DAWN' PINK DAWN GHTALPA	48" BOX	LOW. 2	5	
SHRUBS	BOTANICAL / COMMON NAME	CONT.	WATER (GAL)	QTY.	
	AGAVE ATTENUATA AGAVE	5 GAL.	LOW. 2	5	
	AGAVE 'X BLUE FLAME' BLUE FLAME AGAVE	5 GAL.	LOW. 2	11	
	ALOE SAPONARIA SOAP ALOE	4" POT	LOW. 2	10	
	DIANELLA REVOLUTA 'PROQUEST DS' BLUE STREAM FLAX LILY	5 GAL.	LOW. 2	54	
	DIANELLA REVOLUTA 'PROQUEST DS' BLUE STREAM FLAX LILY	5 GAL.	LOW. 2	54	
	ROSMARINUS OFFICINALIS 'TUSCAN BLUE' TUSCAN BLUE ROSEMARY	5 GALLON	LOW. 2	40	
NON-LIVING GROUNDCOVERS	BOTANICAL / COMMON NAME	CONT.	WATER (GAL)	SPACING	QTY.
	BARK MULCH BARK MULCH	3 IN. DEPTH			5660 SF

Preliminary Landscape Plans for:

GREEN SPOT SELF STORAGE

HIGHLAND, CALIFORNIA

NOTES

APPROX. 0.1% OF THE SITE IS PROPOSED LANDSCAPING
THERE ARE NO EXISTING TREES OF 6 INCH OR GREATER DIAMETER ON THE PROPERTY

WATER EFFICIENT LANDSCAPE WORKSHEET

HYDRO ZONE INFORMATION TABLE

HYDROZONE #	DESCRIPTION	VALVE CIRCUIT #	IRRIGATION METHOD	PLANT FACTOR (AVERAGE) (PF)	HYDROZONE AREA (SQ. FT.)	% OF TOTAL LANDSCAPE AREA	PF X HA	IE	ETPD
1	LANDSCAPE PLANTER AREAS		DRIP	0.3	3660	85.9	1215	0.8	44143
2	TREES		BUBBLER	0.5	800	14.1	500	0.8	18166
					8446	100.0	2320.1		63309

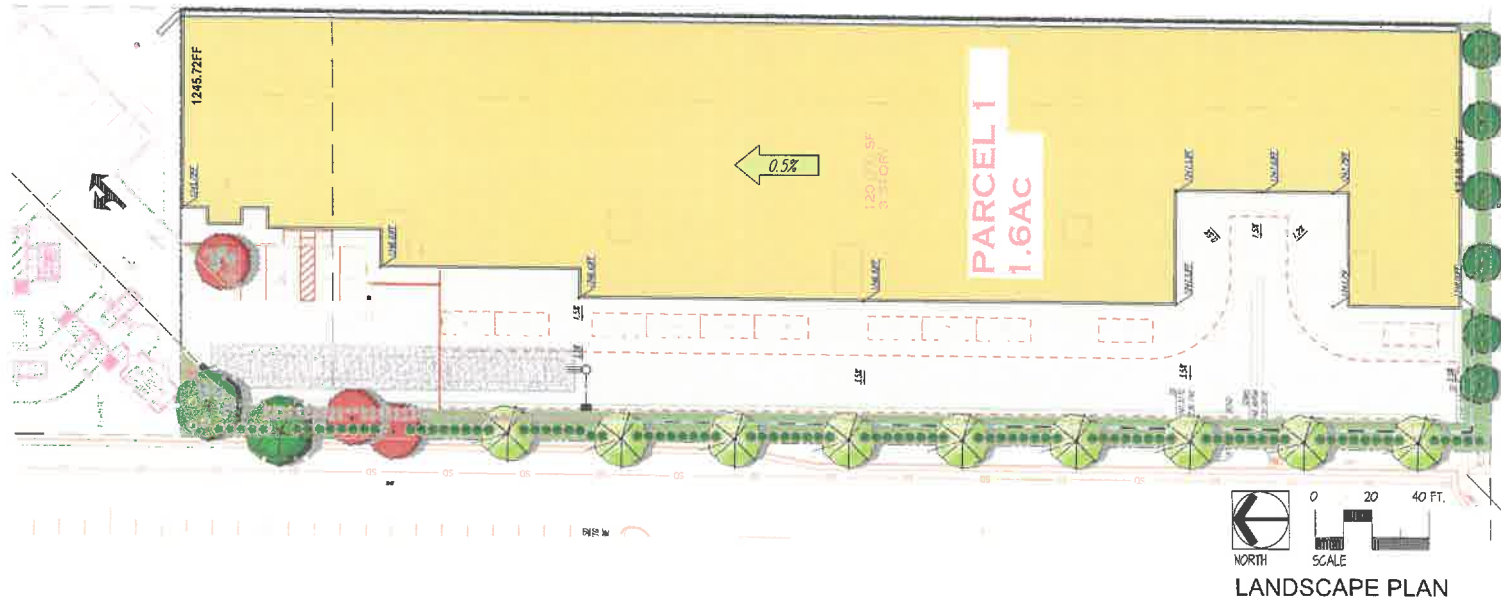
MAXIMUM APPLIED WATER ALLOWANCE CALCULATIONS

ESD:	50.6	ALLOWANCE	
ET FACTOR:	0.45	GALLONS/YEAR	92548
LANDSCAPE AREA (TOTAL):	5660		
CORNER FACTOR:	0.82		
SPECIAL LANDSCAPE AREA	0		
ADDITIONAL ET, SPECIAL AREA	0.3		

ESTIMATED TOTAL WATER USE
ESTIMATED TOTAL WATER USE
GALLONS/YEAR 63,309

PERCENTAGE ALLOWANCE USED

63.7



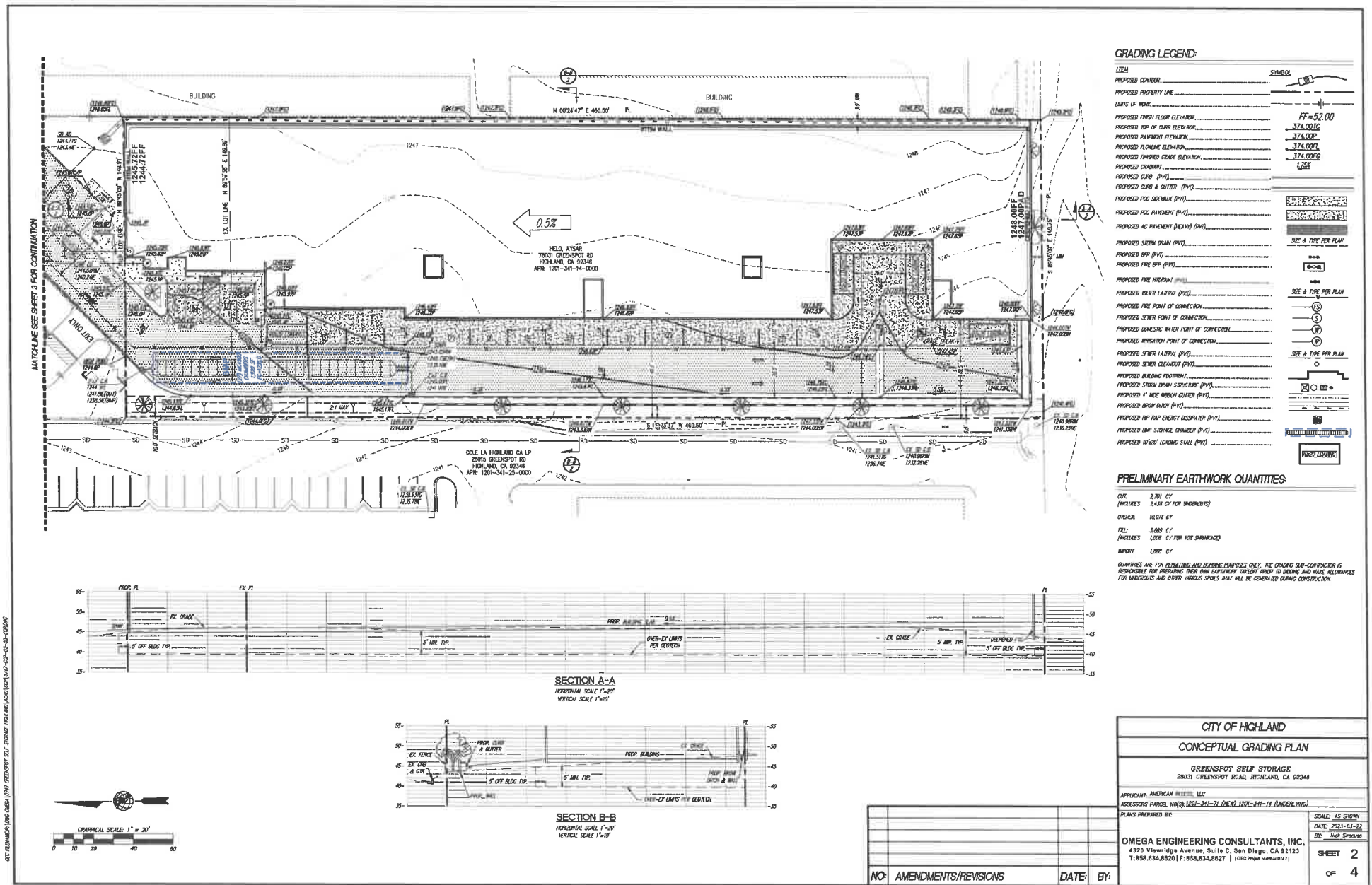
AHLES
LANDSCAPE
ARCHITECTURE INC.
P.O. Box 1503
Rancho Santa Fe, CA 92067
858.756.8963
email: ahl@ahlesland.com
CA# 2538

PROJECT NO.: 2246
ISSUE
INITIAL 22 MAR 23

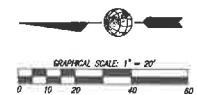
GREEN SPOT SELF STORAGE
Highland, California

L-1

Exhibit G:
Grading Plan



PRIOR TO THE START OF CONSTRUCTION OR CLOSE OF ESCROW THE LIMITS / ROUTE OF A NON-EXCLUSIVE PRIVATE PEDESTRIAN ACCESS EASEMENT SHALL BE RESERVED TO PROVIDE AN ACCESSIBLE ROUTE FROM GREENSPOT ROAD TO THE PROPOSED DEVELOPMENT



CITY OF HIGHLAND

CONCEPTUAL GRADING PLAN

GREENSPOTS SELF STORAGE
2803 GREENSPOT ROAD, HIGHLAND, CA 92348

APPLICANT: **AMERICAN WOODS, LLC**
ASSIGNMENTS PARCEL: **NO. 1021-541-71 (NEW) 1021-541-14 (SUPERSEDED)**
PLANS DRAWN BY:

SCALE: **AS SHOWN**
DATE: **2023-03-22**
BY: **Nick Strossett**

OMEGA ENGINEERING CONSULTANTS, INC.
4378 Viewridge Avenue, Suite C, San Diego, CA 92123
T:858.634.8920 F:858.634.8927 | www.omegaeng.com

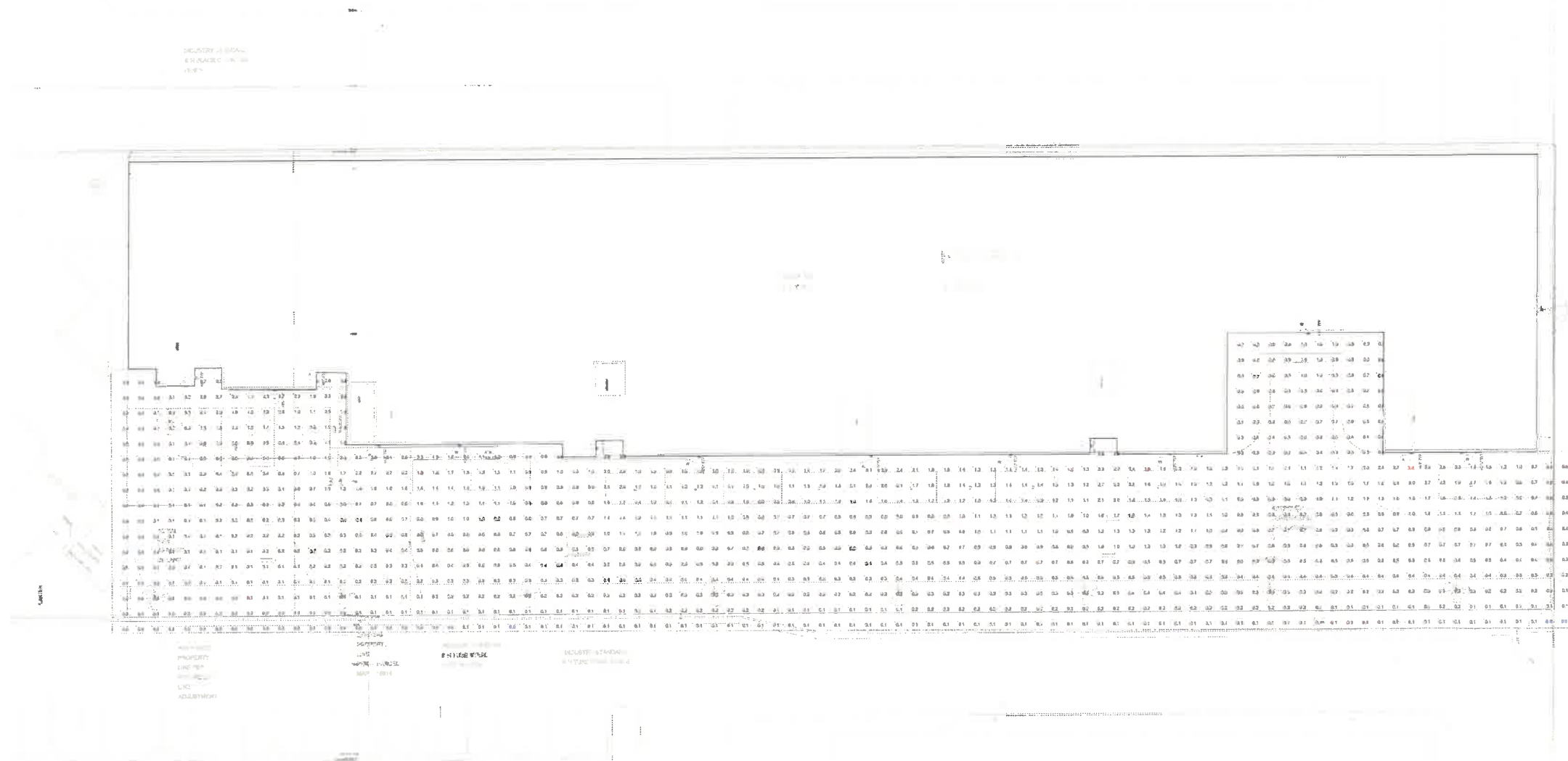
SHEET **3**
OF **4**

Exhibit H:
Photometric Plan

Schedule																	
Symbol	Label	Image	QTY	Manufacturer	Catalog Number	Description	Lamp	Number Lamps	Filename	Lumens per Lamp	Lumen Multiplier	LLF	Wattage	Efficiency	Distribution	Polar Plot	Notes
	A		8	Lithonia Lighting	DSXW1 LED 10C 350 30K T2M MVOLT	DSXW1 LED WITH (1) 10 LED LIGHT ENGINES, TYPE T2M OPTIC, 3000K, @ 350mA		1	DSXW1_LED_1 0C_350_30K_T 2M_MVOLT.ies	1349	1	0.98	13.3	100%	TYPE III, MEDIUM, BUG RATING: B0 - U0 - G1		
	W		6	Lithonia Lighting	DSXW1 LED 20C 530 30K T2M MVOLT	DSXW1 LED WITH (2) 10 LED LIGHT ENGINES, TYPE T2M OPTIC, 3000K, @ 530mA		1	DSXW1_LED_2 0C_530_30K_T 2M_MVOLT.ies	3867	1	0.98	34.9	100%	TYPE III, MEDIUM, BUG RATING: B1 - U0 - G1		

Statistics

Description	Symbol	Avg	Max	Max/Min	Avg/Min	Min
Calc Zone #1		0.7 fc	3.4 fc	N/A	N/A	0.0 fc



PHOTOMETRIC SITE PLAN
SCALE: 1/16" = 1'-0"

Attachment 1:

Resolution No. 2023-_____ for

Conditional Use Permit (CUP 23-006)

RESOLUTION NO. 2023-_____

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF HIGHLAND, CALIFORNIA, APPROVING CONDITIONAL USE PERMIT (CUP 23-006) FOR THE CONSTRUCTION OF A 120,000 SELF-STORAGE FACILITY, ONSITE PARKING, AND ASSOCIATED LANDSCAPING LOCATED ON A 1.6 ACRE SITE ON THE SOUTH SIDE OF GREENSPOT ROAD, MID-BLOCK BETWEEN BOULDER AVENUE AND THE 210 FREEWAY. RELATED ENTITLEMENTS INCLUDE DESIGN REVIEW APPLICATION (DRA 23-005) AND LOT LINE ADJUSTMENT (LLA 23-001).

ASSESSOR'S PARCEL NUMBERS: 1201-34-171 & 1201-34-172

APPLICANT: AMERICAN RECESS, LLC

A. RECITALS

1. On April 19, 2022, the Applicant submitted an application for Conditional Use Permit (CUP 23-006) to entitle the development of a 120,000 self-storage facility and associated improvements including passenger vehicle parking and loading spaces, a stormwater infiltration basin, and landscape planter. Related applications were also filed for Design Review Application (DRA 23-005) that included a Site Plan, Building Elevations, Conceptual Grading Plan, Conceptual Landscape Plan, and Lot Line Adjustment (LLA 23-001) to shift the northern property boundary.
2. The site is located on approximately 1.6 acres on the south side of Greenspot Road, mid-block between Boulder Avenue and the 210 freeway within the City's Planned Development (PD) Zoning and General Plan Land Use Designations. Assessor's Parcel Number(s): 1201-34-171 & 1201-34-172
3. Pursuant to the California Environmental Quality Act, the project is exempt from the California Environmental Quality Act (CEQA), per Class 32, Section 15332. In-Fill Development Projects.
4. On June 20, 2023, the Planning Commission of the City of Highland, conducted a public meeting on the subject project and concluded the meeting on that date.
5. All legal prerequisites to the adoption of this Resolution have occurred.

B. RESOLUTION

NOW THEREFORE, it is hereby found, determined and resolved by the Planning Commission of the City of Highland as follows:

1. The Planning Commission finds that all of the facts set forth in the Recitals, Part "A" of this Resolution, are true and correct.

3. Based upon substantial evidence presented to the Planning Commission during the June 20, 2023 public meeting, 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.
4. Findings of Fact for Conditional Use Permit (CUP 23-006):
 - a. The proposed use is permitted within the subject district pursuant to the provisions of this section and complies with all of the applicable provisions of this title; and is consistent with the goals, policies, and objectives of the Highland General Plan, and the applicable development policies and standards of the city.

Response: The project is located within the Planned Development (PD) General Plan land use designation. Development within a PD requires the approval of a Conditional Use Permit in conjunction with a Planned Development Document establishing the permitted land use types as well as and development standards that must be implemented for the project. The land use regulations proposed by the Applicant are based on the City's General Commercial standards but with several changes. The Minimum Site Width has been reduced from 150 ft to 130 ft, Side Set-Back areas when facing commercial and residential development zones have been established for 0 ft and 10 ft, respectively, Rear Set-Back when facing commercial and residential development zones have been established for 3 feet and 20 feet, respectively, and the Maximum Lot Coverage has been increased from 0.50 to 0.60.

The General Plan goals and policies relevant to the project include its inclusion in the Golden Triangle Community 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 site has a General Plan and Zoning designation of Planned Development. This gives the Applicant the flexibility to create unique development standards with the expectation that a greater level of cohesiveness will be achieved with the surrounding land uses. In this scenario, the surrounding development includes an existing self-storage to the east, a multi-tenant commercial shopping center to the west, and plans for additional commercial development to the north. The landlocked location of the site limits its attention from other potential developers as it has limited visibility from Greenspot Road. Further, the orientation and shape of the parcel itself limits its potential uses due to access and onsite

parking requirements. The proposal for a self-storage facility is both a suitable use for the site and moreover a preferred use considering its adjacent developments and estimated addition to vehicular traffic along Greenspot Road.

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

Response: The site is situated on a major thoroughfare with an existing self-storage to the east, a multi-tenant commercial shopping center to the west, and plans for additional commercial development to the north. It is generally flat with no known development impediments. The type of use proposed is permitted within the adjacent parcels that are also zoned for Planned Development (PD). It is in close proximity to the 210 Freeway and is an integral part of the City's future commercial development potential and has been anticipated and envisioned during the approval of adjacent developments. It can provide the necessary site amenities and design required by the City's policies and guidelines

- 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. All 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 self-storage facility 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. Any necessary permits will be required prior to and during construction. 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: The proposed Project is not expected to have a significant impact on the environment. It is exempt from the California Environmental Quality Act (CEQA), per Class 32, Section 15332. In-Fill Development Projects:

- a. The project is consistent with the applicable general plan designation and all applicable general plan policies as well as applicable zoning designations and regulations;
 - b. The proposed development occurs within the city limits on a project site of no more than five acres substantially surrounded by urban uses;
 - c. The project site has no value as habitat for endangered, rare or threatened species; and
 - d. Approval of the project would not result in any significant effects relating to traffic noise, air quality, or water quality.
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;
6. Based on the Findings and Conclusions set forth above, the Planning Commission approves Conditional Use Permit (CUP 23-006) facilitating the construction of a 120,000 square foot self-storage facility and related improvements. All improvements will be completed subject to the Conditions of Approval attached hereto and the development plans incorporated by reference.
7. The Planning Commission hereby directs Staff to file a Notice of Exemption with the San Bernardino County Clerk of the Board of Supervisors, pursuant to the Public Resources Code and State CEQA Guidelines.

Exhibit 1 includes the Site Plan

Exhibit 2 includes the Conditions of Approval for Conditional Use Permit (CUP 23-006)

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 20th day of June, 2023.

ATTEST:

Randall Hamerly, Chairman
Planning Commission

Lawrence A. Mainez
Community Development Director

Exhibit 1:

Site Plan

Exhibit 2:
Conditions of Approval (CUP 23-006)

CITY OF HIGHLAND
PLANNING DIVISION CONDITIONS OF APPROVAL

Date: June 20, 2023
Applicant: American Recess, LLC
File/Index: Conditional Use Permit (CUP 23-006) – [Lot Line Adjustment (LLA 23-001) and Design Review Application (DRA 23-005)]
Proposal: Entitlement of a 120,000 square foot self-storage facility, onsite parking, and associated landscaping on a 1.6 acre site.
Location: South side of Greenspot Road, mid-block between Boulder Avenue and the 210 freeway. Assessor's Parcel Number(s): 1201-34-171 & 1201-34-172

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 include 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, except where noted.

This Conditional Use Permit 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/all Conditions at any time shall result in initiating revocation of the subject permit.

- 1) This Conditional Use Permit shall become null and void:
 - a. Unless all Conditions have been complied with and the occupancy or use of the land or existing structures authorized by such Conditional Use Permit has taken place within thirty-six (36) months after the approval of said Conditional Use Permit.
 - 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 every subsequent twelve (12) months, not to exceed thirty-six (36) months in total. Applications for such extensions of time must be set forth, in writing, by reasons for this extension and shall be filed together with a fee as established by the City Council, with the Planning Department sixty (60) calendar days before the expiration of the Conditional Use Permit.
- 2) The subject Conditional Use Permit entitles a 120,000 square foot self-storage facility, onsite parking, and associated landscaping on a 1.6 acre site.
- 3) The project shall implement the development standards and uses as proposed and discussed in the Planned Development Document.

- 4) No storage of materials outside the building shall be permitted.
- 5) The trash enclosures shall be screened on at least three sides from public view by a solid decorative wall not less than five feet in height as well as a solid roof. Permanent opaque panel gates shall be installed on all openings to the trash area.
 - a. All trash shall be deposited in the trash area and the gates leading thereto shall be maintained in working order and shall remain closed except when in use.
 - b. Trash areas shall not be used for storage. The premises shall be kept in neat and orderly condition at all times and all improvements shall be maintained in a condition of reasonable repair and appearance.
- 6) All permanent vehicle parking and vehicle loading/unloading spaces shall be paved with asphalt, or concrete and painted with clearly painted lines.
 - a. Each permanent parking space shall be no less than nine (9) feet wide and nineteen (19) feet deep, with adequate provisions for ingress and egress by a standard American passenger vehicle
 - b. All parking areas shall be provided with nighttime security lighting. Lighting shall be shielded and directed to reflect away from neighboring properties. Lighting should not exceed 0.5 foot candles of illumination beyond the property boundary.
 - c. The handicapped parking spaces shall be properly signed and striped per the Americans with Disabilities Act.
 - d. Loading Zones shall be properly striped and signed.
- 7) Construction activities shall be restricted to weekdays and Saturdays between 7:00 a.m. and 7:00 p.m. only. No construction, other than interior finish work shall be conducted any time on Sundays. Construction equipment shall be muffled in accordance with manufacturer's specifications.
- 8) Prior to the issuance of Building Permits, a copy of the Utility Plan shall be submitted for review and approval. The Utility Plan shall show the location of all proposed above ground electrical transformers, utility cabinets, back flow devices, fire department detector check valves, etc.
- 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) No permanent building construction shall commence until the Lot Line Adjustment (LLA 23-001) is recorded and the final grading and improvement plans have been approved, rough grading certified, and a building permit issued by the Building Division.
- 11) A separate fence and wall plan for the proposed 8-foot tall tubular steel perimeter fencing shall be prepared and submitted to the Planning Division for review.
- 12) Hours of access for storage unit renters shall be between 6 am to 10 pm.
- 13) Hours of operation for of the office shall be between 9 am to 6 pm.
- 14) All parking spaces shall be provided with nighttime security lighting. Lighting must be shielded and directed to reflect away from neighboring properties. Lighting shall not exceed 0.5 foot candles of illumination beyond the property boundary, as approved by the Planning Commission.
- 15) The applicant shall be responsible for making arrangements with the City's franchised waste collection and hauling services provider for any/all construction debris or solid waste generated as a result of this project.
- 16) Development Impact Fees shall be paid in accordance with City Policy.
- 17) Consultation with the United States Fish and Wildlife Service (USFWS) and the California Department of Fish and Wildlife (CDFW) shall be arranged and a revised Small Mammal Trapping Survey to check for the presence of the San Bernardino Kangaroo Rat (SBKR) and Los Angeles Pocket Mouse (LAPM) shall be conducted prior to ground disturbance.
- 18) Prior to issuance of Building Permits, the Applicant/Contractor/Occupant shall submit and obtain approval from the Public Services Division, a Construction Waste Diversion Plan, in accordance with Section 8.12.285 of the Highland Municipal Code.
- 19) Prior to the start of operations (i.e. construction), the owner/developer shall obtain any necessary permits. The owner/developer shall arrange for a final inspection by representatives of the Planning Division, Building Division, Engineering Division, and Fire Department prior to occupancy of each dwelling.
- 20) 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.

Attachment 2:
Resolution No. 2023-_____ for
Design Review Application (DRA 23-005)

RESOLUTION NO. 2023-_____

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF HIGHLAND, CALIFORNIA, APPROVING DESIGN REVIEW APPLICATION (DRA 23-005) FOR THE SITE PLAN, LANDSCAPE PLAN, AND BUILDING ELEVATIONS PERTINING TO THE DEVELOPMENT OF A 120,000 SELF-STORAGE FACILITY LOCATED ON A 1.6 ACRE SITE ON THE SOUTH SIDE OF GREENSPOT ROAD, MID-BLOCK BETWEEN BOULDER AVENUE AND THE 210 FREEWAY. RELATED ENTITLEMENTS INCLUDE CONDITIONAL USE PERMIT (CUP 23-006) AND LOT LINE ADJUSTMENT (LLA 23-001).

ASSESSOR'S PARCEL NUMBERS: 1201-34-171 & 1201-34-172

APPLICANT: AMERICAN RECESS, LLC

A. RECITALS

1. On April 19, 2022, the Applicant submitted an application for Design Review Application (DRA 23-005) to develop a 120,000 square foot self-storage facility and associated improvements including passenger vehicle parking and loading, a stormwater infiltration basin, and landscape planter. The Application includes a Site Plan, Building Elevations, Rough Grading Plan, and Conceptual Landscape Plan. Related entitlements include Conditional Use Permit (CUP 23-006) to entitle the land use and Lot Line Adjustment (LLA 23-001) to shift the northern property boundary.
2. The site is located on an approximately 1.6 acres on the south side of Greenspot Road, mid-block between Boulder Avenue and the 210 freeway within the City's Planned Development (PD) Zoning and General Plan Land Use Designations. Assessor's Parcel Number(s): 1201-34-171 & 1201-34-172
3. Pursuant to the California Environmental Quality Act, the project is exempt from the California Environmental Quality Act (CEQA), per Class 32, Section 15332. In-Fill Development Projects.
4. On June 20, 2023, the Planning Commission of the City of Highland, conducted a public meeting on the subject project and concluded the meeting on that date.
5. All legal prerequisites to the adoption of this Resolution have occurred.

B. RESOLUTION

NOW THEREFORE, it is hereby found, determined and resolved by the Planning Commission of the City of Highland as follows:

1. The Planning Commission finds that all of the facts set forth in the Recitals, Part "A" of this Resolution, are true and correct.

2. Based upon substantial evidence presented to the Planning Commission during the June 20, 2023 public meeting, 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.
3. Findings of Fact for Design Review Application (DRA 23-005):
 - a. That the proposed project is consistent with the general plan or specific plan.

Response: The project is located within the Planned Development (PD) General Plan land use designation and the General Plan's Golden Triangle Community Policy Area meant to accommodate a mixed-use master planned development interconnected to each other and surrounding community.

The proposed project's PD document and site development plans have been reviewed and are based on the City's General Commercial standards but with several changes. The Minimum Site Width has been reduced from 150 ft to 130 ft, Side Set-Back areas when facing commercial and residential development zones have been established for 0 ft and 10 ft, respectively, Rear Set-Back when facing commercial and residential development zones have been established for 3 feet and 20 feet, respectively, and the Maximum Lot Coverage has been increased from 0.50 to 0.60.

The proposal for this self-storage facility is an appropriate use described in the General Plan as part of the vision for the Golden Triangle as a commercial business. The new self-storage facility as well as the existing Universal Self Storage on the parcel to the east provide the community with a necessary service. The exterior elevations, site circulation, and onsite landscaping are consistent with the general plan and the project's development plans are consistent with the development policies of the City.

- 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 site is located within the Planned Development (PD) Zone District designation. The Applicant is proposing to comply with the City's General Commercial standards but with several changes, as aforementioned. Per the approval process for developments within the Planned Development (PD) zone, approval of a Conditional Use Permit and Design Review Application are required. The proposed use is in keeping with the vision of the Golden Triangle and specifically along the

south side of Greenspot Road between the 210 Freeway and Boulder Avenue. The project's Site Plan, Conceptual Landscape Plan, Building Elevations and Conceptual Grading Plan satisfy the development standards specified in Section 16.44.190 Self-storage warehouses.

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

Response: The conceptual landscape plans have been preliminarily reviewed by the City's Landscape Architect and conditions of approval have been provided for incorporation into the final landscape plans. The plans are in compliance with the City's ordinances and regulations. Prior to installation of any landscape improvements associated with the Project, the Applicant will be required to submit for landscape plan check.

- 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 self-storage 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. All project related 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.

4. Based on the Findings and Conclusions set forth above, the Planning Commission approves Design Review Application (DRA 23-005). All improvements will be completed subject to the Conditions of Approval attached hereto and incorporated by reference.

Exhibit 1 includes the Site Plan, Landscape Plan, and Building Elevations

Exhibit 2 includes the Conditions of Approval for DRA 23-005

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 20th day of June, 2023.

ATTEST:

Randall Hamerly, Chairman
Planning Commission

Lawrence A. Mainez
Community Development Director

Exhibit 1:
Site Plan, Landscape Plan,
and Building Elevations

PLANT SCHEDULE

TREES	BOTANICAL / COMMON NAME	CONT	WATER (GAL)	QTY
	SHAGDO BILBOA 'AUTUMN GOLD' AUTUMN GOLD HAIRSHIR TREE	24 IN. BOX	MOD. 5	4
	PERNIS CAROLINIANA CAROLINA LAUREL CHERRY STANDARD TREAK	24" BOX	MOD. 5	6
	QUERCUS ILEX HOLLY OAK	24 IN. BOX	LOW. 2	2
	X CRITALPA 'PINK DAWN' PINK DAWN CRITALPA	48" BOX	LOW. 2	5
SHRUBS	BOTANICAL / COMMON NAME	CONT	WATER (GAL)	QTY
	AGAVE ATTENUATA AGAVE	5 GAL	LOW. 2	3
	AGAVE 'X BLUE PLAINS' BLUE PLAINS AGAVE	5 GAL	LOW. 2	11
	ALOE SAPONARIA SOAP ALOE	4" POT	LOW. 2	10
	DIANELLA REVOLUTA 'PROQUEST DS' BLUE STREAM PLAX LILY	5 GAL	LOW. 2	54
	DIANELLA REVOLUTA 'PROQUEST DS' BLUE STREAM PLAX LILY	5 GAL	LOW. 2	54
	ROSMARINUS OFFICINALIS 'TUSCAN BLUE' TUSCAN BLUE ROSEMARY	5 GALLON	LOW. 2	40
NON-LIVING LANDSCAPE	BOTANICAL / COMMON NAME	CONT	WATER (GAL)	QTY
	BARK MULCH BARK MULCH	3 IN. DEPTH		5660 SF

Preliminary Landscape Plans for:

GREEN SPOT SELF STORAGE

HIGHLAND, CALIFORNIA

NOTES

APPROX. 8.8% OF THE SITE IS PROPOSED LANDSCAPING.
THERE ARE NO EXISTING TREES OF 6 INCH OR GREATER DIAMETER ON THE PROPERTY.

WATER EFFICIENT LANDSCAPE WORKSHEET

HYDRO ZONE INFORMATION TABLE

HYDROZONE #	DESCRIPTION	VALVE CIRCUT #	IRRIGATION METHOD	PLANT FACTOR (AVERAGE) (PT)	HYDROZONE AREA (SQ. FT)	% OF TOTAL LANDSCAPE AREA	PP. X HA	IE	ETPH
1	LANDSCAPE PLANTER AREAS		DRIP	0.3	5660	85.9	1215	0.8	44143
2	TREES		BUBBLER	0.5	800	14.1	500	0.8	18166
					6466	100.0	2320.1		63304

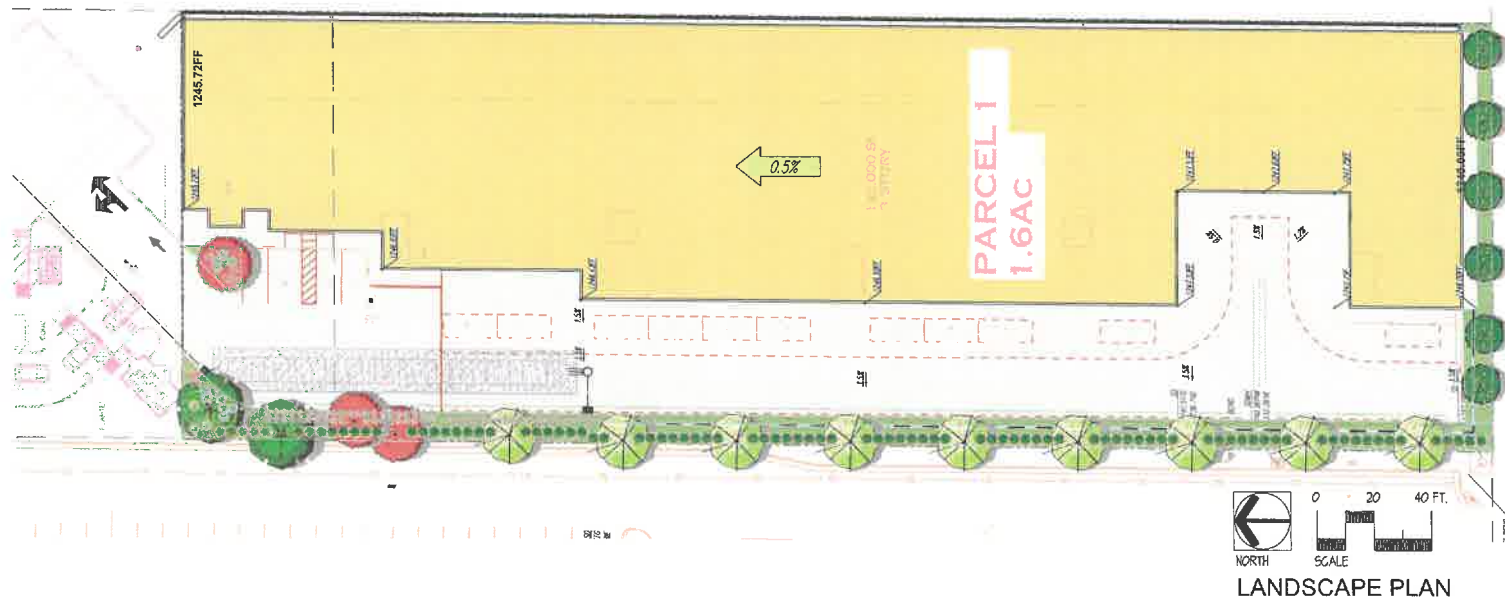
MAXIMUM APPLIED WATER ALLOWANCE CALCULATIONS

ETP	58.8
ET FACTOR	0.45
LANDSCAPE AREA (TOTAL)	5660
CONVERT FACTOR	0.87
SPECIAL LANDSCAPE AREA	0
ADDITIONAL ET SPECIAL AREA	0.3

ESTIMATED TOTAL WATER USE
ESTIMATED TOTAL WATER USE
GALLONS/YEAR 63304

PERCENTAGE ALLOWANCE USED

63.7



AHLES
LANDSCAPE
ARCHITECTURE
P.O. Box 1503
Rancho Santa Fe, CA 92067
858.756.8963
email: ahl@ahlesland.com
CA# 2334

PROJECT NO.: 2246
ISSUE
INITIAL 22 MAR 23

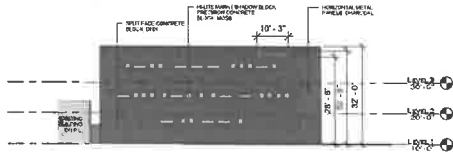
GREEN SPOT SELF STORAGE
Highland, California

L-1



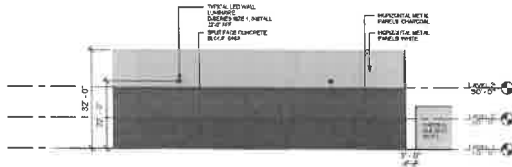
EAST ELEVATION

SCALE: 1/16" = 1'-0"



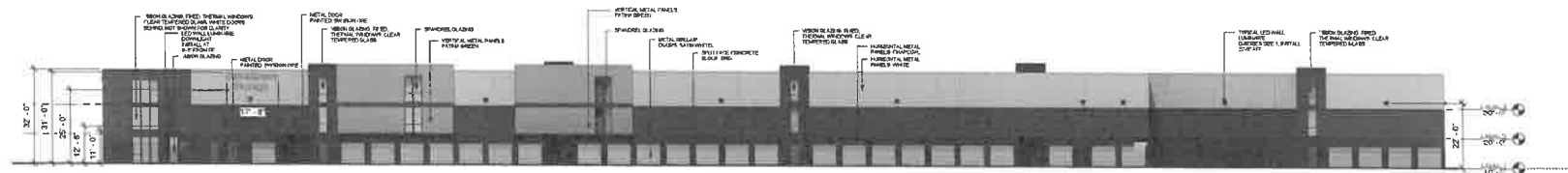
NORTH ELEVATION

SCALE: 1/16" = 1'-0"



SOUTH ELEVATION

SCALE: 1/16" = 1'-0"



WEST ELEVATION

SCALE: 1/16" = 1'-0"



800 ONE EIGHTY SEVEN
P.O. BOX 1000
HIGHLAND, CA 92324
TEL: 951.350.017

ENTITLEMENTS

GREENSPOT RD STORAGE
28031 GREENSPOT RD
HIGHLAND, CA 92324

DATE

Mar. 22, 2023

SCALE

1/16" = 1'-0"

SHEET

CONT'D

Site Plan

DWG #

A3.0

Exhibit 2:

Conditions of Approval (DRA 23-005)

CITY OF HIGHLAND
PLANNING DIVISION CONDITIONS OF APPROVAL

Date: June 20, 2023
Applicant: American Recess, LLC
File/Index: Design Review Application (DRA 23-005) – [Lot Line Adjustment (LLA 23-001) and Conditional Use Permit (CUP 23-006)]
Proposal: Construction of a 120,000 square foot self-storage facility, onsite parking, and associated landscaping on a 1.6 acre site.
Location: South side of Greenspot Road, mid-block between Boulder Avenue and the 210 freeway. Assessor's Parcel Number(s): 1201-34-171 & 1201-34-172

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 include 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, 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/all Conditions at any time shall result in initiating revocation of the subject permit.

- 1) This Design Review Application shall become null and void:
 - a. Unless all Conditions have been complied with and the occupancy or use of the land or existing structures authorized by such Conditional Use Permit has taken place within thirty-six (36) months after the approval of said Design Review Application.
 - 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 every subsequent twelve (12) months, not to exceed thirty-six (36) months in total. Applications for such extensions of time must be set forth, in writing, by reasons for this extension and shall be filed together with a fee as established by the City Council, with the Planning Department sixty (60) calendar days before the expiration of the Design Review Application.
- 2) The subject Design Review Application pertains to the construction of a 120,000 square foot self-storage facility, onsite parking, and associated landscaping on a 1.6 acre site.

- 3) The project shall implement the development standards and uses as proposed and discussed in the Planned Development Document.
- 4) No storage of materials outside the building shall be permitted.
- 5) 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.
- 6) All rooftop mounted mechanical equipment 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.
- 7) The Development Impact Fees shall be calculated and paid in accordance with City policy.
- 8) Prior to the issuance of Building Permits, a copy of the Utility Plan shall be submitted for review and approval. The Utility Plan shall show the location of all proposed above ground electrical transformers, utility cabinets, back flow devices, fire department detector check valves, etc.
- 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.

Landscaping

- 10) All trees in planter islands, or within six feet (6) of hardscape, shall be planted with root barriers.
- 11) Shrubs located in front of parking stalls shall be planted approximately two feet (2) from the curb face to prevent possible damage from vehicle overhang.
- 12) Building shall be shifted five (5) feet to the south, relocating the five (5) foot wide landscape planter currently proposed along the southern boundary, to the northern elevation.
- 13) Applicant shall add planting for vehicular screening of loading/unloading activities. Civil plans depict an approximately 3' tall retaining wall at edge of southern service drive with only a wood mulch planter area currently shown.
- 14) Site landscaping shall be increased in both scale, size, and variety to better create a vertical hierarchy to offer interest and screening of loading areas due to the site being higher than adjacent retail/gym facility and 3 story mass of proposed building.

- 15) Applicant shall include a mix of larger tree sizes with the minimum size being 24" box- 50% of total, 36" box 30% of total, and 48" box 20% of total.
- 16) Applicant shall add additional Pinus species as used in adjacent retail center to row of proposed Ginkgo trees to add some evergreen screening trees and to be consistent with the existing palette.
- 17) Prior to the issuance of grading permits, the Applicant shall submit an updated Design Review Application, including a Site Plan, Conceptual Landscape Plan, Building Elevations, and Materials Board, regarding the building at Pad A for approval by the Planning Commission.

City of Highland

Engineering Department

Conditions of Approval

CUP 23-006, DRA 23-005, LLA 23-001 American Recess Greenspot Extra Space Storage

28031 Greenspot Road

APN 1201-341-14 (Underlying), APN 1201-341-71 (New)

- B - Required Prior to Building Permit/Construction
- C - Required Prior to Building Occupancy
- D - Ongoing
- E - Required Prior to Grading Permit
- * - Non Standard Conditions

SOILS/ GRADING/ DRAINAGE

- E 1. Design grading and landscaping plans to comply with the City's clear sight triangle criteria at public street intersections and at private driveways. Walls, fencing, monument signs, slope, and landscaping, within the clear sight triangle, must not exceed thirty inches in height measured from the flowline of the street, unless a sight distance analysis that demonstrates sight distance is adequately maintained is submitted to and approved by the City Engineer.
- E 2. Submit a preliminary soils report, prepared by a licensed Geotechnical Engineer, for review and approval by the City Engineer. Comply with the recommendations contained in the report and any amendments thereof as approved by the City Engineer.
- E 3. Submit the structural design and location for any required retaining walls for review and approval by the City Engineer. Construct concrete v-ditches and drainage system at the back of retaining walls in accordance with the Grading Plan Checklist and as required by the City Engineer.
- E 4. Submit rough and/or precise grading plans to the City Engineer for review and approval. Comply with the City of Highland grading standards as shown on the grading plan checklist.
- E 5. Submit an erosion control plan to minimize potential increases in erosion and sediment transport during construction activity for City Engineer approval. Place erosion control measures during or after grading work as required by the City Engineer.
- E 6. Design short-term erosion control in accordance with Best Management Practices such as, hydroseeding, mulching, jute matting or plastic sheeting to protect slopes; silt fencing to control site perimeter; and straw bale barriers, gravel bag barriers, rock filters or sediment basins to control internal erosion, or other methods to stabilize disturbed areas, as approved by the City Engineer.
- D 7. Implement dust control measures during construction activities including, but not limited to, daily watering of construction area as frequently as necessary during active and inactive periods, utilizing soil emulsions, limiting construction vehicle speed to 10 miles per hour, stabilizing construction entrances to prevent trackout of sediments, and street sweeping

- E 8. Design grading to intercept and conduct off-site tributary drainage flow around or through the project site in a manner that does not adversely affect adjacent properties. Conveyance of on-site and off-site tributary flows shall be maintained by the underlying property owner.
- E 9. Design grading to drain the entire area of the project to the proposed Water Quality Management Plan (WQMP) infiltration system and to accommodate overflows as necessary.
- E* 10. Plot all existing and proposed easements on grading plan and note disposition of any existing utilities, appurtenances, fences, and access roads.
- D* 11. Construct temporary sedimentation basins for use during the grading and construction period of the project. Do not start using the proposed infiltration system until the site is stabilized for erosion and sedimentation.
- B 12. Submit original wet signed and stamped rough grading certifications from the soils engineer and the grading engineer, along with compaction reports, to the City Engineer.
- C 13. Submit original wet signed and stamped final grading certification from the grading engineer, to the City Engineer.

STREET IMPROVEMENT

- E 14. Submit engineering plans for street and drainage 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.
- E 15. Design the site plan to accommodate internal circulation between Parcels 1 and 2.
- C* 16. Construct 6'-wide curb adjacent sidewalk across the entire Greenspot Road frontage of Parcel 2.
- C 17. Design and construct public improvements including sidewalk, driveway approaches and access ramps, as needed, in accordance with all requirements of the State of California Accessibility Standards, Title 24 California Administrative Code. Redesign and reconstruct existing frontage improvements if found not in compliance with City Standards.
- C* 18. Install traffic control signs and pavement markings, along the project frontage with specific locations and types approved by the City Engineer.
- C 19. Install landscaping and irrigation along the Greenspot Road frontage of Parcel 2. Design frontage irrigation system with a separate water meter and controller from the on-site irrigation system.
- C 20. Submit "Record Revisions" to all plans to reflect the improvements as constructed, and any changes made during construction.

WATER QUALITY/ DRAINAGE

- E 21. Obtain approval by the City Engineer of a Final Water Quality Management Plan (F-WQMP), prepared in accordance with the City's National Pollutant Discharge Elimination System (NPDES) permit requirements in effect at the time the Conceptual Water Quality Management Plan was approved unless subsequent City NPDES permits require otherwise. The F-WQMP shall (1) be prepared, signed, and sealed by a licensed Civil Engineer, (2) include Site Design Low Impact Development and Source Control Best Management Practices (BMPs) appropriate for 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 22. Construct and implement site design BMPs specified in the project approved F-WQMP including, but not limited to, underground infiltration system, pretreatment devices approved at time of C-WQMP approval, and raised curb landscaped areas and parking lot islands. Alternate site design BMPs which are equally effective may be submitted for review and approval by the City Engineer.
- E 23. Include the project grading plan, landscape plan and utility plan with the first submittal of the F-WQMP.
- C 24. Submit two sets of WQMP BMP Exhibits with a "WQMP BMP As-Built Certificate" wet signed and sealed by the Engineer of Record. The Certificate shall state:
- "I hereby certify that the Water Quality Management Plan Best Management Practices have been constructed under my supervision in accordance with the approved plans and are functional to the best of my knowledge."*
- C* 25. Construct on-site private drainage system, HDPE or other pipe material as approved by City Engineer, to drain the entire project site to the proposed WQMP BMPs in accordance with the approved Final Water Quality Management Plan, and construct necessary drainage overflow facilities. Construct an overflow pipe to convey any overflow from the proposed underground infiltration system to fronting streets as necessary.
- B 26. 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 27. Register the underground chambers with EPA as a Class V Injection Well.
- E 28. Submit a hydrology study to determine storm runoff quantities tributary to and generated by the Project for review and approval by the City Engineer. Include hydraulic calculations to determine the size and type of all drainage facilities.
- C 29. Intercept and convey off-site drainage tributary to the project boundary around or through the project in a manner that will not adversely affect adjacent or downstream properties.

- E 30. Submit engineering plans for public and private drainage systems to the City Engineer for review and approval. Comply with the City design standards as shown the street and storm drain improvement checklist.

DEDICATION/ANNEXATION

- C* 31. Apply to the City to annex the project into the City's Consolidated Landscape Maintenance District (LMD) for potential City maintenance of Greenspot Road median and frontage landscaping for Parcels 1 through 4 and the Remainder Parcel. The City will maintain 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.
- E* 32. Participate in a legal mechanism between the property owners of Parcels 1 and 2 per Recorded Map Book 258/72-74 (Parcel Map No. 15814) for maintenance and operation of the private access road and private drainage across Parcel 2 as show per the project's Conceptual Grading Plan.

LOT LINE ADJUSTMENT

- B* 33. Obtain City approval of a Lot Line Adjustment to adjust the existing property line shared by Lot 1 and Lot 2 per Map Book 258/72-74 (Parcel Map No. 15814) (APN Nos.1201-341-14 and 1201-341-14) in accordance with the following:
- a) Submit grant deeds conveying the adjusted lots to the current property owners by the current property owners. Include legal descriptions and plats prepared by a Professional Engineer or Land Surveyor. The grant deeds shall include the following statement:

"This document is being recorded pursuant to Lot Line Adjustment No. LLA 23-001, as evidenced by Certificate of Compliance No. COC _____, recorded _____, as Document No. _____, Official Records of said County."
 - b) Certificates of Compliance (COC) will be prepared and recorded by the City. The COC number is pending and will be determined closer to approval. Submit an original legal description and plat for each adjusted lot which will be made part of and recorded with the Certificates of Compliance. The legal descriptions and plats must be identical to those to be recorded with the grant deeds.
- B 34. At the time of Lot Line Adjustment 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 (less than 3 months old). Inverse calculations will not be accepted for plan check. Upon approval, the City will record the lot line adjustment documents and forward copies to the applicant.

FEES/ PERMITS/ BONDING

- D 35. Pay appropriate Engineering fees for district annexation, plan check, WQMP review, hydrology study review, structural calculation review, on-site and off-site inspection, utility

excavation permits, GIS plan update, microfilming and storage of plans, and other required fees.

- C* 36. Pay a proportionate fair share of the \$88,591 traffic mitigation fees applicable to Parcel 1 as identified in the focused traffic study prepared by Hernandez, Krooone & Associates dated May 1, 2018. Fair share fee referenced in the study is subject to escalation factor to bring the Fiscal Year 2017 value to present day value.
- C 37. Pay City processing fee for application of Development Impact Fee credit to reflect payment of traffic mitigation fees.
- D 38. Obtain a permit from Engineering prior to any on-site construction or construction within the public right-of-way.
- A 39. 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.
- E 40. Post a deposit for erosion control which shall not be released prior to completion of all on-site construction.
- C 41. Bond for all required street, grading, water, sewer, on-site landscaping, and landscape maintenance district improvements in accordance with City Development Code.
- C 42. Enter into a non-subdivision agreement for construction of improvements with the City of Highland using the adopted City form.

UTILITIES/ CONSTRUCTION

- E 43. Obtain written permission from the adjoining property owners for offsite grading and/or perimeter wall construction, if any. Any work within the adjacent San Bernardino County Flood Control District easement will require an encroachment permit from the District. Provide written permission from the District to the City once permit is secured.
- B 44. Coordinate temporary fencing and construction with the adjacent property owner/ management group. Install construction fencing and screening in accordance with Building and Safety Division Policy 335.
- C 45. 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* 46. Coordinate, and where necessary, pay for the relocation of any existing public utilities as necessary.
- C 47. 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 48. 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 49. 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 50. All underground structures, except those desired to be retained, must be broken in, backfilled, and inspected before covering.
- D 51. Comply with the prevailing City design and construction standards and requirements at the time of permit issuance.
- B 52. Design and construct a trash enclosure per City Standard 700.
- C 53. 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* 54. 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.



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

DATE : 5/1/23

Page 1 of 7

APPLICANT : American Recess, LLC

ADDRESS : 1201-34-171 & 1201-34-172

SITE LOCATION: South side of Greenspot Rd, Mid-block between Boulder Ave & the 210 Freeway.

FILE / INDEX No.: CUP 23-006 DRA 23-005 LLA 23-001

A tiered level of mitigation options has been developed and listed below are the systems and/or modifications required for your project. Compliance of the following items are a condition of **FINAL OCCUPANCY APPROVAL**. These conditions are required as acceptable solutions to the adverse fire conditions impacting firefighting and emergency operations accompanying the site/area. They will either assist in detection and extinguishment of the fire and/or facilitate the anticipated emergency operations.

This project is protected by the City of Highland Fire Department / Cal-Fire / California Department of Forestry and Fire Protection. Prior to any construction occurring on any parcel, the applicant shall contact the city of highland fire marshal office for verification of current fire protection development requirements. All new construction shall comply with the currently adopted California Fire Code and all applicable statutes, appendices, codes, ordinances, standards and policies of the City of Highland Fire Department/ Fire Prevention Division / Cal-Fire / California Department of Forestry and Fire Protection.

Fire Department Review of all projects is required.

ALL CONSTRUCTION (New and renovations to existing) SHALL COMPLY WITH THE 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. **HF40:** Where an automatic extinguishing system or standpipe system is in place, system shall be serviced and maintained in operating condition according to NFPA and California State Fire Marshal requirements. **T19; CFC; NFPA**
4. **HF51:** The main electrical panel and all sub-panel(s) shall be labeled on inside cover for all circuits. **CEC**
5. **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**
6. **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.
7. Exit signs shall be internally or externally illuminated by two lamps or shall be of the self-luminous type. **CFC; CBC**
8. **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.
9. **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.
10. **HF48:** A class "A" roof covering structure with "bird stops" shall be installed.

ACCESS:

11. **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**
12. **HF8:** All access roads, public, private streets and residential driveways shall maintain a minimum vertical clearance of thirteen (13) feet-six (6) inches. **CFC**
13. **HF10:** Driveways exceeding 150 feet shall have a fire department approved turn-around at the terminus. **CFC / APPENDIX D**
14. **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**
15. **HF12:** Fire department access roadway(s); public/private street(s) and driveways shall not exceed 12% grade. **CBC / APPENDIX D, HMC**
16. **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**
17. **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**
18. **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**

19. **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**
20. **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**
21. **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:

22. **HF25:** Minimum required fire flow, as determined by i.s.o. formula, is as follows:
COMMERCIAL; GPM = 3000; at 20 psi residual; for 3 hour duration.
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.

23. **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.

24. **HF26:** Two 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**
25. **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**
26. **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**
27. **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**
28. **HF32:** A temporary water storage and delivery system for use during grading and foundation work (no combustible material), meeting fire dept. Fire flow requirements shall be installed prior to framing construction or delivery of combustible materials to project site. **CFC; NFPA – 1142**
29. **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:

30. **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

31. **HF22:** Commercial-retail structures with rear access shall display address numbers on rear entry doorways, 4" in height, 1/2" stroke, on contrasting background. **CFC**
32. **HF23: Directory map.** An illuminated directory map shall be installed at each driveway entrance where the total number of units exceeds fifteen, (15) **CFC / HMC. FIRE AND PLANNING DEPARTMENTS SHALL APPROVE SIGNAGE PLAN.**

FIRE PROTECTION & ALARM SYSTEMS:

33. **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**
34. **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**
35. **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**
36. **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**
37. **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. **CFC; CBC**

38. **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. **CFC**
39. **HF58:** A class I standpipe system and/or fire hose cabinet(s) shall be installed on all levels of parking structures. Standpipes/cabinets shall be installed in such a manner that no portion of each level will exceed the reach of the hose stream.
40. **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.
41. **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.
42. **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.
43. **HF63:** Submit to fire marshal's office: **one copy** of building and/or structure plans for fire department review.

Craig Sanchez, Fire Marshal
City of Highland Fire Prevention
(909) 864-8732 x 248

Building and Safety Division Conditions of Approval

Date: May 24, 2023
Project: 120,000 S.F. Self-storage facility, onsite parking, and associated Landscaping
Applicant: American Recess, LLC
Site Location: South side of Greenspot Road, mid-block between Boulder Ave and 210 freeway
Project Numbers: CUP: 23-006; DRA: 23-005; LLA: 23-001
APN(s): 1201-34-171 & 1201-34-172

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) Structural Plans
- (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 Construction Fence Plan
- (3) Project Condition of Approval from all departments:
To be included in Architectural plan set at plan submittal
- (2) Structural Calculations
- (2) Energy Commissioning Plan
- (1) Approved Health Department Plans (as applicable)
- (1) Fire Flow Test - with hydrant location dimensioned on the site plan

2. 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.
3. All structures shall be designed in accordance with the current version of the California Building Codes at the time of submittal (Currently the 2022 codes), including the California Green Building Standards Code. Design all structures to Risk Category II at exposure "C" (ASCE7-16), and Energy Climate Zone 10.
4. All onsite utilities are to be underground. As approved by the Planning Division, utility cabinets and transformers are exempt.
5. 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)
6. All deferred plan items & required deputy inspections are to be identified on the plans cover sheet.
7. Site development and grading shall be designed to provide access to all entrances and exterior ground floor exits and access to normal paths of travel. The accessible route(s) of travel shall be the most practical direct route from each site arrival point.
8. All dead and removed trees and foliage is to be properly removed from the site.
9. The building is to be connected to the public sewer system, when provided.
 - a. 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.
10. 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.
11. 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.

- a. Prior to Permit issuance – The permit holder shall register a project Construction & Demolition Debris Program application for self-haul or contract services through the City's Franchise hauler.
- 12. Prior to the 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.
- 13. Prior to the issuance of Building Permits, on site water service shall be installed and approved by the responsible agency. On site fire hydrants shall be approved by the Fire Department. No flammable materials will be allowed on the site until the fire hydrants are established and approved. No flammable construction materials shall be placed on the site without approvals by the Fire Department. All street and access roadways around the project shall be paved for emergency response vehicles before flammable materials are placed on the project. Fire flow tests shall be obtained by East Valley Water District.
- 14. Prior to the issuance of Building Permits, construction projects requiring fire permits must apply and submit fire plans prior to the issuance of the building permit, including fire sprinkler submittals.
- 15. Prior to the issuance of Building Permits, provide a receipt from the appropriate Unified School District stating that all school fees have been paid.
(Redlands Unified School Districts)
- 16. 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.
- 17. 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.
- 18. On site toilet facilities shall be provided for construction workers and such facilities shall be maintained in a sanitary condition. Construction toilet facilities of the non-

sewer type shall conform to ANSI ZA.3 and on site per NPDES stormwater requirements.

19. Construction activities shall not commence prior to 7:00 a.m. and shall terminate no later than 7:00 p.m. Monday through Saturday with no construction activities preformed during city or Federal Holidays. (Ordinance 420 HMC) unless restricted further by environmental review mitigation.
20. 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.
21. The Developer/Owner is responsible for the coordination of the final occupancy. The Developer/Owner shall request clearances from each department and/or applicable agency at least two weeks prior to requesting a final building inspection from Building and Safety. Each agency shall sign the back of the Building and Safety Job Card, or provide agency approved signed documentation, and provide a copy of the signatures to Building and Safety at the time the final inspection is requested.
22. Prior to final inspection, provide Building & Safety with a flash disk of the approved plans and documents.
23. Building and Safety does not release all meters until final approvals are obtained from all agencies and departments. Commercial and industrial projects, see Policy 295.
24. 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.

Attachment 3:
Resolution No. 2023-_____ for
Lot Line Adjustment (LLA 23-001)

RESOLUTION NO. 2023-_____

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF HIGHLAND, CALIFORNIA, APPROVING LOT LINE ADJUSTMENT (LLA 23-001) TO SHIFT THE BOUNDARY LINE BETWEEN TWO (2) PARCELS IN ASSOCIATION WITH CONDITIONAL USE PERMIT (CUP 23-006) AND DESIGN REVIEW APPLICATION (DRA 23-005), FOR THE CONSTRUCTION OF A 120,000 SELF-STORAGE FACILITY, ON A 1.6 ACRE SITE ON THE SOUTH SIDE OF GREENSPOT ROAD, MID-BLOCK BETWEEN BOULDER AVENUE AND THE 210 FREEWAY.

ASSESSOR'S PARCEL NUMBERS: 1201-34-171 & 1201-34-172

APPLICANT: AMERICAN RECESS, LLC

A. RECITALS

1. On April 19, 2022, the Applicant submitted an application for Lot Line Adjustment (LLA 23-001) to shift the boundary line between APN No. 1201-34-171 and APN No. 1201-34-172, in association with Conditional Use Permit (CUP 23-006) and Design Review Application (DRA 23-005) for the development of a 120,000 self-storage facility and associated improvements including passenger vehicle parking and loading spaces, a stormwater infiltration basin, and landscape planter.
2. The site is located on approximately 1.6 acres on the south side of Greenspot Road, mid-block between Boulder Avenue and the 210 freeway within the City's Planned Development (PD) Zoning and General Plan Land Use Designations. Assessor's Parcel Number(s): 1201-34-171 & 1201-34-172
3. Pursuant to the California Environmental Quality Act, the project is exempt from the California Environmental Quality Act (CEQA), per Class 32, Section 15332. In-Fill Development Projects.
4. On June 20, 2023, the Planning Commission of the City of Highland, conducted a public meeting on the subject project and concluded the meeting on that date.
5. All legal prerequisites to the adoption of this Resolution have occurred.

B. RESOLUTION

NOW THEREFORE, it is hereby found, determined and resolved by the Planning Commission of the City of Highland as follows:

1. The Planning Commission finds that all of the facts set forth in the Recitals, Part "A" of this Resolution, are true and correct.

2. The City of Highland Planning Commission after due consideration, inspection, investigation and study made by itself and on its behalf, and after due consideration of all evidence and reports offered at said hearing, including the staff report to the Planning Commission dated June 20, 2023 and which is incorporated herein by this reference, does find and determine the following facts:
 - a. All necessary public meetings and opportunities for public testimony and comment have been conducted in compliance with State Law and the Municipal Code of the City of Highland.
3. Lot Line Adjustment (LLA 23-001) proposes to shift the boundary line between the two (2) parcels to reduce the size of APN No. 1201-34-171 to 1 acre and increase the size of APN No. 1201-34-172 to 1.6 acres, creating the 1.6 acre site on which the storage facility will be constructed.
4. A duly noticed public meeting was held by the Planning Commission on June 20, 2023, in the City Hall Council Chambers and notice of the time, date, place and purpose of the aforesaid hearing was given as required by applicable law. At the public hearing, the Planning Commission took testimony, both written and oral, from various parties, including the Applicant.
5. Lot Line Adjustment (LLA 23-001) complies with the provisions of Chapter 16.68 *Land Divisions* of the Highland Municipal Code.
6. Lot Line Adjustment (LLA 23-001) complies with the Subdivision Map Act, Sections 66410-66499.58 of the Government Code of the State of California.
7. Pursuant to Title 14, California Code of Regulations, Section 15074, the City of Highland Planning Commission hereby certifies that the Notice of Exemption 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 document, and the comments received during the public review process, prior to approving the project.
8. Findings of Fact for Lot Line Adjustment (LLA 23-001):
 - a. The subdivision is consistent with applicable General and specific plans.

Response: The proposed Lot Line Adjustment (LLA 23-001) will shift the boundary line between the parcels to reduce the size of APN No. 1201-34-171 to 1 acre and increase the size of APN No. 1201-34-172 to 1.6 acres, creating the 1.6 acre site on which the storage facility will be constructed. The proposed Lot Line Adjustment is in compliance with the City's requirement for subdivisions as listed in the Highland Municipal Code Section 16.68.220.

- b. That the design or improvement of the proposed subdivision is consistent with applicable General and Specific Plans.

Response: The proposed Lot Line Adjustment is in compliance with the City's requirement for subdivisions. The lot sizes for each of the original parcels involved as well as new lot dimensions satisfy the development standards for commercial projects within the General Plan's Golden Triangle Policy Area

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

Response: The site is generally flat without any unusual features and is located within an urbanized area with existing services and infrastructure available to the Site. The proposed Lot Line Adjustment will relocate the existing lot line northward, reducing the size of APN No. 1201-34-171 to 1 acre and increasing the size of APN No. 1201-34-172 to 1.6 acres, and creating the 1.6 acre site on which the storage facility will be constructed.

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

Response: The proposed project is in compliance with the vision for the Gold Triangle Policy Area as specified in the General Plan. Currently, the site is vacant and has remained so since prior to the City's incorporation in 1987. While any sort of development on any site that was previously vacant will have an effect on the surrounding vicinity, the site is adjacent to another self-storage facility to the east and a mixed-use commercial shipping center to the west. Further, the proposed site features adequate vehicular access to and from Greenspot Road, vehicle loading spaces, and onsite landscaping to create a cohesive development that complements the surrounding vicinity.

- 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 subdivision is not expected to have a significant impact on the environment. It is exempt from the California Environmental Quality Act (CEQA), per Class 32, Section 15332. In-Fill Development Projects:

1. The project is consistent with the applicable general plan designation and all applicable general plan policies as well as applicable zoning designations and regulations;
2. The proposed development occurs within the city limits on a project site of no more than five acres substantially surrounded by urban uses;

3. The project site has no value as habitat for endangered, rare of threatened species; and
 4. Approval of the project would not result in any significant effects relating to traffic noise, air quality, or water quality.
- 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 Lot Line Adjustment or the types of improvements will meet all local, state and federal codes as they relate to self-storage uses. It is in an urbanized area and will improve onsite conditions by developing this vacant parcel and no public health problems are expected.

- 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.

Response: The proposed Lot Line Adjustment will only shift the existing boundary line between the subject parcel and the parcel to the north. Access to and from Greenspot Road would have previously required and will still require an easement for the driveway from Greenspot Road that will eventually be shared with future developments on the parcel to the north. 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 Lot Line Adjustment (LLA 23-001) to shift the boundary line between APN No. 1201-34-171 and APN No. 1201-34-172, subject to the Conditions of Approval attached hereto and incorporated by reference:

Exhibit 1 included the Conditions of Approval for Lot Line Adjustment (LLA 23-001)

PASSED, APPROVED, AND ADOPTED this 20th day of June, 2023.

ATTEST:

Randall Hamerly, Chairman
Planning Commission

Lawrence A. Mainez
Community Development Director

Exhibit 1:
Conditions of Approval (LLA 23-001)

CITY OF HIGHLAND
PLANNING DIVISION CONDITIONS OF APPROVAL

Date: June 20, 2023
Applicant: American Recess, LLC
File/Index: Lot Line Adjustment (LLA 23-001) – [Conditional Use Permit (CUP 23-006) and Design Review Application (DRA 23-005)]
Proposal: Relocation of an existing shared lot line to resize two (2) adjacent parcels.
Location: South side of Greenspot Road, mid-block between Boulder Avenue and the 210 freeway. Assessor's Parcel Number(s): 1201-34-171 & 1201-34-172

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 include 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, except where noted.

This Lot Line Adjustment (LLA 23-001) 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/all Conditions at any time shall result in initiating revocation of the subject permit.

- 1) This Lot Line Adjustment (LLA 23-001) shall become null and void:
 - a. Unless all Conditions have been complied with and the occupancy or use of the land or existing structures authorized by such Conditional Use Permit has taken place within thirty-six (36) months after the approval of said Lot Line Adjustment.
 - 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 every subsequent twelve (12) months, not to exceed thirty-six (36) months in total. Applications for such extensions of time must be set forth, in writing, by reasons for this extension and shall be filed together with a fee as established by the City Council, with the Planning Department sixty (60) calendar days before the expiration of the Lot Line Adjustment.
- 2) The subject property shall be developed in accordance with plans and materials approved by the Planning Commission on June 20, 2023, on file with the City of Highland Planning Division, and shall be in compliance with all conditions of approval contained herein.

- 3) Revisions, modifications, and/or deletions to the approved plans shall be submitted to the Planning Division for review and approval. Revisions, modifications and/or deletions may require additional review by the Planning Commission.
- 4) In compliance with the Highland Municipal Code, the Applicant/Owner shall, at his/her sole cost and expense and through counsel of the City's choosing, protect, defend, indemnify, and hold harmless, the City, its officers, employees, agents, and consultants (collectively, "City indemnitees"), from all liability and monetary damages, and all claims, actions, or proceedings brought against the City indemnitees, arising from the issuance of the permit or approval, or the denial thereof, or arising from any action by any person seeking to have a permit or approval held void by a court of law. Owner/Applicant shall make a deposit of City's reasonably anticipated costs and attorneys' fees in advance, and shall promptly reimburse the City for any fees, costs, or damages City actually incurs in excess of the deposit.
- 5) No expansion of the project beyond the scope and nature described in the application (LLA 23-001), which would tend to increase the projected scale of the project, shall be permitted except upon application for, and approval of, modification of this application in compliance with all procedures and requirements therefore.
- 6) The Applicant 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) Prior to issuance of permits, all proposed construction work shall be subject to plan check and approval with the Planning Division, Engineering Division, Building Division and Fire Department. The plans shall demonstrate compliance with the currently adopted California Building, Plumbing, Mechanical, Electrical, Fire, Energy, and Green Codes, Highland Municipal Code, Engineering Directives and Standards, and all conditions contained herein.
- 8) All Ordinances, Policy Resolutions, and Standards of the City in effect at the time this project is approved shall be complied with as a condition of this approval.



STAFF REPORT

TO THE PLANNING COMMISSION

DATE: June 20, 2023

FROM: Lawrence A. Mainez, Community Development Director

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

PREPARED BY: Ash Syed, Associate Planner *AS*

SUBJECT: Design Review Application (DRA 22-022) for the Site Plan, Landscape Plan, and Building Elevations related to the construction of a 284,917 square foot warehouse and Tentative Parcel Map No. 20680 (TPM 22-011) to merge fourteen (14) existing parcels into one (1).

LOCATION: A 12.8 acre site at the northwest corner of Palm Avenue and Meines Street. Assessor's Parcel Number(s): 1192-621-02 to 08, 1192-621-20 to 23, 1192-601-05, 09, & 43

OWNER/APPLICANT: Lovett Industrial

RECOMMENDATION: Staff recommends the Planning Commission:

1. Adopt Resolution No. 2023-____ approving Design Review Application (DRA 22-022) for the Site Plan, Landscape Plan, and Building Elevations related to the construction of a 284,917 square foot warehouse building and associated improvements, subject to the Conditions of Approval and the Findings of Fact;
2. Adopt Resolution No. 2023-____ approving Tentative Parcel Map No. 20680 (TPM 22-011), to merge fourteen (14) existing parcels into a single lot for the project, subject to the Conditions of Approval and the Findings of Fact; and
3. Adopt Resolution No. 2023-____ certifying the associated Mitigated Negative Declaration (ENV 23-004), and direct Staff to file a Notice of Determination with the County Clerk of the Board.

Approved _____	Motion _____	Second _____	Agenda Item No. <u>4</u>
Denied _____	Ayes _____		File No. _____
	Noes _____		
Continue _____	Abstain _____		
	Absent _____		
<i>[Signature]</i> Recording Secretary		<i>[Signature]</i> Community Development Director	

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 on May 30, 2023. The notice was also advertised in the San Bernardino Sun newspaper on June 20, 2023.

DESCRIPTION OF THE SITE: The site is comprised of fourteen (14) parcels that contain a variety of industrial uses that include an off-road auto parts manufacturer and a steel distribution business. Each of the parcels will remove all onsite materials and will undergo full demolition prior to the start of construction (Exhibit A – Area Map).

The overall area of the site is relatively flat, sloping gradually to the south. The site itself is zoned for Industrial (I) uses. The existing auto parts manufacturer and steel distribution business that currently occupy the eastern portion of the site are permitted uses. The general area of the site, the 5th Street Corridor, is in transition from its older, non-conforming uses to airport-related uses that align with the General Plan's vision.

As stated in the Land Use Element of the General Plan, a primary vision of the City is to transform the 5th Street Corridor into a major employment center and gateway to the San Bernardino International Airport.

"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." While various economic factors have affected the actual timeline of the General Plan's vision for the 5th Street Corridor, the general concept is still relevant. *"With its strategic location between SBIA and the SR-330/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."* (Exhibit B – General Plan Excerpt of 5th Street Corridor).

Surrounding Land Uses

North: City Creek Bypass Flood Control Channel

South: Farmer Boys Restaurant, Vacant Parcels, Legal/Non-conforming Residential

East: Palm Avenue / Contractors Storage Facility

West: Filipino American Association of San Bernardino County

Location	General Plan	Zoning
North:	Open Space (OS)	Open Space (OS)
South:	Business Park (BP) & Industrial (I)	Business Park (BP) & Industrial (I)
East:	Industrial (I)	Industrial (I)
West:	Industrial (I)	Industrial (I)

PROJECT REVIEW:

Design Review

Site Plan

The proposed layout of the building features 284,917 square feet of interior space, loading docks along the north side, and passenger vehicle parking along the east and west sides of the building as well as the northeast corner of the site. Per the Highland Municipal Code Section 16.24.040 Employment District development standards, the project is subject to a 20-foot setback area along street adjacent portions of the property. The proposed site design satisfies said criteria with 20-feet of fully landscaped setbacks along the Meines Street and Palm Avenue frontages to the south and to the east as well as split landscaping arrangements for the passenger parking areas throughout the site. The project will also construct on-site and off-site improvements that include utilities, storm drain facilities, irrigation, hardscape, trash enclosures, curbs, gutters, as well as perimeter walls and gates (Exhibit C – Site Plan).

Access

There are three (3) points of access proposed on the site; two (2) from Palm Avenue to the east and one (1) from Meines Street to the south. The access to and from Palm Avenue at the northeast corner of the site will be right in/out and left in/out for passenger vehicles and right in/out and left in only for trucks. The access to and from Meines Street at the southwest corner of the site will be right in/out and left in/out for passenger vehicles. The Meines Street access will be limited to right in and left out for semi-trucks due to the westerly terminus of Meines Street not connecting to 5th Street. Access to and from Palm Avenue at the southeast corner of the site will be right in/out and left in/out for passenger vehicles only.

The building features thirty (30) dock doors along the northern face, interior to the site. There is also 8,000 total square feet of office/mezzanine space located at the southeast and southwest corners of the building.

A trash enclosure is located within the trucking bay, east of the semi-truck parking stalls. Measuring 25' x 8', the enclosure will be finished with painted tilt-up screen walls matching the rest of the warehouse building.

Parking

The Municipal Code requires industrial warehouses to provide one (1) parking stall per 1,000 square feet of interior space and one (1) parking stall per 250 square feet of office space. Thus, the site would be required to provide 309 total spaces:

Proposed Use:	Size	Parking Ratio	Parking Required	Parking Proposed
Warehouse	276,917 sf	1 space /1000 sf	277	173
Office/Mezzanine	8,000 sf	1 space /250 sf	32	20
Total	284,917 sf	-	309	193

Passenger vehicle parking demarcated on the Site Plan depicts 193 parking spaces (62% of the requirement); 159 of which are standard while 34 are compact with 4 dedicated ADA accessible stalls. Per the Municipal Code requirements, this is an overall deficiency of 116 spaces (309 spaces required as opposed to the 193 proposed).

The Applicant considers the City's parking standards to be in excess of typical warehousing needs and has provided a parking study for consideration by the Planning Commission to reduce the requirement per 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 is a 406,710 square foot warehouse building in San Bernardino, on the north side of 6th Street, mid-block between Lankershim Avenue and Sterling Avenue, that provides 252 onsite parking spaces onsite. The other facility is a 261,630 square foot warehouse building in Redlands, at the northeast corner of Nevada Street and Palmetto Avenue, that provides 228 onsite parking spaces.

Observations at each location showed peak demands of 68 and 54 on two (2) separate days at the San Bernardino facility and peak demands of 39 and 37 on two (2) separate days at the Redlands facility. Observing that both these locations seem considerably overparked even during a conservative analysis, the estimated peak demand for the proposed Highland project would be 48 spaces. The on-site parking supply of 193 spaces would exceed the forecasted peak demand for the project by 145 spaces, for a parking surplus of 305%. (Exhibit D – Parking Analysis).

Staff supports the parking study along with its finding that 193 spaces will be suitable to serve the site.

Noise

As aforementioned, the neighborhood surrounding the project consists of primarily commercial and industrial type uses with exception to three (3) legal but nonconforming residences to the south of the site, across Meines Street. Special consideration has been 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 vibrations are studied in Section 4.13 of the Initial Study beginning on Page 113. The report reviews Federal, State and Local standards. Appendix G, the Phase I Environmental Site Assessment, contains data on Construction Noise Modeling, Equipment Specifications and Noise Calculations, and Traffic Noise Data and Calculations.

With respect to operational noises, the Study cites General Plan Goals and Policies that regulate noise and what actions are taken to limit it. 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 57 dBA. The acceptable noise level is between 55 and 60 respective of the time of day. The details are enumerated in Section 4.13.

Construction noise will most greatly affect the residences directly to the south. During the most intensive construction, demolition, the 8-hour noise levels are 80 dBA, 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 is compliant with standards for both operational and construction noise.

Photometrics

Parking lot lights include building and pole mounted Razar LED products which are constructed of precision cast aluminum body and door frame, stainless steel hardware, and a black metallic finish. The Photometric Study is included in the plan set, labeled E-2.1. The site is well illuminated at its access points, along the building, parking lot and loading docks. The Plan meets the Code requirement for an average of less than 0.5 foot candles at perimeter locations adjacent to a commercial/industrial uses. (Exhibit E – Photometric Plan).

Building Elevations

The building type is a tilt up concrete warehouse, 844' x 370' in footprint, and 44 feet in height. The exterior has a unique vertical articulation and color palette similar to

other warehouses being developed in the nearby vicinity. Relatively flush with eye-catching corner statements, the walls are white with light gray, dark gray, and glass accent glazing on southern, eastern, and western faces. There are three (3) foot tall black and white parapets at various locations around the perimeter of the roof that provide aesthetic variety along the roofline of each side of the building.

The southeast and southwest corners of the building along Meines Street are clad with blue reflective glazing and black anodized aluminum. Additionally, the corners are accented with orange L-shaped pop outs that extend into decorative metal brow overhangs, a nod to the City's "orange"/citrus history. Each of the building faces features three to four different pop out layers to add additional aesthetic variety (Exhibit F – Elevations).

The building was designed taking into consideration the General Plan's Land Use and Community Design Elements as well as the Draft Airport Gateway Specific Plan, which is currently under public review. The elevations are consistent with other recently approved warehouses within and just outside the Specific Plan that highlight the importance of the entry to the airport with sleek contemporary designs and formalized landscaping.

Grading Plan

The site is relatively flat, sloping down slightly to the southwest. Once graded, the elevation will fall approximately three (3) feet from the north to south. Roof drains and catch basins are located throughout the property bringing surface water to the two (2) stormwater management basins located underground, below the truck parking area at the north end of the site and the passenger vehicle parking area on the west side of the building. The warehouse itself slopes toward the south at 0.5%.

The project will be required to install curb, gutters and sidewalk along the street frontages of the site. Overhead utilities around the perimeter shall be undergrounded and any existing utility poles on-site must be removed as the building is to be served by underground utilities only. Additionally, the project will tie into existing water, sewer, and gas lines along Palm Avenue and Meines Street (Exhibit G – Grading Plan).

Right-of-way dedication will be required on Meines Street along the project frontage to provide a 30' half street width. The frontage will be improved with roadway widening, curb and gutter, a 6' sidewalk, landscaping, and a dedicated westbound right-turn lane into the development. Right-of-way dedication will also be required for Palm Avenue to provide a 52' half street width for frontage landscaping improvements. Existing curb, gutter, and sidewalk will be protected in place where compliant with City's requirements and joined with proposed drive approaches and curb return ramp. The westerly half of Palm Avenue roadway will receive a 2" grind and pavement overlay along the project frontage.

Landscape Plan

The project's Conceptual Landscape Plan features a variety of evergreen and deciduous trees in addition to groundcover well suited to the local climate. The African Sumac, Coast Live Oak, and Chilean Mesquite trees are evergreen varieties that provide a fuller appearance for aesthetic relief around a large warehouse building year round. California Sycamores and Chinese Pistache are deciduous varieties that add some diversity and placed at various locations around the perimeter of the site. Additionally, there are several types of Background shrubs that include Dwarf Coast Rosemary and Allen Chickering Sage, Midground shrubs that include Pineapple Guava and Dwarf Bottle Brush, and Foreground shrubs that include Red Yucca and Blue Glow Agave. The rest of the groundcover placed in the landscape planters and setback areas includes Dwarf Coyote Bush, Yellow Lantana, and Prostrate Rosemary, all of which are considered to be drought tolerant with low water consumption rates.

The Coast Live Oak trees are the primary species with Chinese Pistache trees placed in clusters along the Palm Avenue frontage. Blue Palo Verde and Chilean Mesquite trees are proposed along the Meines Street frontage while African Sumac, Brisbane Box, and Chitalpa trees are proposed within the parking lot planters surrounding the building. The full project frontage along Palm Avenue and Meines Street will be landscaped with a twenty (20) foot planter area. Lastly, there are additional landscape planters between every eight (8) parking spaces within the parking areas along the east and west sides of the building, satisfying the requirement per the City's Parking Regulations.

The Landscape Plan was reviewed by the City's Landscape Architect and found to be suitable for an industrial warehouse use as it relates to tree shade and spacing. However, additional attention shall be given to complement the unique design character of the building particularly near vehicular entrances and the facility's office (Exhibit H – Landscape Plan). The following Landscape Conditions have been included as part of the Planning Conditions of Approval and provided below:

1. Applicant shall provide additional features such as trellis, mounding, or low walls including plant massing shall be used to visually reduce or break up building mass. Trees shall be chosen and located in a manner to break up and shield large expanses, reduce solar heat gain, scale appropriately the total height of the building and highlight or direct users to entries or use areas.
2. All shrubs shall be a minimum of 5 gallon with listed "accents" having a mix of 15 gallon specimens and 5 gallon specimens in a percentage of 30% -15 gallon and 70% - 5 gallon.

3. All trees shall be a minimum of 24" box size with the following percentages of the box sizes being utilized: 50% 24" box, 30% 36" box, and 20% 48" box. Larger specimen trees shall be used as focal points and accents where applicable.
4. Northern property boundary will need additional screening from the residential neighborhoods and commercial uses to the north and northwest.
5. Applicant shall include vines and plant material in areas against walls for additional texture in addition to shrub planting where screening is required.
6. Applicant shall add street tree/sidewalk shading trees along Palm Avenue and Meines Street. Applicant shall coordinate with the City's Planning Division and City Landscape Architect for selected species based on previous approved local developments for consistency.
7. Provide concrete headers where frontage landscape meets adjacent neighboring parcels (property line) to protect the integrity of the proposed planting, and to define the limits of maintenance responsibility.

Walls and Fences

A ten (10) foot tall screen wall will be constructed along the perimeter of the trucking area on the north end of the site. Aside from forty (40) foot wide access gates on each end of the trucking area, the concrete tilt up wall will be painted primarily light gray, complementary to the building. Eight (8) foot tall tubular steel fences will be provided around the parking areas on the east and west sides of the site. The heights and materials of these walls and gates are consistent with the Municipal Code standards for fences and walls within the Business Park Zone (Exhibit I – Fence & Wall Plan).

Public Art

The project has been conditioned to submit a proposal for public art that incorporates an aviation/airport theme for review and approval by the Planning Commission.

Tentative Parcel Map

Prior to development of this project, it is necessary to consolidate the fourteen (14) separate parcels and create a single parcel that incorporates the site's improvements for the warehouse/distribution center. The configuration of the new lot is rectangular with a curved northern boundary and existing street frontages along Palm Avenue and Meines Street. It is approximately 850 feet wide and 300 feet deep. The proposal satisfies the standards established by the Subdivision Map Act as well as, 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 feet.

ENVIRONMENTAL REVIEW: An Initial Study was prepared for the project. It was determined that Mitigation Measures were necessary to address and reduce impacts to below a level of significance in the areas of air quality, biological resources, cultural 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 May 17, 2023 and June 15, 2023. The Notice was mailed to surrounding property owners within 300 feet, interested agencies, and parties requesting notice. It was also posted on the City's website, at City Hall, the Sam J. Racadio Library and Environmental Learning Center, and Fire Station #1.

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, attached to the Planning Conditions of Approval.

PUBLIC COMMENT: Staff received no public comments in response to the project notice or public hearing notice for the proposed development.

CONCLUSION: The project represents an industrial development within the General Plan 5th Street Corridor Policy Area given special consideration in the General Plan due to its strategic location between the San Bernardino International Airport and the 210 Freeway. The project is located at the easterly portion of the corridor, a primary gateway to the future Airport Gateway Specific Plan. 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 and business park development [are] professional and attractive in appearance through coordinate site planning, signage and architectural design"*.

The proposed design satisfies the intent of General Plan 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 also consolidates fourteen (14) existing smaller lots into one (1) new parcel to create a larger, more functional use. Parking and service areas are screened from public view with walls and landscaping while overhead utilities will be placed underground. The project is compliant with all development standards established 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.

EXHIBITS:

- A) Area Map
- B) General Plan Excerpt of 5th Street Corridor
- C) Site Plan
- D) Parking Analysis
- E) Photometric Plan
- F) Elevations
- G) Grading Plan
- H) Landscape Plan
- I) Fence & Wall Plan

ATTACHMENTS:

- 1) Resolution No. 2022-_____ for Design Review Application (DRA 22-022)
 - Exhibit 1: Conditions of Approval (DRA 22-022)
 - Exhibit 2: Mitigation Monitoring and Reporting Program
- 2) Resolution No. 2022-_____ for Tentative Parcel Map No. 20680 (TPM 22-011)
 - Exhibit 1: Conditions of Approval (TPM 22-0011)
 - Exhibit 2: Tentative Parcel Map No. 20680
- 3) Resolution No. 2022-_____ certifying Mitigated Negative Declaration (ENV 23-004)
 - Exhibit 1: Initial Study/Mitigated Negative Declaration
 - Exhibit 2: Mitigation Monitoring and Reporting Program

Exhibit A:

Area Map



Exhibit B:

General Plan Excerpt of 5th Street Corridor

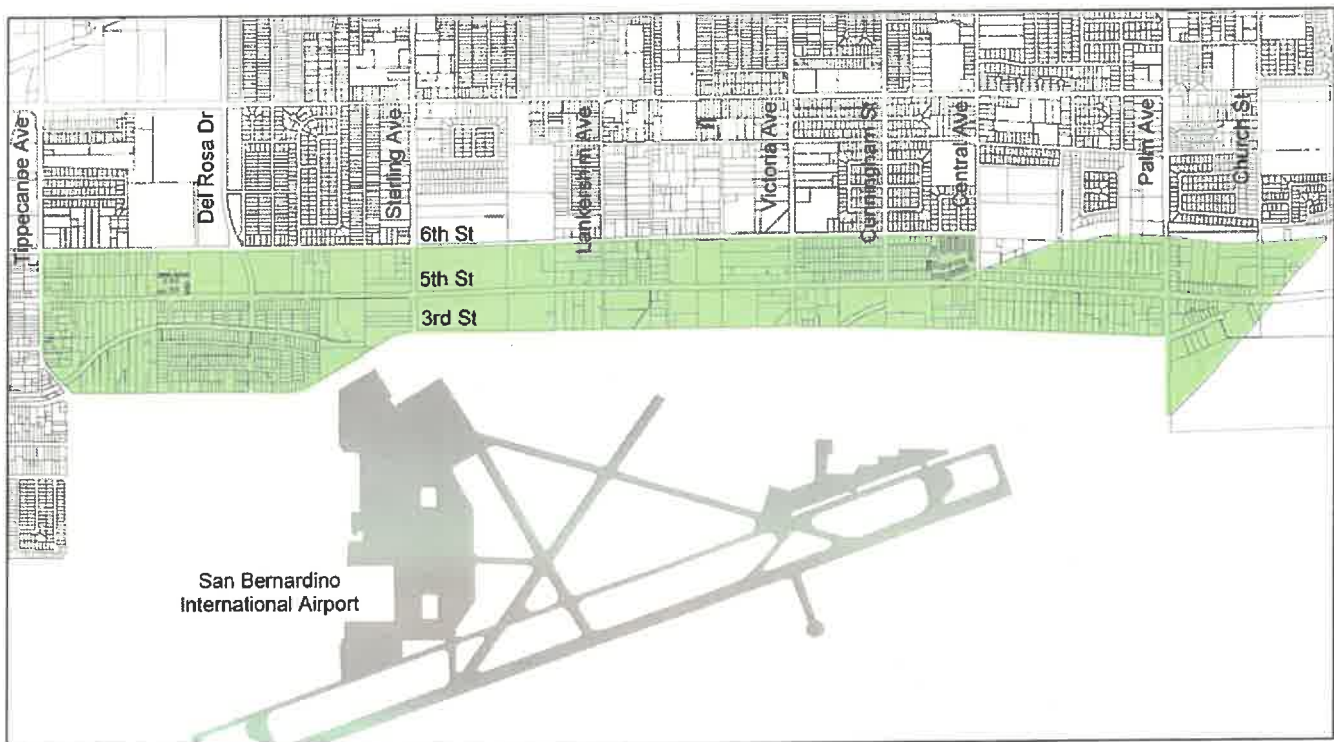


- 9) Actively participate in future San Bernardino International Airport planning activities to minimize potential negative impacts on Highland's economic development opportunities and quality of life.

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

Exhibit C:

Site Plan

Exhibit D:
Parking Analysis



Parking Study

for the:

Meines Street and Palm Avenue Warehouse Project

In the City of Highland

March 2023

Kimley»Horn

**PARKING STUDY
FOR THE PROPOSED
MEINES STREET AND PALM AVENUE WAREHOUSE PROJECT
IN THE CITY OF HIGHLAND**

TABLE OF CONTENTS

INTRODUCTION.....	1
PROJECT DESCRIPTION	1
PARKING REQUIREMENTS.....	4
City of Highland Parking Requirements.....	4
Required Parking for the Proposed Project.....	4
PARKING ANALYSIS	6
Parking Data Collection.....	6
Forecasted Parking Requirement for the Proposed Project	9
CONCLUSIONS	11

LIST OF FIGURES

Figure 1 – Vicinity Map	2
Figure 2 – Project Site Plan	3
Figure 3 – Comparable Site Locations	7

LIST OF TABLES

Table 1 – Summary of Parking Requirements – City of Highland	5
Table 2 – Summary of Parking Data Collection	8
Table 3 –Parking Demand for Proposed Project.....	10

APPENDICES

APPENDIX A PARKING DATA COLLECTION

**PARKING STUDY
FOR THE PROPOSED
MEINES STREET AND PALM AVENUE WAREHOUSE PROJECT
IN THE CITY OF HIGHLAND**

INTRODUCTION

This parking study has been prepared to evaluate the parking requirements for the proposed Meines Street and Palm Avenue Warehouse project. The project site is located on the northwest corner of the intersection of Meines Street and Palm Avenue in the City of Highland, California.

This parking study has been required by the City of Highland to demonstrate the adequacy of the proposed parking supply for the Meines Street and Palm Avenue Warehouse project.

PROJECT DESCRIPTION

The project site is a 12.8-acre site, located on the northwest corner of the intersection of Meines Street and Palm Avenue, in the City of Highland. The project site is currently occupied by a mix of industrial uses and one single-family home, both of which are planned for demolition. The project is shown in its regional setting on **Figure 1**.

The applicant proposes to construct a 284,917 square-foot (SF) warehouse building that will include 276,917 SF of warehouse space and 8,000 SF of office and mezzanine space. The project site plan shows a parking supply of 193 auto parking spaces and 47 trailer parking spaces. Vehicular access provisions for the project site would be provided via two driveways on Palm Avenue and one driveway on Meines Street. Trucks would enter and exit the site via the north driveway on Palm Avenue and the driveway on Meines Street. Trucks would be restricted from making left-turns onto Palm Avenue. Passenger vehicles would have full access at all three project driveways to enter and exit the site. A copy of the site plan is provided as **Figure 2**.



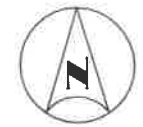
NOT TO SCALE



FIGURE 1
VICINITY MAP

LEGEND:

 = Project Site



NOT TO SCALE

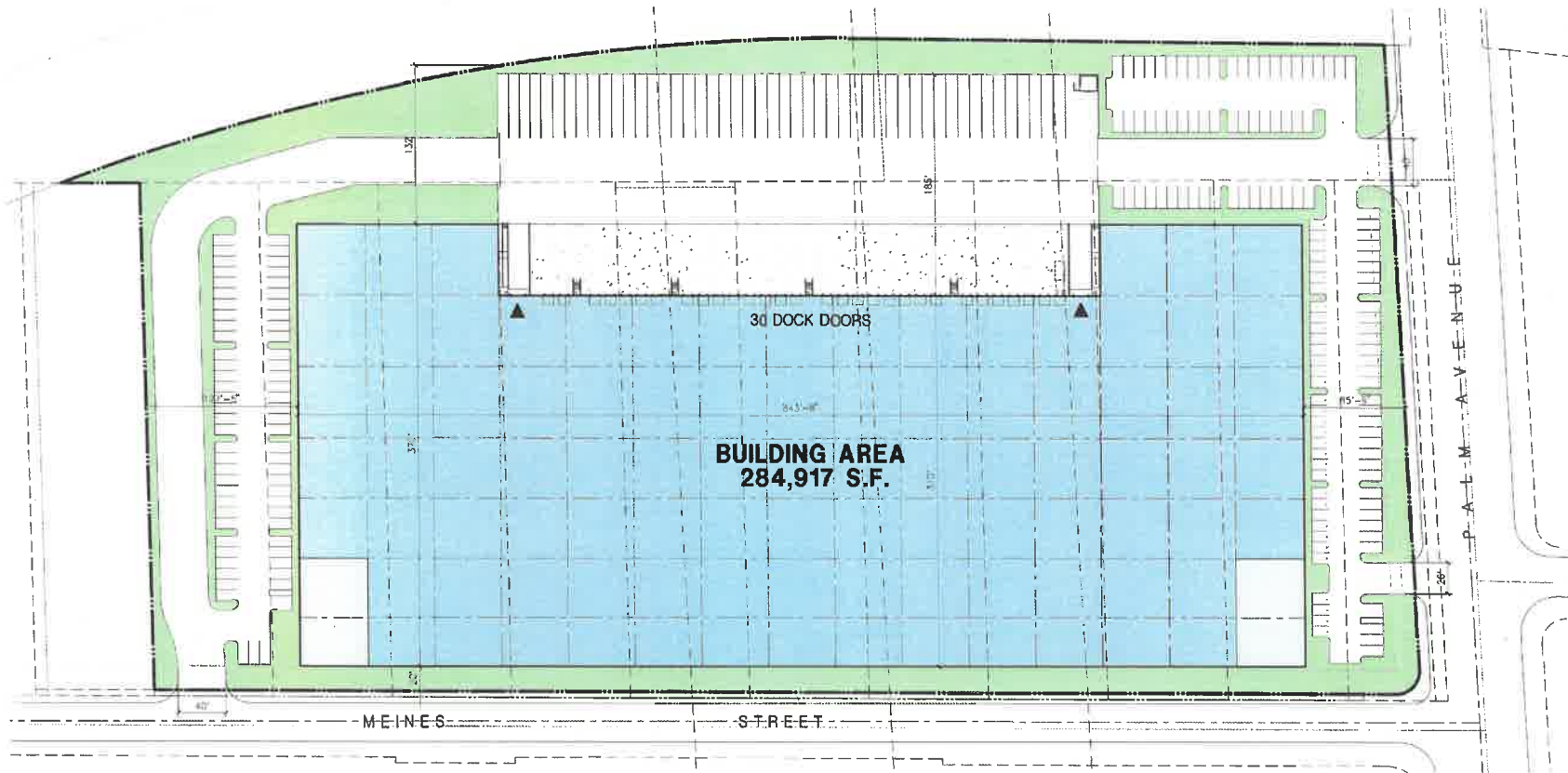


FIGURE 2
PROJECT SITE PLAN

PARKING REQUIREMENTS

City of Highland Parking Requirements

The City of Highland Municipal Code has established regulations regarding minimum parking requirements for all development sites, based on the type of land use. The City's parking requirements for the proposed project, as indicated in Chapter 16.52.030 of the City of Highland Municipal Code, are as follows:

Warehouse

- 1 parking space for each 1,000 square feet of gross floor area

Office

- 1 parking space for each 250 square feet of gross floor area

Required Parking for the Proposed Project

A summary of the City's parking requirements for the project site is provided in **Table 1**. Per the parking requirements noted above, the proposed parking requirement for the project site is 309 parking spaces. The project site would provide 193 parking spaces, resulting in a deficit of 116 parking spaces, compared to City code.

TABLE 1
SUMMARY OF PARKING REQUIREMENTS - CITY OF HIGHLAND
MEINES STREET AND PALM AVENUE WAREHOUSE PROJECT

Building / Use	Square Footage	Parking Code ¹ Spaces per SF	Required Parking
Warehouse	276,917	1 per 1,000	277
Office	8,000	1 per 250	32
	<i>TOTAL Parking Required</i>		309
	<i>TOTAL Parking Provided</i>		193
	<i>Parking Surplus (Deficit)</i>		(116)

¹ Source: City of Highland Municipal Code; Chapter 16.52.030

PARKING ANALYSIS

Parking Data Collection

To determine the adequacy of the proposed parking supply for the proposed project, parking data was collected at two existing warehouses in the Cities of San Bernardino and Redlands:

- 2264 6th Street (San Bernardino Site)
- 26940 Palmetto Avenue (Redlands Site)

These locations were selected because they are nearby, both are comparable in size to the proposed project, and both are located in a similar setting. The San Bernardino Site and Redlands Site warehouse buildings are 406,710 square feet and 261,630 square feet, respectively.

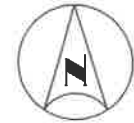
Figure 3 provides an aerial image of the two comparable sites and their respective parking areas. The San Bernardino Site has a parking supply of 252 spaces. The Redlands Site has a total of 228 spaces.

Parking data collection was conducted in the parking areas of these two sites from 8:00 AM to 6:00 PM on two typical weekdays in February 2023. The number of parked cars in each parking lot were counted and tabulated at the start of each hour. The parking data collection worksheets are provided in **Appendix A**. A summary of the parking data collected at the two sites is provided in **Table 2**.

Review of the parking data for the San Bernardino Site indicates an increase in parking activity throughout the morning and early afternoon, peaking at 2:00 PM on Day 1 with 68 parked vehicles, and 10:00 AM on Day 2 with 54 parked vehicles.

The parking data for the Redlands Site shows peak parking activity in the late morning, peaking at 10:00 AM on Day 1 with 39 parked vehicles, and 11:00 AM on Day 2 with 37 parked vehicles.

The two sites exhibited differences in parking accumulation patterns throughout the day, as well as differences in the number of occupied spaces compared to the size of the buildings. The differences in the parking patterns between the two sites could be the result of differences in a number of operating characteristics, including the type of business, size of workforce, shift schedules, etc.



NOT TO SCALE

San Bernardino Site (2264 6th Street)



Redlands Site (26940 Palmetto Avenue)



FIGURE 3
COMPARABLE SITE LOCATIONS

LEGEND:

 = Parking Supply Area

TABLE 2
SUMMARY OF PARKING DATA COLLECTION
MEINES STREET AND PALM AVENUE WAREHOUSE PROJECT

Time		Occupied Parking Spaces	
		San Bernardino Site Parking Supply: 252	Redlands Site Parking Supply: 228
Day 1	8:00 AM	46	26
	9:00 AM	54	27
	10:00 AM	56	39
	11:00 AM	59	39
	12:00 PM	64	38
	1:00 PM	62	38
	2:00 PM	68	34
	3:00 PM	48	32
	4:00 PM	37	26
	5:00 PM	31	3
	6:00 PM	26	0
Day 2	8:00 AM	43	22
	9:00 AM	49	24
	10:00 AM	54	36
	11:00 AM	48	37
	12:00 PM	53	37
	1:00 PM	46	35
	2:00 PM	41	35
	3:00 PM	39	35
	4:00 PM	32	14
	5:00 PM	27	6
	6:00 PM	22	1

Forecasted Parking Requirement for the Proposed Project

Actual parking demand ratios for the San Bernardino and Redlands sites are derived by dividing the peak number of occupied spaces by the square footage of the building, as shown on **Table 3**. The derived parking ratios ranged between a low of 0.133 parking spaces per thousand square feet (KSF) of building area, and 0.167 spaces per KSF.

The number of parking spaces forecasted to be needed for the proposed project is then forecasted, based on the parking ratios derived from the collected parking data. Applying the peak observed parking ratio of 0.167 spaces per KSF to the proposed 284,917 square-foot facility would result in a forecasted parking need of 48 spaces. The on-site parking supply of 193 spaces would exceed the forecasted peak parking requirement for the project by 145 spaces, for a parking surplus of 305%. Based on the forecasted peak parking requirement, the proposed parking supply will adequately accommodate the parking demands of the proposed Meines and Palm Warehouse project.

TABLE 3 PARKING DEMAND FOR PROPOSED PROJECT MEINES STREET AND PALM AVENUE WAREHOUSE PROJECT					
OBSERVED PARKING RATIOS					
Building	Area (KSF)	Day 1		Day 2	
		Peak Parking Demand	Parking Ratio per KSF	Peak Parking Demand	Parking Ratio per KSF
San Bernardino Site	406.710	68	0.167	54	0.133
Redlands Site	261.630	39	0.149	37	0.141
FORECASTED PEAK PARKING DEMAND FOR PROPOSED WAREHOUSE					
Proposed Warehouse SF:	284.917	Day 1		Day 2	
Based on San Bernardino Site Parking Ratio		48		38	
Based on Redlands Site Parking Ratio		42		40	
Parking Supply Needed				48	
Proposed Parking Supply				193	
Parking Surplus (Deficit)				145	
Parking Surplus (Deficit) Percentage of Required				305%	

CONCLUSIONS

- The Meines Street and Palm Avenue Warehouse project is proposed to be a 284,917 square-foot warehouse building.
- Based on the City of Highland parking requirements, the proposed project would require a parking supply of 309 spaces.
- The project site plan shows a proposed parking supply of 193 parking spaces.
- This parking study was conducted to determine whether or not the proposed parking supply will adequately accommodate the parking demands of the project.
- Parking data was collected at two comparable warehouse sites, from 8:00 AM to 6:00 PM on two typical weekdays.
- Based on the parking data collected, the peak parking demand was observed to be 0.167 parking spaces per thousand square feet (KSF) of warehouse development.
- Applying the peak observed parking ratio of 0.167 spaces per KSF to the proposed project would result in a parking requirement of 48 spaces.
- The proposed parking supply of 193 spaces would exceed the forecasted peak parking requirement for the project by 145 spaces, for a parking surplus of 305%.
- Based on the parking analysis, the proposed parking supply will adequately accommodate the parking demands of the Meines and Palm Warehouse project.

APPENDIX A

PARKING DATA COLLECTION

San Bernardino

Warehouse Parking Survey

2264 East 6th Street, San Bernardino, CA 92410

Tuesday, February 7th, 2023

	Inventory	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM
Regular	230	41	44	46	48	51	50	55	39	32	26	23
Handicap	7	0	0	0	0	0	0	0	0	0	0	0
Reserved	9	5	8	8	8	8	8	8	4	4	4	3
Visitor	6	0	2	2	3	5	4	5	5	1	1	0
Subtotal	252	46	54	56	59	64	62	68	48	37	31	26
Total Occupancy	252	46	54	56	59	64	62	68	48	37	31	26
Total Percent		18%	21%	22%	23%	25%	25%	27%	19%	15%	12%	10%

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
951-268-6268

San Bernardino

Warehouse Parking Survey

2264 East 6th Street, San Bernardino, CA 92410

Wednesday, February 8th, 2023

	Inventory	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM
Regular	230	39	43	48	43	46	39	34	32	26	23	19
Handicap	7	0	0	0	0	0	0	0	0	0	0	0
Reserved	9	4	5	5	4	6	6	6	6	5	3	3
Visitor	6	0	1	1	1	1	1	1	1	1	1	0
Subtotal	252	43	49	54	48	53	46	41	39	32	27	22
Total Occupancy	252	43	49	54	48	53	46	41	39	32	27	22
Total Percent		17%	19%	21%	19%	21%	18%	16%	15%	13%	11%	9%

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
951-268-6268

Redlands

Warehouse Parking Survey

26940 Palmetto Avenue, Redlands, CA

Wednesday, February 22nd, 2023

	Inventory	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM
Regular	220	26	27	39	39	38	37	33	31	25	3	0
Handicap	7	0	0	0	0	0	0	0	0	0	0	0
Reserved	1	0	0	0	0	0	1	1	1	1	0	0
Subtotal	228	26	27	39	39	38	38	34	32	26	3	0

Total Occupancy

Total Percent

228	26	27	39	39	38	38	34	32	26	3	0
	11%	12%	17%	17%	17%	17%	15%	14%	11%	1%	0%

Redlands

Warehouse Parking Survey

26940 Palmetto Avenue, Redlands, CA

Thursday, February 23rd, 2023

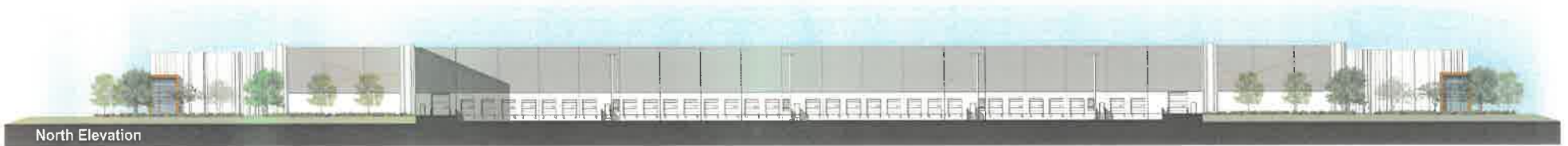
	Inventory	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM
Regular	220	22	24	35	36	36	34	34	34	13	5	1
Handicap	7	0	0	0	0	0	0	0	0	0	0	0
Reserved	1	0	0	1	1	1	1	1	1	1	1	0
Subtotal	228	22	24	36	37	37	35	35	35	14	6	1
Total Occupancy	228	22	24	36	37	37	35	35	35	14	6	1
Total Percent		10%	11%	16%	16%	16%	15%	15%	15%	6%	3%	0%

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
951-268-6268

Exhibit E:
Photometric Plan

Exhibit F:

Elevations



North Elevation



West Elevation



Meines Street - South Elevation



Palm Avenue - East Elevation



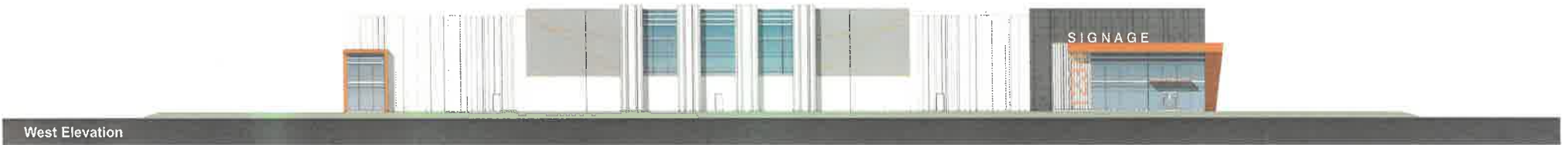
Conceptual Elevations - 36ft clear

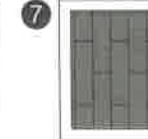
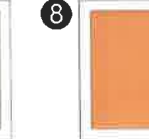
MEINES STREET & PALM AVENUE

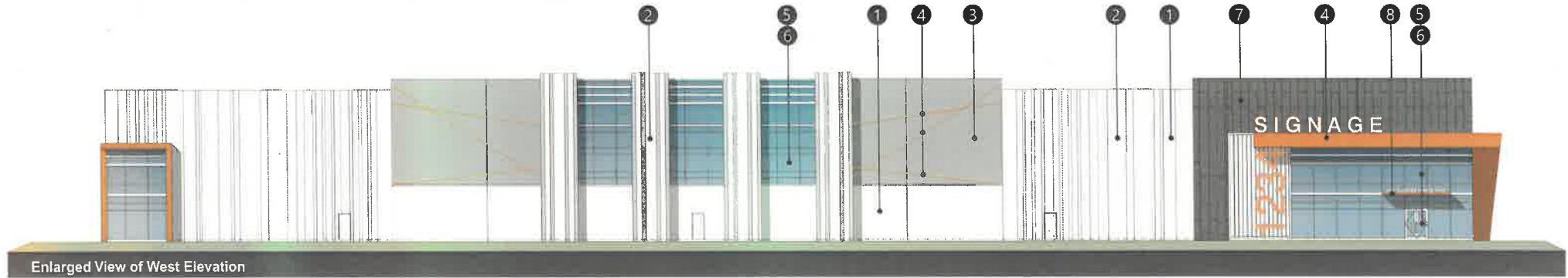
Highland, CA

#22240 10.03.2022

LOVETT
INDUSTRIAL



- | | | | | | | | |
|---|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|  |  |  |  |  |  |  |  |
| SHERWIN-WILLIAMS
SW7005
PURE WHITE
255-C1 | SHERWIN-WILLIAMS
SW6232
MISTY
222-C1 | SHERWIN-WILLIAMS
SW9143
CADET
222-C4 | SHERWIN-WILLIAMS
SW6892
CARNIVAL
116-C8 | BLUE REFLECTIVE
GLAZING | CLEAR ANODIZED
MULLIONS | PAINT WITH REVEALS
SHERWIN-WILLIAMS SW7068
GRIZZLE GRAY
236-C8 | CANOPY W/ P4 |



Conceptual Elevations and Material Board - 36ft clear

MEINES STREET & PALM AVENUE

Highland, CA

#22343 | 10.01.2019

LOVETT
INDUSTRIAL

Exhibit G:

Grading Plan

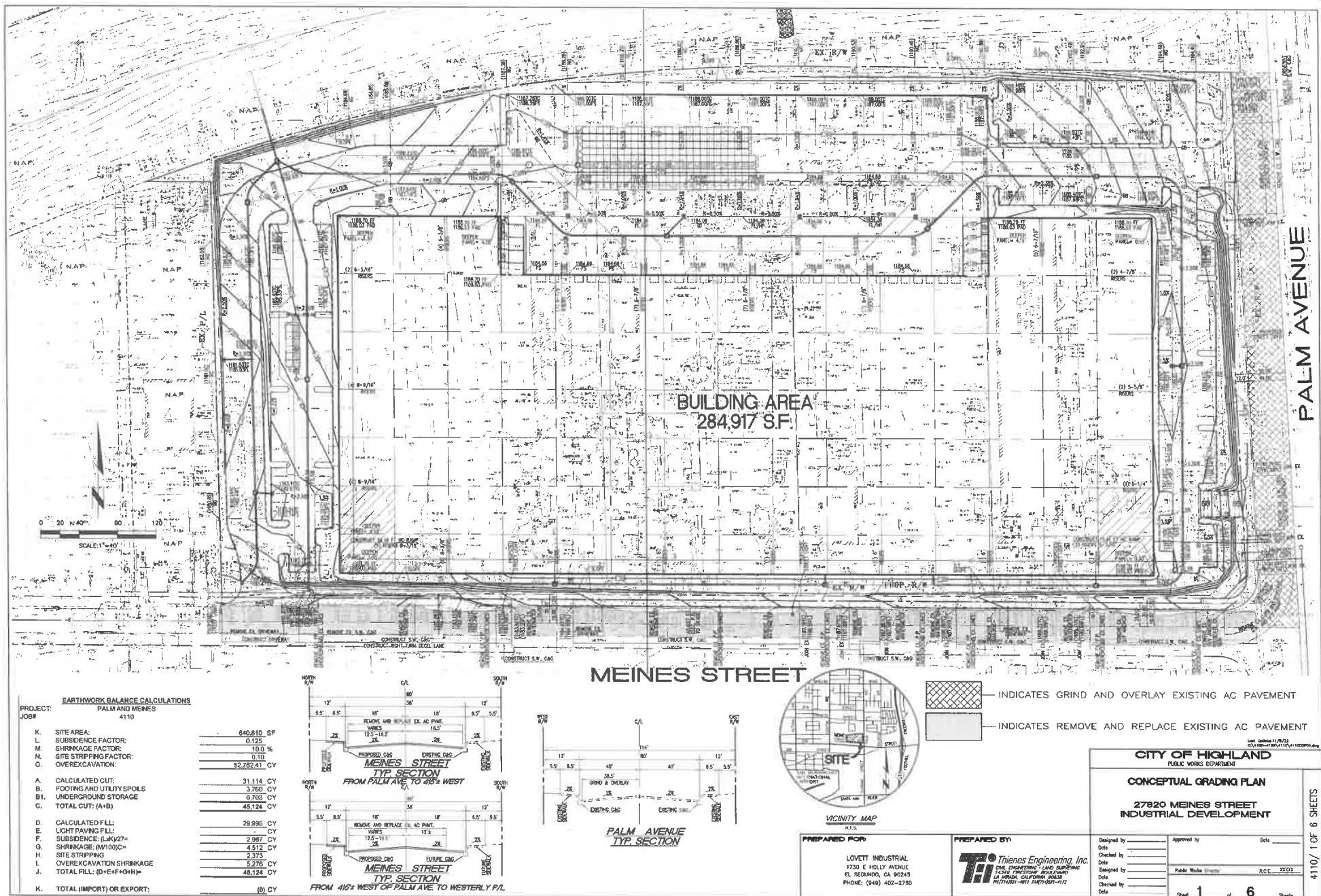


Exhibit H:
Landscape Plan



Cercidium 'Desert Museum'
Blue Palo Verde



Chilopsis linearis
Desert Willow



Chitalpa tashkentensis
Chitalpa



Pinus eldarica
Afghan Pine



Pistacia chinensis
Chinese Pistache



Platanus racemosa
California Sycamore



Prosopis chilensis
Chilean Mesquite



Quercus agrifolia
Coast Live Oak



Rhus lancea
African Sumac



Elaeagnus argentea
Brisbane Box



Acca sellowiana
Pineapple Guava



Callistemon 'Little John'
Dwarf Bottle Brush



Cassia phylladenia
Dwarf Bottle Brush



Rhamnus californica
Coffeeberry



Rosmarinus o. 'Tuscan Blue'
Rosemary



Salvia o. 'Allen Chickering'
Allen Chickering Sage

SHEET 2

Meines Street & Palm Avenue

22-126
06.14.22
01.11.23

Lovett Industrial

Highland, California



HUNTER LANDSCAPE

711 FEE ANA STREET PLACENTIA, CA 92870
714.986.2400 FAX 714.986.2408



Salvia greggii
Autumn Sage



Salvia leucantha
Mexican Sage



Westringia fruticosa
Coast Rosemary



Westringia l. 'Grey Box'
Dwarf Coast Rosemary



Agave 'Blue Glow'
Blue Glow Agave



Agave victoria-reginae
Agave



Agave villmorentiana
Agave



Aloe maculata
Soap Aloe



Aloe striata
Caral Aloe



Hesperaloe parviflora
Red Yucca



Acacia redolens 'Low Boy'
Dwarf Acacia



Baccharis p. 'Pigeon Point'
Dwarf Coyote Bush



Lantana 'Gold Mound'
Yellow Lantana



Lonicera j. 'Halliana'
Hall's Honeysuckle



Rosmarinus o. 'Huntington Carpet'
Prostrate Rosemary

Meines Street & Palm Avenue

22-128
09.16.22
01.11.23

Lovett Industrial

Highland, California



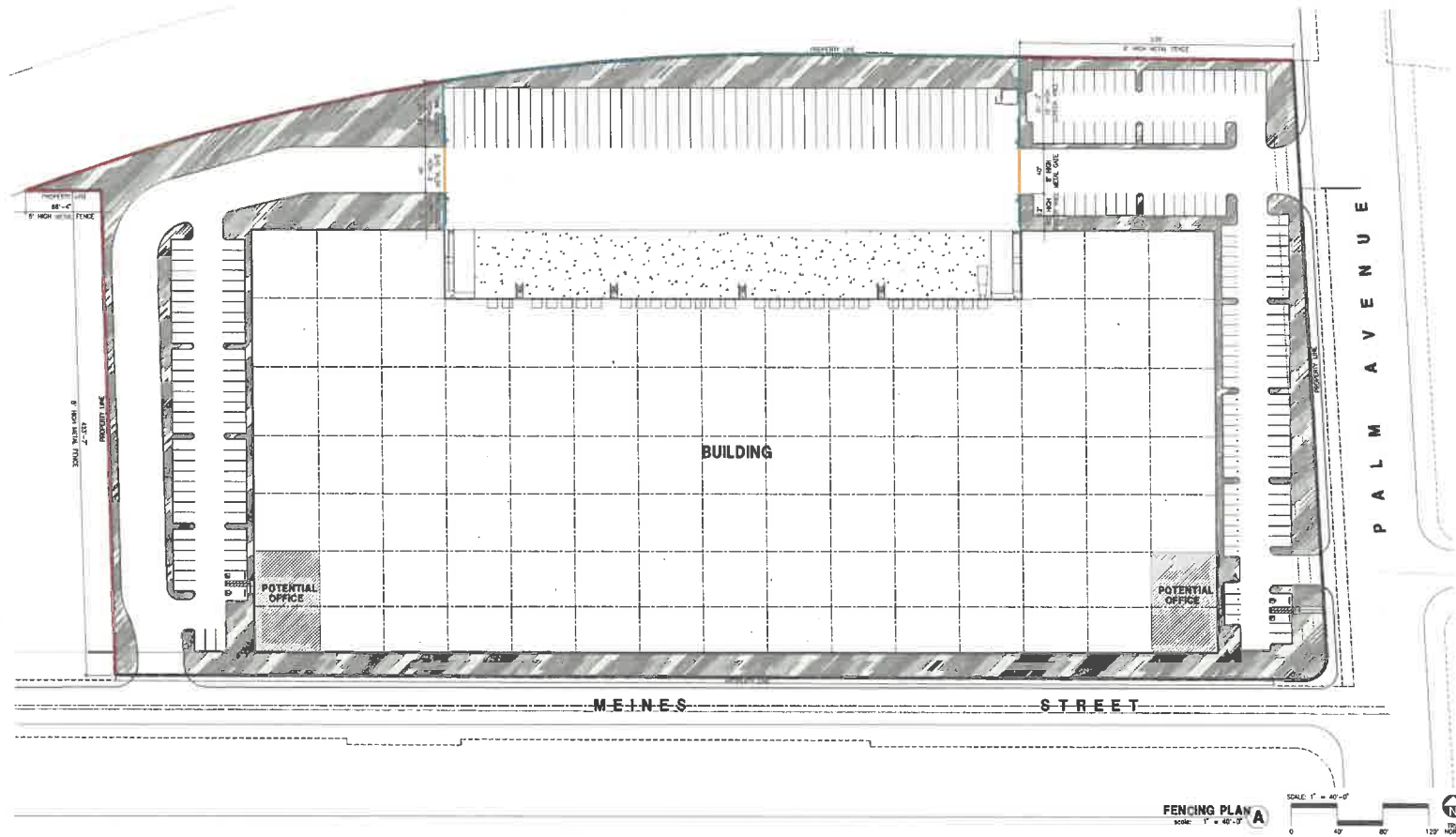
HUNTER LANDSCAPE

711 FEE ANA STREET PLACENTIA, CA 92870
714.986.2400 FAX 714.986.2408

SHEET 3

Exhibit I:

Fence & Wall Plan



FENCING LEGEND

- 12' HIGH SCREEN WALL
- 8' HIGH METAL GATE
- 8' HIGH METAL FENCE



hpa, inc.
18031 barden avenue, ste. #100
irvine, ca
92612
tel: 949-853-1170
fax: 949-853-0851
email: hpa@hpaohs.com

Owner:

LOVETT
INDUSTRIAL

880 APOLLO ST. SUITE 301
EL SEGUNDO, CA 90245
TEL: 949-266-2959

Project:

HIGHLAND PARK
INDUSTRIAL
DEVELOPMENT

MEINES ST. & PALM AVENUE
HIGHLAND PARK, CA

Consultants:

CIVIL THIHES & ASSOC.
STRUCTURAL
MECHANICAL
PLUMBING
ELECTRICAL HUNTER LANDSCAPE
FIRE PROTECTION
SOILS ENGINEER

Title: OVERALL SITE PLAN

Project Number: 22040

Drawn by: DH

Date: 09/16/2022

Revision:

Sheet:

DAB-A1.0F

Attachment 1:

Resolution No. 2022-_____ for

Design Review Application (DRA 22-022)

RESOLUTION NO. 2023-_____

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF HIGHLAND, CALIFORNIA, APPROVING DESIGN REVIEW APPLICATION (DRA 22-022) FOR THE SITE PLAN, BUILDING ELEVATIONS, ROUGH GRADING PLAN AND CONCEPTUAL LANDSCAPE PLAN PERTINING TO THE DEVELOPMENT OF A 284,917 SQUARE FOOT WAREHOUSE LOCATED ON A 12.8 ACRE SITE AT THE NORTHWEST CORNER OF PALM AVENUE AND MEINES STREET. RELATED ENTITLEMENTS INCLUDE TENTATIVE PARCEL MAP NO. 20680 (TPM 22-011) AND MITIGATED NEGATIVE DECLARATION (ENV 23-004).

ASSESSOR'S PARCEL NUMBER(S): 1192-621-02 to 08, 1192-621-20 to 23, 1192-601-05, 09, & 43

APPLICANT: LOVETT INDUSTRIAL

A. RECITALS

1. On December 1, 2022, the Applicant submitted Design Review Application (DRA 22-022) for the construction of a 284,917 square foot industrial warehouse and associated improvements including loading docks, trailer parking, passenger vehicle parking, a stormwater infiltration basin, and landscape area. The Application includes a Site Plan, Building Elevations, Rough Grading Plan, and Conceptual Landscape Plan. Related entitlements include Tentative Parcel Map No. 20680 (TPM 22-011) to combine fourteen (14) parcels into one (1) and Mitigated Negative Declaration (ENV 23-004).
2. The site is located on an approximately 12.8 acre site at the northwest corner of Palm Avenue and Meines Street within the City's Industrial (I) Zoning and General Plan Land Use 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 to approve the proposed project. An Initial Study and Mitigated Negative Declaration were prepared and circulated in accordance with state and local law to be considered by the Planning Commission at the June 20, 2023 public hearing.
4. On June 20, 2023, the Planning Commission of the City of Highland, conducted a Public Hearing on the subject Project and concluded the Hearing on that date.
5. All legal prerequisites to the adoption of this Resolution have occurred.

B. RESOLUTION

NOW THEREFORE, it is hereby found, determined and resolved by the Planning Commission of the City of Highland as follows:

1. The Planning Commission finds that all of the facts set forth in the Recitals, Part "A" of this Resolution, are true and correct.
2. 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.
3. Based upon substantial evidence presented to the Planning Commission during the June 20, 2023 Public Hearing, including public testimony and written and oral Staff Reports, the Planning Commission finds as follows:
 - a. All necessary public meetings and opportunities for public testimony and comment have been conducted in compliance with State Law and the Municipal Code of the City of Highland.
4. Findings of Fact for Design Review Application (DRA 22-022):
 - a. That the proposed project is consistent with the general plan or specific plan.

Response: The General Plan designation for the site is Industrial (I), which envisions "light industrial, research and development, and office uses for firms seeking an attractive and pleasant working environment and an advantageous location with proximity to the San Bernardino International Airport and freeway access". "Appropriate uses include those which can be made compatible with other uses within Highland in terms of generation of noise, dust, odors, vibration, glare, air pollutant emissions, traffic generation and transportation, storage use and the creation of hazardous materials" (Chapter 2 Land Use Element). The proposal for a 284,917 square foot warehouse is well within the description of allowable uses.

Additionally, the General Plan goals and policies relevant to the project involve 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 Industrial (I) District. Per Municipal Code Section 16.24.040 Employment District Development Standards, the maximum lot coverage in the Industrial (I) zone is 60%. The project has proposed a lot coverage of 51.3%. It satisfies the minimum lot size, with regard to lot width and depth, as well as required building setbacks and landscape coverage. Additionally, it satisfies general development standards related to circulation 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 coordinated site planning, signage and architectural design. As conditioned by the City's Landscape Architect, the project must exhibit specialized landscaping at entrances.

The design satisfies 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 more functional use. Service areas are screened from public view with 8-foot tall block walls and 3-foot tall landscape berms and utilities will be undergrounded. The 20-foot setbacks along the Palm Avenue and Meines Street frontages and the interior parking lot planters will be fully landscaped as well.

- 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 as well as 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.

5. Based on the Findings and Conclusions set forth above, the Planning Commission approves Design Review Application (DRA 22-022). 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 20th day of June, 2023.

ATTEST:

Randall Hamerly, Chair
Planning Commission

Lawrence A. Mainez
Community Development Director

Exhibit 1:
Conditions of Approval (DRA 22-022)

PLANNING DIVISION CONDITIONS OF APPROVAL

Date: June 20, 2023
Applicant: Lovett Industrial
File/Index: Design Review Application (DRA 22-022)
Proposal: The development and operation of a 284,917 square foot warehouse/logistics and associated improvements.
Location: A 12.8 acre site at the northwest corner of Palm Avenue and Meines Street.
Assessor's Parcel Number(s): 1192-621-02 to 08, 1192-621-20 to 23, 1192-601-05, 09, & 43
Related Entitlements: Tentative Parcel Map No. 20680 (TPM 22-011) & Mitigated Negative Declaration (ENV 23-004)

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 22-022) 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 approximately 284,917 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 fifty (50) 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 (25) feet in height measured from grade.
 - d) Parking lot light standards shall be located at a distance from parking lot trees, so the trees do not interfere with the lighting pattern or the light fixture. Lighting standards shall be shown on the landscape plans and appropriately positions so as not to displace the intended location of trees in parking lot planters.
17. The Developer shall comply with all applicable Conditions of Approval and the Mitigation Monitoring and Reporting Plan related to the associated entitlements; Tentative Parcel Map No. 20680 (TPM 22-011).

Landscaping

18. Applicant shall provide additional features such as trellis, mounding, or low walls including plant massing shall be used to visually reduce or break up building mass. Trees shall be chosen and located in a manner to break up and shield large expanses, reduce solar heat gain, scale appropriately the total height of the building and highlight or direct users to entries or use areas.
19. Applicant shall include image boards with color images of the suggested plant material for a visual reference of characteristics such as color, form, and flowering properties.
20. All shrubs shall be a minimum of 5 gallon with listed "accents" having a mix of 15 gallon specimens and 5 gallon specimens in a percentage of 30% -15 gallon and 70% - 5 gallon.

21. All trees shall be a minimum of 24" box size with the following percentages of the box sizes being utilized: 50% 24" box, 30% 36" box, and 20% 48" box. Larger specimen trees shall be used as focal points and accents where applicable.
22. Northern property boundary will need additional screening from the residential neighborhoods to the northwest, currently no screening is called out per the Landscape plans for much of the rear portion of the building including a large service area that will mostly be active truck staging/ loading unloading.
23. Applicant shall include vines and espalier plant material in areas against walls for additional texture in addition to shrub planting where screening is required..
24. Applicant shall add street tree/sidewalk shading trees along Palm Avenue and Meines Street. Applicant shall coordinate with the City's Planning Division and City Landscape Architect for selected species based on previous approved local developments for consistency.
25. Provide concrete headers where frontage landscape meets adjacent neighboring parcels (property line) to protect the integrity of the proposed planting, and to define the limits of maintenance responsibility.

Building and Safety Division Conditions of Approval

Date: December 22, 2022
Project: 284,917 sq/ft warehouse building
Applicant: Lovette Industrial
Site Location: Northwest corner of Palm Ave and Meines St.
Project Numbers: **DRA:** 22-022, **TPM** 22-0011
APN(s): 1192-621-02 to 08, 1192-621-20 to 23, 1192-601-05, 09, and 43

1. Please provide the following number of construction plans and documents listed below for the first review of the proposed project. The initial plan review time will take two weeks on most projects. The applicant will receive an application number at the time plans are submitted for Building & Safety's plan review. This number is needed to obtain information regarding your project.
 - (3) Architectural Plans
 - (3) Condition of Approval from all departments:
To be included in Architectural plan set at plan submittal
 - (3) Structural Plans
 - (2) Structural Calculations
 - (3) Plot/Site Plans
 - (3) Electrical Plans
 - (3) Electrical Load Calculations
 - (3) Exiting Plans
 - (3) Plumbing Plans/Isometrics
 - (3) Mechanical Plans
 - (3) HVAC Duct Layout Plans
 - (2) Roof and Floor Truss Plans
 - (2) Title 24 Energy Calculations
 - (2) Soils Report
 - (3) Precise Grading Plans
* Grading, Photometric, or Landscape Plans:
Please mark "FOR REFERENCE ONLY"
 - (3) Site Disabled Access Plan
 - (3) Temporary Fence Plan
 - (1) Approved Health Department Plans (as applicable)
 - (1) Fire Flow Test - with hydrant location dimensioned on the site plan
 - (2) Energy Commissioning Plan
2. All structures shall be designed in accordance with the current version of the California Building Codes (2019), including the California Green Building

Standards Code. Design all structures to Risk Category II at exposure "C" (ASCE7-16), and Energy Climate Zone 10. If the project plans are submitted after January 1, 2023, the project and plans will need to be designed to the 2022 California Building Code of Regulations.

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 NPDES stormwater requirements.
12. All construction materials, which are not used, shall be recycled pursuant to the requirements set forth by Ordinance No. 269. Receipts from the recycle company responsible for picking up the materials shall be kept in the construction office. After the construction is complete and before final occupancy, the trash receipts shall be forwarded to the City Public Services division.
13. Construction projects, requiring temporary electrical power, shall obtain an electrical permit from Building and Safety. No temporary electrical power will be granted to a project unless the following item is in place and approved by Building and Safety and the Planning Division.
 - a) Installation of a construction trailer through the "Temporary Occupancy Permit", alternatively, a security fenced area where the electrical power will be located. Installation of construction/sales trailers must be located on private property. No trailers can be located in the street unless a permit from the Engineering Department is obtained.
14. Prior to the issuance of Building Permits, on site water service shall be installed and approved by the responsible agency. On site fire hydrants shall be approved by the Fire Department. No flammable materials will be allowed on the site until the fire hydrants are established and approved. No flammable construction materials shall be placed on the site without approvals by the Fire Department. All street and access roadways around the project shall be paved for emergency response vehicles before flammable materials are placed on the project. Fire flow tests shall be obtained by East Valley Water District.
15. The building is to be connected to the public sewer system, when provided. When the public system is not available, an onsite septic system is to be installed. Please provide Building Staff with a will-not/sewer not available letter from EVWD and an approved septic system design from the Santa Ana Regional Water Quality Control Board (please contact Susan Beeson at (951) 782-4902). An approved design with percolation test will be required to be submitted to Building & Safety for separate review and permitting prior to issuance of a building Permit.

16. Prior to issuance of building permits, site-grading certifications, compaction reports, and survey report shall be submitted to Building and Safety or to Public Works, as applicable.
17. Prior to issuance of building permits, provide a receipt from the appropriate Unified School District stating that all school fees have been paid.
(San Bernardino Unified School Districts)
18. Prior to final inspection, provide Building & Safety with a flash disk of the approved plans and documents.
19. 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. 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.
23. All dead and removed trees and foliage is to be properly removed from the site.
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.
28. The trash enclosure shall be accessible to persons with disabilities and located on an accessible route. The accessible route shall extend from the trash enclosure to the building it serves. Detail accessible route on plans. (CBC Section 11B-206.2.2)
29. For the removal of any storage tanks, or other excavations involving backfill, a compaction shall be filed with the Building Division. Any Fuel storage tank removal would require notification of San Bernardino County Fire, Hazardous Materials and San Bernardino County Environmental Health Department.

City of Highland

Engineering Department Conditions of Approval

DRA 22-022 & TPM 22-011 Lovett Industrial NWC of Palm Avenue and Meines Street

- A - Required Prior to Map Approval
- B - Required Prior to Building Permit/Construction
- C - Required Prior to Building Occupancy
- D - Ongoing
- E - Required Prior to Grading Permit
- * - Non Standard Conditions

Soils/ 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.
- E 2. Submit a preliminary soils report, prepared by a licensed Geotechnical Engineer, for review and approval by the City Engineer. Comply with the recommendations contained in the report and any amendments thereof as approved by the City Engineer.
- E 3. Submit rough and/or precise grading plans to the City Engineer for review and approval. Comply with the City of Highland grading standards as shown on the grading plan checklist.
- E 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) infiltration system and to accommodate overflows as necessary.
- E* 10. Plot all existing and proposed easements on grading plan and note disposition of any existing utilities, appurtenances, fences, and access roads.
- D* 11. Construct temporary sedimentation basins for use during the grading and construction period of the project. Do not start using the proposed infiltration system until the site is stabilized for erosion and sedimentation.
- B 12. Submit original wet signed and stamped rough grading certifications from the soils engineer and the grading engineer, along with compaction reports, to the City Engineer.
- C 13. Submit original wet signed and stamped final grading certification from the grading engineer, to the City Engineer.

STREET IMPROVEMENT

- C* 14. Construct, in accordance with the Highland Park Industrial Development Site Plan, new street improvements along **Meines Street** project frontage including, but not limited to,
 - a) Parkway landscape improvements
 - b) Remove existing improvements along northside of Meines Street, join existing where to be maintained, and construct new street improvements as directed including but not limited to:
 - a. 8" curb and gutter located 26' north of centerline per City Std. 203 for right-turn pocket for driveway ingress as shown in the Highland Park Industrial Development Site Plan
 - b. 8" curb and gutter located 18' north of centerline per City Std. 203 and join existing curb and gutter where exists at same 18' north of centerline.
 - c. 6'-wide curb adjacent sidewalk per City Std 208 Type B.
 - d. 35' radius curb return ramp at the intersection of Palm Avenue per City Std 207B.
 - c) Construct new asphalt concrete pavement with class II aggregate base improvements (TI=8) for the full length of the property and to the right turn deceleration lane.
 - d) Construct one (1), minimum 40' wide commercial drive approach (per City Std. 213) 26' north of centerline.
 - e) Install onsite traffic control signs to permit right-in only for trucks movements. Passenger vehicles have full-access movements.
 - f) Design the limits and extent of removal of existing improvements, and construction of transitional improvements to complete items a-e above and as approved by the City Engineer.
- C* 15. Construct, in accordance with the Highland Park Industrial Development Site Plan, new street

improvements along **Palm Avenue** project frontage including, but not limited to,

- a) Parkway landscape improvements along Palm Avenue project frontage.
 - b) 0.20' grind and overlay existing asphalt pavement from Palm Avenue centerline to westerly existing gutter lip.
 - c) One (1) minimum 40' wide commercial drive approach (per City Std. 213) 40' west of centerline.
 - d) One (1) 26' wide commercial driveway approach 40' west of centerline per City Std 213, modified to include a right in-right out raised median island as directed by the City Engineer.
 - e) Install onsite traffic control signs to permit right-out only turn movements for both passenger vehicles and trucks at the northern driveway access. The permissible movements are right-in, right-out, and left-in movements only.
 - f) Restripe and reset pavement markings on Palm Avenue in kind.
 - g) Design the limits and extent of removal of existing improvements, and construction of transitional improvements to complete items a-f above and as approved by the City Engineer.
- E 16. 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 17. Install "KEEP CLEAR" pavement markings at the intersection of Meines Court and the project's southerly passenger vehicle drive approach on Palm Avenue.
- B 18. 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* 19. Install new LS3 metered street light system along the project frontages. The new street lights, electrical conduits, wiring and meter etc. will be owned and maintained by the City. The street lights shall be equipped with a Light Emitting Diode (LED) luminaire on a marbelite pole with types and at the location specified by the City Engineer. Pay the City street lighting energy and maintenance charges for the initial 12 months.
- C 20. Submit "Record Revisions" to all plans to reflect the improvements as constructed, and any changes made during construction.

WATER QUALITY/ DRAINAGE

- E 21. Obtain approval by the City Engineer of a Final Water Quality Management Plan (F-WQMP), prepared in accordance with the City's National Pollutant Discharge Elimination System (NPDES) permit requirements in effect at the time the Conceptual Water Quality Management Plan was approved unless subsequent City NPDES permits require otherwise. The F-WQMP shall (1) be prepared, signed, and sealed by a licensed Civil Engineer, (2) include Site Design Low Impact Development and Source Control Best Management Practices (BMPs) appropriate for commercial development, (3) include a BMP implementation, operation, and funding mechanism, and (4) be certified by the property owner. The property owner shall also enter into a Stormwater BMP Transfer, Access, and Maintenance Agreement with the City on standard City form. Include a copy

of the recorded agreement in the F-WQMP. Construct BMPs in accordance with the approved F-WQMP.

- C* 22. Construct and implement site design BMPs specified in the project approved F-WQMP including, but not limited to, pretreatment devices approved at time of C-WQMP approval, underground infiltration systems, and raised curb landscaped areas and parking lot islands. Alternate site design BMPs which are equally effective may be submitted for review and approval by the City Engineer.
- E 23. Include the project grading plan, landscape plan and utility plan with the first submittal of the F-WQMP.
- C 24. Submit two sets of WQMP BMP Exhibits with a "WQMP BMP As-Built Certificate" wet signed and sealed by the Engineer of Record. The Certificate shall state:

"I hereby certify that the Water Quality Management Plan Best Management Practices have been constructed under my supervision in accordance with the approved plans and are functional to the best of my knowledge."
- C* 25. Construct on-site private drainage system, HDPE or other pipe material as approved by City Engineer, to drain the entire project site to the proposed WQMP BMPs in accordance with the approved Final Water Quality Management Plan, and construct necessary drainage overflow facilities. Construct an overflow pipe to convey any overflow from the proposed underground infiltration system to fronting streets as necessary.
- B 26. 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 27. Register the underground chambers with EPA as a Class V Injection Well.
- E 28. Submit a hydrology study to determine storm runoff quantities tributary to and generated by the Project for review and approval by the City Engineer. Include hydraulic calculations to determine the size and type of all drainage facilities.
- C 29. Intercept and convey off-site drainage tributary to the project boundary around or through the project in a manner that will not adversely affect adjacent or downstream properties.
- E 30. Submit engineering plans for public and private drainage systems to the City Engineer for review and approval. 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.

MAP/DEDICATION/ANNEXATION

- C* 31. Apply to the City to annex the project into the City's Consolidated Landscape District (LMD) for potential City maintenance of parkway and frontage landscaping along Meines Street and Palm 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.

- B* 32. Dedicate an irrevocable offer of dedication via Final Parcel Map:
 - a) (1) 10-foot wide landscape easement across the Palm Avenue and Meines Street frontage as determined by the Community Development Director.
 - b) 52' half street width right-of-way dedication for Palm Avenue and 30' half street width right-of-way dedication for Meines Street.
 - c) (3) sidewalk easements at the Project's commercial drive approaches as approved by the City Engineer.
 - d) 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.
- A 33. Dedicate corner property line cutoffs for all corner lots in accordance with City standards.
- E* 34. If the site is ever subdivided in the future, the Project will be required to grant a reciprocal private easement in favor of the parcels created for vehicular access, including emergency access.
- A* 35. If the site is ever subdivided in the future, record a reciprocal private easement for drainage, and utilities.
- B 36. Record a Final Parcel Map with the San Bernardino County Recorder pursuant to the provisions of the State Subdivision Map Act. Submit a duplicate photo mylar of the map recorded with the San Bernardino County Recorder.
- A 37. At the time of Final Parcel Map submittal, include traverse calculation sheets which show error of closure, copies of recorded maps and deeds used as reference and/or showing original land division, tie notes and bench marks referenced, and a current title report. Inverse calculations will not be accepted for plan check.
- A 38. Include an Improvement Certificate/Statement on the Parcel Map in accordance with Section 66411.1 of the Subdivision Map Act.

FEES/PERMITS/BONDING

- C* 39. Pay \$165,501 for the Project's commercially reasonable fair share cost for future SR-210 eastbound on- and off-ramp lane additions at 5th Street interchange as determined by City Engineer.
- D 40. Pay appropriate Engineering fees for district annexation, plan check, map 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 41. Obtain a permit from Engineering prior to any on-site construction or construction within the public right-of-way.
- E 42. Post a deposit for erosion control which shall not be released prior to completion of all on-site construction.

- A 43. 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.
- A 44. Bond for all required street, grading, water, sewer, on-site landscaping, and landscape maintenance district improvements in accordance with City Development Code.
- A 45. Enter into an agreement for construction of improvements with the City of Highland using the adopted City form.

UTILITIES/ CONSTRUCTION

- E 46. Obtain written permission from the adjoining property owners for offsite grading and/or construction, if any.
- B 47. Install construction fencing and screening in accordance with Building and Safety Division Policy 335.
- C 48. 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* 49. Underground existing overhead utilities and remove utility poles located within the public right-of-way along the north side of Meines Street frontage. All utilities listed under Highland Municipal Code Section 16.40.380 (A) are to be underground per Ordinance 315.
- C 50. Coordinate, and where necessary, pay for the relocation of any existing public utilities as necessary.
- C 51. 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 52. 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 53. 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 54. All underground structures, except those desired to be retained, must be broken in, backfilled, and inspected before covering.
- D 55. Comply with the prevailing City design and construction standards and requirements at the time of permit issuance.
- B 56. Design and construct a trash enclosure per City Standard 700.

- C 57. 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* 58. 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.

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

DATE : December 22, 2022

Page 1 of 7

APPLICANT : Lovett Industrial

APN : 1192-621-02 - 08, 1192-621-20 - 23, 1192-621-05, 09, & 43

SITE LOCATION: NWC of Palm Avenue and Meines Street

FILE / INDEX No.: DRA 22-022, TPM 22-011

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:** Dependent on use and occupancy, 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:** Dependent on use and occupancy, 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

Exhibit 2:

Mitigation Monitoring and Reporting Program

Mitigation Measures	Responsibility for Implementation	Timing	Responsibility for Monitoring	Monitor (Signature Required) (Date of Compliance)
BIOLOGICAL RESOURCES				
MM BIO-1: If construction occurs between February 1 st and August 31 st , a pre-construction clearance survey for nesting birds should be conducted within three (3) days of the start of any vegetation removal or ground disturbing activities to ensure that no nesting birds will be disturbed during construction. The biologist conducting the clearance survey should document a negative survey with a brief letter report indicating that no impacts to active avian nests will occur. If an active avian nest is discovered during the pre-construction clearance survey, construction activities should stay outside of a no-disturbance buffer. The size of the no-disturbance buffer will be determined by the wildlife biologist and will depend on the level of noise and/or surrounding anthropogenic disturbances, line of sight between the nest and the construction activity, type and duration of construction activity, ambient noise, species habituation, and topographical barriers. Limits of construction to avoid an active nest will be established in the field with flagging, fencing, or other appropriate barriers; and construction personnel will be instructed on the sensitivity of nest areas. A biological monitor should be present to delineate the boundaries of the buffer area and to monitor the active nest to ensure that nesting behavior is not adversely affected by the construction activity. Once the young have fledged and left the nest, or the nest otherwise becomes inactive under natural conditions, construction activities within the buffer area can occur.	Project Applicant; Biological monitor	Prior to construction start	City of Highland	
CULTURAL RESOURCES				
MM CUL-1: Historical and Archaeological Resources a) If archaeological resources are unearthed by project construction activities, these shall be evaluated by a qualified archaeologist and tribal monitor/consultant. If the resources discovery of any tribal cultural or archaeological resources, construction activities in the immediate vicinity of the find shall cease until the find can be assessed. If all finds are Native American in origin, interested Tribes (as a result of correspondence with area Tribes) shall coordinate with the landowner regarding treatment and curation of these resources. Typically, the Tribe will request preservation in place or recovery for educational purposes. Work may continue on other parts of the project while evaluation takes place. b) Preservation in place shall be the preferred manner of treatment. If preservation in place is not feasible, treatment may include implementation of archaeological data recovery excavation to remove the resource along the subsequent laboratory processing and analysis. All Tribal Cultural Resources shall be returned to the Tribe. Any historic	Project Applicant; Qualified Archeologist	During construction activities	City of Highland	

Mitigation Measures	Responsibility for Implementation	Timing	Responsibility for Monitoring	Monitor (Signature Required) (Date of Compliance)
archaeological material that is not Native American in origin shall be curated at a public, non-profit institution with a research interest in the materials, if such an institution agrees to accept the material. If no institution accepts the archaeological material, they shall be offered to the Tribe or a local school or historical society in the area for educational purposes. c) Archaeological and Native American monitoring and excavation during construction projects shall be consistent with current professional standards. All feasible care to avoid any unnecessary disturbance, physical modification, or separation of human remains and associated funerary objects shall be taken. Principal personnel shall meet the Secretary of the Interior standards for archaeology and have a minimum of 10 years' experience as a principal investigator working with Native American archaeological sites in southern California. The Qualified Archaeologist shall ensure that all other personnel are appropriately trained and qualified.				
MM CUL-2: In the event that cultural resources are discovered during project activities, all work in the immediate vicinity of the find (within a 60-foot buffer) shall cease and a qualified archaeologist meeting Secretary of Interior standards shall be hired to assess the find. Work on the other portions of the project outside of the buffered area may continue during this assessment period. Additionally, the Yuhaaviatam of San Manuel Nation Cultural Resources Department (YSMN) shall be contacted, as detailed within TCR-1, regarding any pre-contact and/or historic-era finds and be provided information after the archaeologist makes his/her initial assessment of the nature of the find, so as to provide Tribal input with regards to significance and treatment. If significant pre-contact and/or historic-era cultural resources, as defined by CEQA (as amended, 2015), are discovered and avoidance cannot be ensured, the archaeologist shall develop a Monitoring and Treatment Plan, the drafts of which shall be provided to YSMN for review and comment, as detailed within TCR-1. The archaeologist shall monitor the remainder of the project and implement the Plan accordingly. If human remains or funerary objects are encountered during any activities associated with the project, work in the immediate vicinity (within a 100-foot buffer of the find) shall cease and the County Coroner shall be contacted pursuant to State Health and Safety Code §7050.5 and that code enforced for the duration of the project.	Project Applicant; Qualified Archaeologist	During construction activities	City of Highland	
GEOLOGY AND SOILS				

Mitigation Measures	Responsibility for Implementation	Timing	Responsibility for Monitoring	Monitor (Signature Required) (Date of Compliance)
MM GEO-1: In the event that paleontological resources are found during excavation or grading activities, a Paleontological Construction Monitoring and Compliance Plan will be prepared and implemented to reduce potential impacts to paleontological resources to less than significant which includes the following: ▪ Prior to substantial excavations into older finer-grained Quaternary deposits, the Applicant shall retain a paleontological monitor, trained, and equipped to allow the rapid removal of fossils with minimal construction delay, to the site full-time during the interval of substantial earth-disturbing activities. ▪ Should fossils be found within an area being cleared or graded, earth-disturbing activities shall be diverted elsewhere until the monitor has completed salvage. If construction personnel make the discovery, the grading contractor shall immediately divert construction and notify the monitor of the find. ▪ All recovered fossils shall be prepared, identified, and curated for documentation in the summary report and transferred to an appropriate depository (i.e., San Bernardino County Museum). ▪ A summary report shall be submitted to the City of Highland. Collected specimens shall be transferred with a copy of the report to the San Bernardino County Museum. ▪ The construction can re-commence with approval of the City of Highland.	Project Applicant; Qualified Archaeologist	During construction activities	City of Highland	
GREENHOUSE GAS EMISSIONS				
HRA-1: Only electric-powered off-road equipment (e.g., yard trucks/hostlers, forklifts, indoor material handling equipment, etc.) shall be utilized onsite for daily warehouse and business operations. The Project developer/facility owner shall disclose this requirement to all tenants/business entities prior to the signing of any lease agreement. In addition, the limitation to use only electric-powered off-road equipment shall be included in all leasing agreements. Prior to issuance of a Business License for a new tenant/business entity, the Project developer/facility owner and tenant/business entity shall provide to the City of Highland Planning Department and Business License Department a signed document (verification document) noting that the Project development/facility owner has disclosed to the tenant/business entity the requirement to use only electric-powered equipment for daily operations. This verification document shall be signed by authorized agents for the Project developer/facility owner and tenant/business entities. In addition, if applicable, the tenant/business entity shall provide documentation (e.g.,	Project Applicant; Facility Owner	Prior to issuance of a Business Licence	City of Highland	

Mitigation Measures	Responsibility for Implementation	Timing	Responsibility for Monitoring	Monitor (Signature Required) (Date of Compliance)
purchase or rental agreement) to the City of Highland Planning Department and Business License Department to verify, to the City's satisfaction, that any off-road equipment utilized will be electric-powered.				
TRIBAL CULTURAL RESOURCES				
MM TCR-1: The Yuhaaviatam of San Manuel Nation Cultural Resources Department (YSMN) shall be contacted, as detailed in CUL-2, of any pre-contact and/or historic-era cultural resources 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 resource Monitoring and Treatment Plan shall be created by the archaeologist, in coordination with YSMN, and all subsequent finds shall be subject to this Plan. This Plan shall allow for a monitor to be present that represents YSMN for the remainder of the project, should YSMN elect to place a monitor on-site.	Project Applicant; Qualified Archaeologist	During construction activities	City of Highland	
MM TCR-2: 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 YSMN. The Lead Agency and/or applicant shall, in good faith, consult with YSMN throughout the life of the project.	Project Applicant; City of Highland	During construction and operations	City of Highland	

Attachment 2:
Resolution No. 2022-_____ for
Tentative Parcel Map No. 20680 (TPM 22-011)

RESOLUTION NO. 2023-_____

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF HIGHLAND, CALIFORNIA, APPROVING TENTATIVE PARCEL MAP NO. 20680 (TPM 22-011) TO MERGE FOURTEEN (14) EXISTING PARCELS INTO ONE (1) PARCEL IN ASSOCIATION WITH DESIGN REVIEW APPLICATION (DRA 22-022) TO DEVELOP A 284,917 SQUARE FOOT INDUSTRIAL WAREHOUSE, LOCATED ON A 12.8 ACRE SITE AT THE NORTHWEST CORNER OF PALM AVENUE AND MEINES STREET.

ASSESSOR'S PARCEL NUMBER(S): 1192-621-02 to 08, 1192-621-20 to 23, 1192-601-05, 09, & 43

APPLICANT: LOVETT INDUSTRIAL

A. RECITALS

1. On December 1, 2022, the Applicant submitted an application for Tentative Parcel Map No. 20680 (TPM 22-011) to consolidate the fourteen (14) existing parcels associated with the 284,917 square foot warehouse development project. Related entitlements include Design Review Application (DRA 22-022) and Mitigated Negative Declaration (ENV 23-004).
2. The project site has an Industrial (I) General Plan and Zoning Designation which requires approval of a Design Review Application for the establishment of a warehouse.
3. On June 20, 2023, the Planning Commission of the City of Highland, conducted a Public Hearing on the subject Project and concluded the Hearing on that date.
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 June 20, 2023 and which is incorporated herein by this reference, does find and determine the following facts:

- a. All necessary public meetings and opportunities for public testimony and comment have been conducted in compliance with State Law and the Municipal Code of the City of Highland.
3. Tentative Parcel Map No. 20680 (TPM 22-011) proposes to merge fourteen (14) lots into one (1) on approximately 12.8 acres.
4. A duly noticed public hearing was held by the Planning Commission on June 20, 2023, in the City Hall Council Chambers and notice of the time, date, place and purpose of the aforesaid hearing was given as required by applicable law. At the public hearing, the Planning Commission took testimony, both written and oral, from various parties, including the Applicant.
5. Tentative Parcel Map No. 20680 (TPM 22-011) complies with the provisions of Chapter 16.68 *Land Divisions* of the Highland Municipal Code.
6. Tentative Parcel Map No. 20680 (TPM 22-011) 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. 20680 (TPM 22-011):
 - a. That the proposed map is consistent with applicable General and Specific Plans as specified in Section 65451.

Response: The project site has an Industrial (I) General Plan designation of which cites appropriate uses to include “light industrial, research and development, and office uses for firms seeking an attractive and pleasant working environment and an advantageous location with proximity to the San Bernardino International Airport and freeway access”. 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, encouraging the consolidation of parcels to promote a quality, planned development. It also satisfies 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 appropriate for a warehouse development as it combines fourteen (14) parcels for a total of 12.8 acres. The site contains a variety of industrial storage uses that include an off-road auto parts manufacturer and a steel distribution business. Each of the parcels will be removed of all onsite materials and will undergo full demolition prior to the start of construction. While the existing auto parts manufacturer and steel distribution business that currently occupy the eastern portion of the site are permitted uses, the general area of the site, the 5th Street Corridor, is in transition from its older, non-conforming uses to airport-related uses that align with the General Plan's vision.

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 both passenger vehicle and truck access to and from Palm Avenue to the east and Meines Street to the south. It is also located within one (1) mile of the San Bernardino Airport and one (1) 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 51.3%. 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 itself is zoned for Industrial (I) uses and the general area, the 5th Street Corridor, is in transition from its older, contractor storage type uses to more commercial/light-industrial airport-related uses that align with the vision for the future Airport Gateway Specific Plan. The consolidation of fourteen (14) existing parcels in to one (1) for this development 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 existing overhead utilities. It is a 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. 20680 (TPM 22-011) to merge fourteen (14) parcels into one (1) for the development of a 284,917 square foot warehouse subject to the Conditions of Approval.

PASSED, APPROVED, and ADOPTED this 20th day of June, 2023.

ATTEST:

Randall Hamerly, Chair
Planning Commission

Lawrence A. Mainez
Community Development Director

Exhibit 1:
Conditions of Approval (TPM 22-0011)

PLANNING DIVISION CONDITIONS OF APPROVAL

Date: June 20, 2023
Applicant: Lovett Industrial
File/Index: Tentative Parcel Map No. 20680 (TPM 22-011)
Proposal: The merging of fourteen (14) existing parcels into one (1) new parcel.
Location: A 12.8 acre site at the northwest corner of Palm Avenue and Meines Street.
Assessor's Parcel Number(s): 1192-621-02 to 08, 1192-621-20 to 23, 1192-601-05, 09, & 43
Related Entitlements: Design Review Application (DRA 22-022) & Mitigated Negative Declaration (ENV 23-004)

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 June 20, 2023.
3. Tentative Parcel Map No. 20680 (TPM 22-011) approves the merging of fourteen (14) parcels into one (1) parcel. The site is approximately 12.8 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 Industrial (I) 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: Design Review Application (DRA 22-022)

Exhibit 2:
Tentative Parcel Map No. 20680

Attachment 3:

**Resolution No. 2022-____ certifying
Mitigated Negative Declaration (ENV 23-004)**

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 (ENV 23-004) FOR THE DEVELOPMENT OF A 284,917 SQUARE FOOT WAREHOUSE LOCATED ON A 12.8 ACRE SITE AT THE NORTHWEST CORNER OF PALM AVENUE AND MEINES STREET. RELATED ENTITLEMENTS INCLUDE DESIGN REVIEW APPLICATION (DRA 22-022) AND TENTATIVE PARCEL MAP NO. 20680 (TPM 22-011).

ASSESSOR'S PARCEL NUMBER(S): 1192-621-02 to 08, 1192-621-20 to 23, 1192-601-05, 09, & 43

APPLICANT: LOVETT INDUSTRIAL

A. RECITALS

1. On December 1, 2022, the Applicant submitted Design Review Application (DRA 22-022) for the construction of a 284,917 square foot industrial warehouse and associated improvements including loading docks, trailer parking, passenger vehicle parking, a stormwater infiltration basin, and landscape area. The Application includes a Site Plan, Building Elevations, Rough Grading Plan, and Conceptual Landscape Plan. Related entitlements include Tentative Parcel Map No. 20680 (TPM 22-011) to combine fourteen (14) parcels into one (1) and Mitigated Negative Declaration (ENV 23-004).
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 May 17, 2023 to June 15, 2023.
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 potential impacts to air quality, biological resources, cultural resources, geology and soils, and tribal cultural resources require the implementation of mitigation measures to reduce impacts to a less than significant level. Thus, a Mitigated Negative Declaration is the appropriate document for this project.

6. On June 20, 2023, the Planning Commission of the City of Highland, conducted a Public Hearing on the subject Project and concluded the Hearing on that date.
7. All legal prerequisites to the adoption of this Resolution have occurred.

B. RESOLUTION

NOW THEREFORE, it is hereby found, determined and resolved by the Planning Commission of the City of Highland as follows:

- Section 1. The Planning Commission finds that all of the facts set forth in the Recitals, Part "A" of this Resolution, are true and correct.
- Section 2. Based upon substantial evidence presented to the Planning Commission during the June 20, 2023, Public Hearing, including public testimony and written and oral Staff Reports, the Planning Commission finds as follows:
- a. All necessary Public Meetings and opportunities for public testimony and comment have been conducted in compliance with State Law and the Municipal Code of the City of Highland.
- Section 3. The Planning Commission hereby adopts the Mitigated Negative Declaration and Mitigation Monitoring and Reporting Program (ENV 23-004), 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 20th day of June, 2023.

ATTEST:

Randall Hamerly, Chair
Planning Commission

Lawrence A. Mainez,
Community Development Director

Exhibit 1:

Initial Study/Mitigated Negative Declaration



City of Highland

Meines Street and Palm Avenue Warehouse Project

Initial Study/Mitigated Negative Declaration

May 2023

Prepared by:

Kimley-Horn and Associates, Inc.

3801 University Avenue, Suite 300

Riverside, CA 92501

Table of Contents

1.0	INTRODUCTION & PURPOSE	1
1.1	Purpose and Scope of the Initial Study/ Mitigated Negative Declaration	1
1.2	Summary of Findings.....	1
1.3	Mitigation Measures	1
1.4	Environmental Resource Topics.....	2
1.5	Report Organization	2
1.6	Initial Study Public Review Process	2
2.0	DESCRIPTION OF PROPOSED PROJECT	4
2.1	Location, Setting, and Existing Conditions of the Proposed Project	4
2.2	Proposed Project Characteristics	5
3.0	INITIAL STUDY CHECKLIST	16
3.1	Environmental Factors Potentially Affected	18
4.0	Environmental Analysis	19
4.1	AESTHETICS	19
4.2	AGRICULTURE AND FORESTRY RESOURCES	22
4.3	AIR QUALITY	24
4.4	BIOLOGICAL RESOURCES.....	44
4.5	CULTURAL RESOURCES	55
4.6	ENERGY.....	63
4.7	GEOLOGY AND SOILS.....	76
4.8	GREENHOUSE GAS EMISSIONS	81
4.9	HAZARDS AND HAZARDOUS MATERIALS	99
4.10	HYDROLOGY AND WATER QUALITY	104
4.11	LAND USE AND PLANNING	109
4.12	MINERAL RESOURCES	111
4.13	NOISE.....	113
4.14	POPULATION AND HOUSING	137
4.15	PUBLIC SERVICES.....	139
4.16	RECREATION.....	142
4.17	TRANSPORTATION.....	143

4.18	TRIBAL CULTURAL RESOURCES	147
4.19	UTILITIES AND SERVICE SYSTEMS.....	150
4.20	WILDFIRE	155
4.21	MANDATORY FINDINGS OF SIGNIFICANCE	157
5.0	REFERENCES	159

Tables

Table 1:	Existing Land Uses and Zoning Designations.....	5
Table 2:	Air Contaminants and Associated Public Health Concerns	26
Table 3:	Ambient Air Quality Data	27
Table 4:	Sensitive Receptors	28
Table 5:	South Coast Air Quality Management District Emissions Thresholds.....	29
Table 6:	Local Significance Thresholds for Construction/Operations	30
Table 7:	Construction-Related Emissions.....	33
Table 8:	Operational Emissions.....	34
Table 9:	Equipment-Specific Grading Rates	38
Table 10:	Localized Significance of Construction Emissions	38
Table 11:	Localized Significance of Operational Emissions.....	39
Table 12:	Electricity Consumption in San Bernardino County 2011-2021.....	64
Table 13:	Natural Gas Consumption in San Bernardino County 2011-2021.....	65
Table 14:	Automotive Fuel Consumption in San Bernardino County 2012-2022.....	65
Table 15:	Energy Use During Construction	67
Table 16:	Project Annual Energy Use During Operations	71
Table 17:	Construction-Related Greenhouse Gas Emissions	90
Table 18:	Project Greenhouse Gas Emissions	91
Table 19:	Connect SoCal Consistency	95
Table 20:	Definition of Acoustical Terms	114
Table 21:	Human Reaction and Damage to Buildings for Continuous or Frequent Intermittent Vibrations	118
Table 22:	Existing Traffic Noise Levels	119
Table 23:	Sensitive Receptors	119
Table 24:	Existing Noise Measurements	120
Table 25:	City of Highland Interior Noise Standards.....	121

Table 26: City of Highland Interior Noise Standards.....	121
Table 27: Typical Construction Noise Levels.....	125
Table 28: Project Construction Noise Levels.....	126
Table 29: Project Traffic Noise Levels	131
Table 30: Typical Construction Equipment Vibration Levels	132
Table 31: Cumulative Off-Site Traffic Noise Levels	135

Exhibits

Exhibit 1: Regional Location Map.....	9
Exhibit 2: Local Vicinity Map	10
Exhibit 3: Existing General Plan Land Use and Zoning Designations	11
Exhibit 4: Conceptual Site Plan.	12
Exhibit 5: Conceptual Landscape Plan	13
Exhibit 6: Conceptual Grading Plan.....	14
Exhibit 7: Conceptual Utility Plan.....	15

Appendices

Appendix A: Air Quality and Health Risk Assessments	
Appendix B1: Biological Resources Assessment	
Appendix B2: Jurisdictional Delineation	
Appendix C: Cultural Resources Assessment	
Appendix D: Energy Assessment	
Appendix E: Preliminary Geotechnical Evaluation	
Appendix F: Greenhouse Gas Emissions Assessment	
Appendix G: Phase I Environmental Site Assessment	
Appendix H1: Preliminary Water Quality Management Plan	
Appendix H2: Preliminary Hydrology Calculations	
Appendix I: Acoustical Assessment	
Appendix J: Traffic Study	

1.0 INTRODUCTION & PURPOSE

1.1 Purpose and Scope of the Initial Study/ Mitigated Negative Declaration

In accordance with the California Environmental Quality Act (CEQA) (California Public Resources Code [PRC] Section 21000 et seq.) and its Guidelines (California Code of Regulations [CCR], Title 14, Section 15000 et seq.) this Initial Study (IS) was prepared by Kimley-Horn and Associates for the City of Highland (City) to assess the environmental effects associated with the development of the Meines Street and Palm Avenue Warehouse Project (Project). Pursuant to State CEQA Guidelines Section 15367, the City is the lead agency for the Project and has the principal responsibility for approving the Project.

Pursuant to State CEQA Guidelines Section 10570, an Initial Study leading to a Mitigated Negative Declaration (IS/MND) can be prepared when the Initial Study has identified potentially significant environmental impacts but revisions have been made to a project, prior to public review of the Initial Study, that would avoid or mitigate the impacts to a level considered less than significant, and there is no substantial evidence in light of the whole record before the public agency that the project, as revised, may have a significant effect on the environment.

1.2 Summary of Findings

Section 3.0, **Initial Checklist** contains the Environmental Checklist Form that was prepared for the Project pursuant to CEQA requirements. The Environmental Checklist Form indicates that the Project would not result in significant impacts with the implementation of mitigation measures, as identified where applicable throughout this document.

1.3 Mitigation Measures

State CEQA Guidelines Section 15041, Authority to Mitigate, gives the lead agency for a project the authority to require feasible changes in any or all activities involved in the project in order to substantially lessen or avoid significant effects on the environment, consistent with applicable constitutional requirements such as the “nexus” and “rough proportionality” standards. CEQA Guidelines Section 15364 defines “feasible” as capable of being accomplished in a successful manner within a reasonable period of time, considering economic, environmental, legal, social, and technological factors. Mitigation measures will be adopted to reduce the environmental impacts to less than significant levels.

- Several forms of mitigation under CEQA Section 15370 are summarized as follow:
- Avoiding the impact by not taking a certain action(s)
- Minimizing impacts by limiting the degree or magnitude of the action and its implementation.
- Rectifying the impact by repairing, rehabilitating, or restoring the impact environment.
- Reducing or eliminating the impact over time by preservation and maintenance operations during the life of the action
- Compensating for the impact by replacing or providing substitute resources or environment.

Avoiding impacts is the preferred form of mitigation, followed by minimizing or rectifying the impact to less than significant levels. Compensating for impacts would be pursued if no other form of mitigation is not feasible.

1.4 Environmental Resource Topics

This IS/MND evaluates the Project's impacts on the following resource topics:

- Aesthetics
- Agricultural and Forestry Resources
- Air Quality
- Biological Resources
- Cultural Resources
- Energy
- Geology and Soils
- Greenhouse Gas Emissions
- Hazardous 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

1.5 Report Organization

This document has been organized into the following sections:

Section 1.0 – Introduction. This section provides an introduction and overview describing the conclusions of the Initial Study.

Section 2.0 – Project Description. This section identifies key project characteristics and includes a list of anticipated discretionary actions.

Section 3.0 – Initial Study Checklist. The Environmental Checklist Form provides an overview of the potential impacts that may or may not result from project implementation.

Section 4.0 – Environmental Evaluation. This section contains an analysis of environmental impacts identified in the environmental checklist.

Section 5.0 – References. The section identifies resources used to prepare the Initial Study.

1.6 Initial Study Public Review Process

This IS and Notice of Intent to adopt the MND will be distributed to responsible and trustee agencies, other affected agencies, and other interested parties for a 30-day public review period.

Written comments regarding this MND should be addressed to:

Ash Syed, Associate Planner
City of Highland
Planning Department
27215 Base Line
Highland, CA 92346
909-864-6861 ext. 210
asyed@cityofhighland.org

After the 30-day review period, comments raised during the public review period will be considered and addressed prior to adoption of the MND by the City.

2.0 DESCRIPTION OF PROPOSED PROJECT

2.1 Location, Setting, and Existing Conditions of the Proposed Project

PROJECT LOCATION

The Project site is located northwest of the corner of Meines Street and Palm Avenue, in the City of Highland (City), within the County of San Bernardino (County), on Assessor Parcel Numbers (APNs) 1192-621-02 through -08, -20 through -23 and 1192-601-05, -09, -43. The Project site is generally located in the southern central portion of the City, approximately 2,933 feet (0.55-mile) to the west of Interstate (I) 210 and 972 feet (0.18-mile) north of the City of Redlands; refer to **Exhibit 1, Regional Location Map**.

Local access to the Project site is provided via Meines Street, which traverses the south of the site in a west-east direction, Palm Avenue that traverses east of the site in a north-south direction. Regional access to the Project site is via the W 5th Street off-ramp from I-210; refer to **Exhibit 2, Project Vicinity Map**.

PROJECT SETTING, LAND USE, AND ZONING DESIGNATION

The Project site is a 12.8-acre four-sided polygon-shaped site composed of 14 parcels. The Project site is currently developed with existing industrial uses and non-conforming single-family residential uses. The Project site is bound by commercial, vacant and undeveloped land, and non-conforming single-family homes to the south; non-conforming single-family homes, vacant land and a Santa Ana River stream to the east, industrial uses and non-conforming single-family residential uses; and vacant, undeveloped land, and industrial uses to the west.

Due to existing industrial and residential uses, the Project site is highly disturbed and contains non-native grassland limited to the single-family properties. Nonnative tree species and shrubs can be found scattered throughout the perimeter of the Project site.

Site elevations are relatively flat throughout the Project site, with a nominal slope increase towards the eastern portion of the site. The highest elevation at the eastern portion of the site is approximately 1191 feet (ft) above mean sea level (MSL). The lowest elevation is at the western portion of the site at approximately 1175 ft MSL. Runoff from the site drains southwesterly toward Meines Street.

The Project site's land use designation is Industrial, and the zoning designation is Industrial (I); refer to **Exhibit 3, Existing General Plan Land Use and Zoning Designations**. Furthermore, **Table 1, Existing Land Uses and Zoning Designations**, identifies the existing land uses and zoning designations of the Project site and surrounding area, congruent with the City of Highland General Plan (Highland GP).

Table 1: Existing Land Uses and Zoning Designations

Location	Existing Land Use Designation	Existing Zoning Designation	Existing Use
Project Site	Industrial	Industrial (I)	Industrial Uses, Single-Family Residential
North	Open Space; Public/Institutional Parks	Open Space (OS); Public/Quasi-Public (P/Q)	Santa Ana River; City of Highland Community Park;
South	Industrial; Business Park	Industrial (I); Business Park (BP)	Commercial Use; Vacant/Undeveloped land; Single-Family Residential
East	Industrial	Industrial (I)	Single-Family Residential; Vacant/Undeveloped Land; Santa Ana River
West	Industrial; Public/Institutional	Industrial; Public/Quasi-Public (P/Q)	Vacant/Undeveloped land; Industrial

Source: Google Maps.
City of Highland. 2012. City of Highland General Plan, *Land Use Element – Figure 2-2 General Plan Land Use*. Page 2-9. Available at: <https://www.cityofhighland.org/DocumentCenter/View/2294/Land-Use-Element-PDF> (accessed September 19, 2022).
City of Highland. 2012. *Zoning Map*. Available at: <https://www.cityofhighland.org/DocumentCenter/View/191/Zoning-Map-PDF?bidId=> (accessed September 19, 2022).

Furthermore, the Project site is located within the Airport Influence Area Zone “E” (Negligible Risk Level) for San Bernardino International Airport.

2.2 Proposed Project Characteristics

This development proposes a single new industrial concrete tilt-up dock high warehouse building totaling 284,917 square feet, including 5,000 square feet of office space and 3,000 feet of mezzanine space, on approximately 12.8 acres. The structure will be supported by a screened truck yard, vehicular parking areas, trailer storage stalls, drive aisles, and landscaped areas. On-site improvements will include storm drains, stormwater/water quality treatment facilities (including underground infiltration chambers), sewer (including a private lift station), water, sewer, and dry utility systems; refer to **Exhibit 4, Conceptual Site Plan**.

SITE ACCESS

Vehicular access to the Project site will be provided by two new driveways off Palm Avenue and one new driveway off Meines Street. The Project also proposes a internal driveway which would provide vehicular access throughout the Project site; refer to **Exhibit 4**.

PARKING

The Project proposes 159 (9' x 19') standard stalls and 34 (9' x 14') compact stalls for a total of 193 auto stalls. The Project will also provide 47 (10' x 53') trailer parking stalls.

LANDSCAPING

The proposed landscape area would cover approximately 64,146 SF (23.7 percent) of the total 12.8 acre site. As illustrated in **Exhibit 5, Conceptual Landscape Plan**, the proposed landscape includes a mix of

drought tolerant trees, shrubs, and accent plants along the perimeter of the Project site as well as along the building and in the parking lot islands.

GRADING

Grading and earthwork analysis indicate that the Project (with a level building floor) can balance with the use of minor onsite slopes and deepened building panels; refer to **Exhibit 6, Conceptual Grading Plan**. The preliminary earthwork numbers are 45,124 cubic yards of cut & 45,124 cubic yards of fill with approximately 52,762 cubic yards of over-excavation.

DRAINAGE

While the Project site generally drains to Meines Street under existing conditions, the downstream portions of the street are not fully improved (no curb and gutter) and there is no existing point of connection to the existing channel. Since the site is ultimately tabled to City Creek channel, a storm drain connection to the channel is proposed near the northwest corner of the Project site to handle flows.

Runoff from the north portion of the proposed building, the east parking area, and the north truck yard area will drain to catch basins located in the parking lot and truck dock area. A proposed storm drain will convey runoff west through the truck yard area. Flows from the south portion of the building and the west parking area will be collected in catch basins located in the west parking lot. A proposed storm drain will convey flows north and will connect to the previously mentioned storm drain system. The storm drain will continue north, connecting to City Creek channel.

The proposed connection to City Creek channel will be a 24" reinforced concrete pipe (RCP) extending approximately 55 feet into the channel's right-of-way. A proposed headwall (approximately 5' wide by 10' long and 3.3' tall) will be installed to terminate the storm drain system. A rip rap pad (approximately 10' wide by 20' long) will then be constructed downstream of the headwall to dissipate the velocity. Additional channel grading to the channel slope will be required to all this connection to be completed. A jurisdictional delineation was conducted for this improvement and is further discussed in **Section 4.4, Biological Resources** of this IS/MND.

Onsite detention is also proposed to reduce runoff from the Project site to less than existing conditions. Detention is proposed in the truck yard for areas tributary to this location. The truck yard is higher than the elevations of the west parking lot, so these flows cannot be stored in the truck yard and will discharge without detention. Refer to **Exhibit 6 and Exhibit 7, Conceptual Utility Plan**.

WATER AND SEWER

The Project site is within the jurisdictional boundaries of the East Valley Water District (EVWD). EVWD maintains an existing 12" main in Palm Avenue and an existing 6" main in Meines Street. Preliminary Project design anticipates removal of all existing facilities currently serving this site. The proposed building will be served by two new 2" water meters (1 domestic & 1 irrigation), and two new 10" fire service connections, all from the existing 12" water main in Palm Avenue.

The Project site is within the jurisdictional boundaries of the East Valley Water District (EVWD) for sanitary sewer services; however, EVWD does not maintain any site adjacent sewer mains. The site is currently

served by multiple septic systems. The nearest EVWD facility is an existing 24" sewer main about 250' south of the site in 5th Street (flows west). The proposed service to the Project will include a new onsite manhole and 6" sewer lateral connection to the proposed 8" sewer main extension in 5th Street. An onsite private lift station and force main will be required. The force main will discharge to a proposed onsite sewer manhole. Refer to **Exhibit 7**.

DRY UTILITIES

The Project site would be serviced by Southern California Gas Company (SCG) for natural gas services. The nearest SCG facility is a 2" main in Meines Street, approximately 80' west of the southwest corner of the Project site. Southern California Edison (SCE) maintains existing conduit facilities opposite the Project site in Palm Avenue and existing power poles with aerial distribution facilities in Meines Street along the Project frontage. The power poles and aerial facilities are proposed to be removed and undergrounded to the next existing power pole west of the Project site. AT&T maintains existing conduit facilities in Palm Avenue and existing aerial facilities in Meines Street along the Project frontage. The aerial facilities in Meines Street along the Project frontage are proposed to be undergrounded to the next existing pole west of the Project site.

OFF-SITE STREET IMPROVEMENTS

Palm Avenue is designated as a Major Highway by the city, having an ultimate ½ width right-of-way of 52' from street centerline, an ultimate curb location of 40' from street centerline, and a 12' parkway. The existing ½ width street right-of-way is mostly 52', however, a 12' street dedication along the northern +/- 100' of the site frontage is required. Existing improvements consist of ultimate pavement (fair condition), curb & gutter and partial parkway improvements. Required improvements besides removals and relocations include two new driveways, striping, and parkway improvements including streetlights, fire hydrants, landscaping (including trees), and signage.

Meines Street is designated as a Local Street by the city, having an ultimate ½ width right-of-way of 30' from street centerline, an ultimate curb location of 18' from street centerline, and a 12' parkway. The existing ½ width street right-of-way varies between 25' and 30'; therefore, an additional 5' street dedication is required along portions of the site frontage. Existing improvements consist of substandard edge of pavement (poor condition) to dirt and/or curb & gutter and lack required parkway improvements. Required improvements besides removals include pavement infill, curb & gutter, a right-turn pocket, a driveway, striping, and parkway improvements including streetlights, fire hydrants, a catch basin & local depression, sidewalks, landscaping (including trees), and signage.

PROJECT APPROVALS

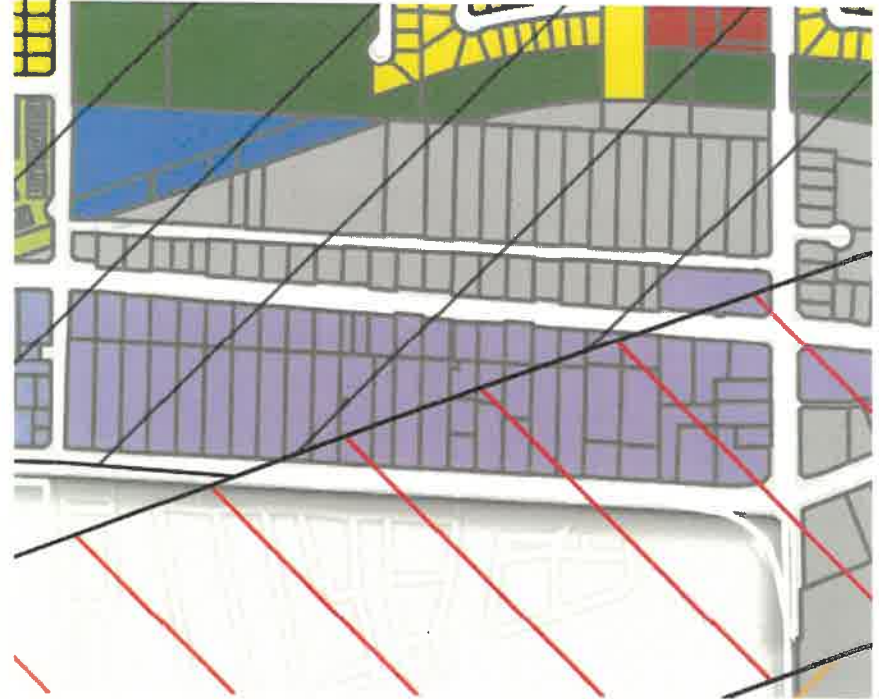
The actions and/or approvals that the City needs to consider for the Project include, but are not limited to, the following:

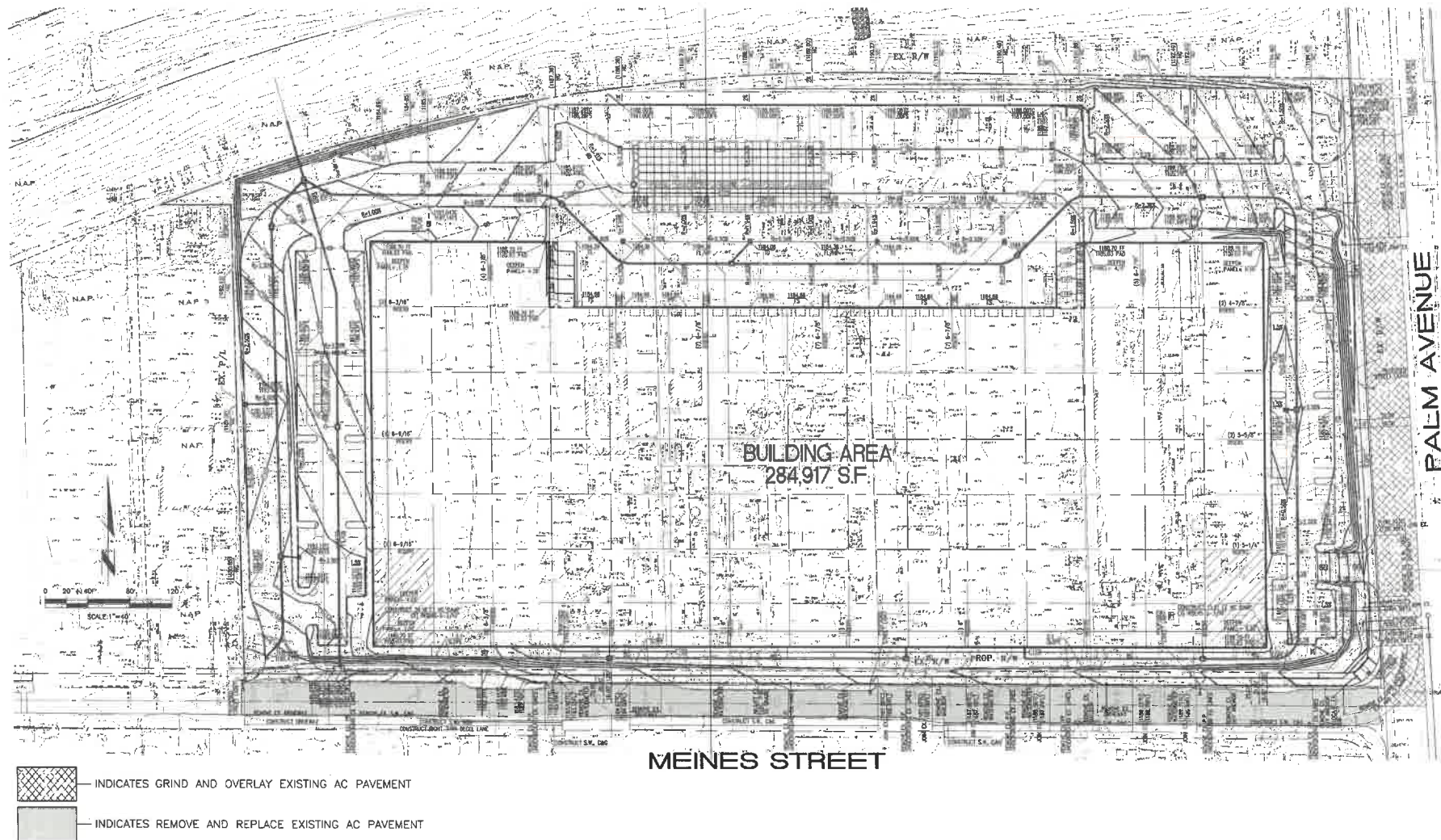
- Design Review Permit that includes the request for architectural review of the proposed warehouse building and associated infrastructure located on the northwest corner of Meines Street and Palm Avenue intersection (APNs: 1192-621-02 through -08, -20 through -23 and 1192-601-05, -09, -43).

- Tentative Parcel Map No. 20680 to combine 14 parcels into one parcel.

Other permits required for the Project may include, but are not limited to, the following: issuance of encroachment permits for driveways, and utilities; security and parking area lighting; permits; building permits; grading permits; tenant improvement permits; and permits for new utility connections.



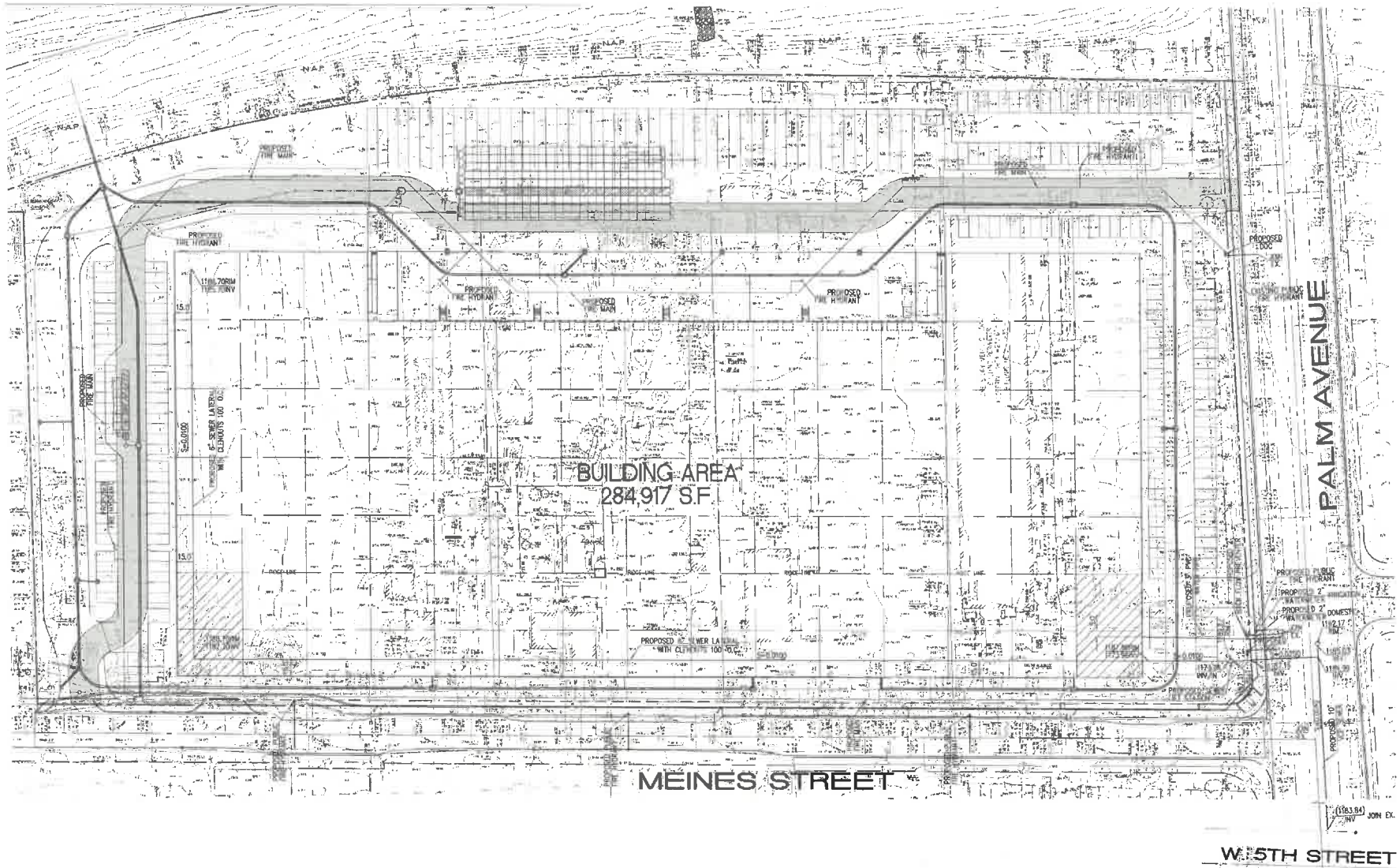




Source: Thienes Engineering, (2023). Conceptual Grading Plan

Exhibit 6: Conceptual Grading Plan
City of Highland
Meines Street and Palm Avenue Warehouse Project

Kimley»Horn



Source: Thienes Engineering. (2023). Conceptual Utility Plan

Exhibit 7: Conceptual Utility Plan
City of Highland
Meines Street and Palm Avenue Warehouse Project



Not to Scale

Kimley»Horn

3.0 INITIAL STUDY CHECKLIST

1. Project title:

Meines Street and Palm Avenue Warehouse Project

2. Lead agency name and address:

City of Highland
Planning Department
27215 Base Line
Highland, CA 92346

3. Contact person and phone number:

Ash Syed, Associate Planner
909-864-6861 ext. 210
asyed@cityofhighland.org

4. Project location:

The Project site is located northwest of the corner of Meines Street and Palm Avenue, in the City of Highland, California, and County of San Bernardino.

5. Project sponsor's name and address:

Lovett Industrial
120 Newport Center Drive, Suite 217,
Newport Beach, CA 92660

6. General plan designation:

Industrial

7. Zoning:

Industrial (I)

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 site is a 12.8-acre four-sided polygon-shaped site composed of 14 parcels (APNs: 1192-621-02, -03, -04, -05, -06, -07, -08, -20, -21, -22, -23 and 1192-601-05, -09, -43). Aerial imagery shows that the Project site is currently used for industrial and non-conforming single-family residential uses. The Project site is zoned Industrial (I) and has an Industrial General Plan land use designation. The Project would include the development of single new industrial concrete tilt-up dock high warehouse building totaling 284,917 square feet, including 5,000 square feet of office space and 3,000 feet of mezzanine space. The structure will be supported by a screened truck yard,

vehicular parking areas, tractor-trailer storage stalls, drive aisles, and landscaped areas. On-site improvements will include storm drains, stormwater/water quality treatment facilities (including underground infiltration chambers), sewer (including a private lift station), water, and dry utility systems. Additionally, minor onsite slopes and deepened building panels will be utilized.

9. Surrounding land uses and setting: Briefly describe the project's surroundings:

North: Santa Ana River; City of Highland Community Park;

South: Commercial Use; Vacant/Undeveloped land; Single-Family Residential

East: Single-Family Residential; Vacant/Undeveloped Land; Santa Ana River

West: Vacant/Undeveloped land; Industrial Uses

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

None

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.?

NOTE: Conducting consultation early in the CEQA process allows tribal governments, lead agencies, and project proponents to discuss the level of environmental review, identify and address potential adverse impacts to tribal cultural resources, and reduce the potential for delay and conflict in the environmental review process. (See Public Resources Code section 21080.3.2.) Information may also be available from the California Native American Heritage Commission's Sacred Lands File per Public Resources Code section 5097.96 and the California Historical Resources Information System administered by the California Office of Historic Preservation. Please also note that Public Resources Code section 21082.3(c) contains provisions specific to confidentiality.

The City completed the Assembly Bill (AB) 52 tribal consultation for the Project on December 2022. On December 1, 2022, the City initiated tribal consultation with interested California Native American tribes consistent with AB 52. Those tribes were the: Gabrieleño Band of Mission Indians – Kizh Nation, Yuhaaviatam of San Manuel Nation (formerly known as the San Manuel Band of Mission Indians), and Soboba Band of Luiseno Indians. At the conclusion of the consultation, the Yuhaaviatam of San Manuel Nation requested that Mitigation Measures (MM) TCR-1 and TCR-2 be implemented. Refer to Section 4.18, Tribal Cultural Resources of this document for additional information.

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

DETERMINATION:

On the basis of this initial evaluation (check one):

- ☐ 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 EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

CERTIFICATION:

Signature

Date

4.0 ENVIRONMENTAL ANALYSIS

4.1 AESTHETICS

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
1. AESTHETICS. Except as provided in Public Resources Code Section 21099, would the project:				
a) Have a substantial adverse effect on a scenic vista?			X	
b) Substantially damage scenic resources, including but not limited to trees, rock outcroppings, and historic buildings within a state scenic highway?			X	
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?			X	
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?			X	

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

Less than Significant Impact. Scenic vistas in the City consist of the San Bernardino Mountains and the San Bernardino National Forest, located at the eastern and northern boundaries of the City. Scenic views also consist of the City's natural setting and preserved open-space land. The Project proposes the development of an industrial building and associated infrastructure improvements. Although the Project would directly impact the non-conforming single-family homes located south of Meines Street views of the identified scenic vistas to the north-northeast, the proposed building's height would not exceed the City's Municipal Code (Highland MC) maximum building height of 50 feet, consistent with the Industrial (I) zoning designation (refer to **Exhibit 8, Conceptual Elevations**). Furthermore, as illustrated in **Exhibit 4, Conceptual Site Plan**, the proposed industrial building would have a 20-foot front building setback towards Meines Street, consistent with the Highland MC minimum front building setback area of 20 feet.¹ The proposed building would be also sited beyond the minimum rear building setback area of 20 feet. Lastly, the Project would integrate landscaping near the building on all sides to improve the visual quality of the area.

¹ City of Highland. (2022). *City of Highland Municipal Code – Section 16.24.040 Employment district development standards*. Retrieved from: <https://www.codepublishing.com/CA/Highland/#!/Highland16/Highland1624.html#16.24> (accessed October 10, 2022).

that would improve the visual quality of the area. Therefore, the project would not conflict with applicable zoning and other regulations governing scenic quality.

Mitigation Measures: No mitigation is required.

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

Less than Significant Impact. Existing sources of light and glare include street lighting, lights from the surrounding residential, commercial, and industrial development, and roadways from vehicle headlights. The Project would implement onsite safety and security lighting in compliance with the Highland MC Lighting Design Standards. In addition, the Project's proposed lighting would be reviewed by the City to ensure conformance with the 2022 California Building Standards Code, (Part 2 of Title 24, CCR) and with the 2022 California Green Building Standards Code (Part 11 of Title 24, CCR) to ensure that the proposed lighting is designed to eliminate light spillage and glare. With compliance with State and local regulations, the Project is not anticipated to create a new source of substantial light or glare which would adversely affect day or nighttime views in the area.

Mitigation Measures: No mitigation is required.

Cumulative Impacts

The potential aesthetic impacts related to views, aesthetics, and light and glare are site-specific. As discussed above, Project-related impacts would be less than significant. Additionally, the type and intensity of development associated with the proposed Project site would be consistent with the area. The Project, in conjunction with cumulative development, would not significantly change the appearance of the site and surrounding area. All future development projects would be required to adhere to applicable local planning and design guidelines. Therefore, aesthetic impacts are not expected to be cumulatively considerable, and no adverse impacts would occur.

4.2 AGRICULTURE AND FORESTRY RESOURCES

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
2. AGRICULTURE AND FORESTRY RESOURCES. In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?				X
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?				X
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))?				X
d) Result in the loss of forest land or conversion of forest land to non-forest use?				X
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?				X

- a) *Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?*
- b) *Conflict with existing zoning for agricultural use, or a Williamson Act contract?*
- c) *Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code*

section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?

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

No Impact. According to the Department of Conservation's (DOC) Farmland Mapping & Monitoring Program (FMMP), the Project site is designated as "Urban and Built-Up Land" which is defined as land that occupied by structures with a building density of at least one unit to 1.5 acres or approximately six structures to a 10-acre parcel.³ Therefore, the Project would not convert prime farmland, unique farmland, or farmland of statewide for non-agricultural use.

As noted in Section 3.0 above, the Project is zoned as industrial (I) and contains industrial and non-conforming residential uses on-site. Therefore, the Project would not conflict with existing agricultural or forest land zoning. Furthermore, the DOC does not designate the Project site under a Williamson Act Contract. Lastly, the Project site does not contain forest land. Therefore, the Project would not conflict with agricultural or forestry zoning, convert farmland or forest land for non-agricultural uses, or conflict with a Williamson Act Contract. No impact associated with agricultural and forestry resources would occur with the implementation of the Project.

Mitigation Measures: No mitigation is required.

Cumulative Impacts

The Project would not impact any agricultural and forestry resources within the City. The Project site is zoned for industrial uses which is consistent with the Project's proposed uses and surrounding industrial and business park uses.

³ California DOC. (2022). *California Important Farmland Finder*. Retrieved at: <https://maps.conservation.ca.gov/DLRP/CIFF/> (accessed May 2023).

4.3 AIR QUALITY

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
3. 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?			X	
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?			X	
c) Expose sensitive receptors to substantial pollutant concentrations?			X	
d) Result in other emissions (such as those leading to odors adversely affecting a substantial number of people?			X	

Kimley-Horn and Associates prepared Air Quality Assessment and Health Risk Assessment (HRA) for the Project; refer to **Appendix A**.

Climate and Meteorology

The California Air Resources Board (CARB) divides the State into 15 air basins that share similar meteorological and topographical features. The Project is located within the South Coast Air Basin (SCAB), which includes the non-desert portions of Los Angeles, Riverside, and San Bernardino counties, as well as all of Orange County. The SCAB is on a coastal plain with connecting broad valleys and low hills, bounded by the Pacific Ocean on the southwest and high mountains forming the remainder of the perimeter. Air quality in this area is determined by such natural factors as topography, meteorology, and climate, in addition to the presence of existing air pollution sources and ambient conditions.

The SCAB is part of a semi-permanent high-pressure zone in the eastern Pacific. As a result, the climate is mild and tempered by cool sea breezes. This usually mild weather pattern is occasionally interrupted by periods of extreme heat, winter storms, and Santa Ana winds. The annual average temperature throughout the 6,645-square-mile SCAB ranges from low 60 to high 80 degrees Fahrenheit with little variance. With more oceanic influence, coastal areas show less variability in annual minimum and maximum temperatures than inland areas.

Contrasting the steady pattern of temperature, rainfall is seasonally and annually highly variable. Almost all annual rainfall occurs between the months of November and April. Summer rainfall is reduced to widely scattered thundershowers near the coast, with slightly heavier activity in the east and over the mountains.

Although the SCAB has a semiarid climate, the air closer to the Earth's surface is typically moist because of the presence of a shallow marine layer. Except for occasional periods when dry, continental air is brought into the SCAB by offshore winds, the "ocean effect" is dominant. Periods of heavy fog are frequent and low clouds known as high fog are characteristic climatic features, especially along the coast. Annual average humidity is 70 percent at the coast and 57 percent in the eastern portions of the SCAB.

Wind patterns across the SCAB are characterized by westerly or southwesterly onshore winds during the day and easterly or northeasterly breezes at night. Wind speed is typically higher during the dry summer months than during the rainy winter. Between periods of wind, air stagnation may occur in both the morning and evening hours. Air stagnation is one of the critical determinants of air quality conditions on any given day. During winter and fall, surface high-pressure systems over the SCAB, combined with other meteorological conditions, result in very strong, downslope Santa Ana winds. These winds normally continue for a few days before predominant meteorological conditions are reestablished.

The mountain ranges to the east affect the diffusion of pollutants by inhibiting the eastward transport of pollutants. Air quality in the SCAB generally ranges from fair to poor and is similar to air quality in most of coastal Southern California. The entire region experiences heavy concentrations of air pollutants during prolonged periods of stable atmospheric conditions.

In addition to the characteristic wind patterns that affect the rate and orientation of horizontal pollutant transport, two distinct types of temperature inversions control the vertical depth through which air pollutants are mixed. These inversions are the marine inversion and the radiation inversion. The height of the base of the inversion at any given time is called the "mixing height." The combination of winds and inversions is a critical determinant leading to highly degraded air quality for the SCAB in the summer and generally good air quality in the winter.

Air Pollutants of Concern

The air pollutants emitted into the ambient air by stationary and mobile sources are regulated by state and federal laws. These regulated air pollutants are known as "criteria air pollutants" and are categorized into primary and secondary pollutants.

Primary air pollutants are emitted directly from sources. Carbon monoxide (CO), reactive organic gases (ROG), nitrogen oxide (NO_x), sulfur dioxide (SO₂), coarse particulate matter (PM₁₀), fine particulate matter (PM_{2.5}), and lead are primary air pollutants. Of these, CO, NO_x, SO₂, PM₁₀, and PM_{2.5} are primary criteria pollutants. ROG and NO_x are criteria pollutant precursors and form secondary criteria pollutants through chemical and photochemical reactions in the atmosphere. For example, the criteria pollutant ozone (O₃) is formed by a chemical reaction between ROG and NO_x in the presence of sunlight. O₃ and nitrogen dioxide (NO₂) are the principal secondary pollutants. Sources and health effects commonly associated with criteria pollutants are summarized in Error! Reference source not found..

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Pollutant	Major Man-Made Sources	Human Health Effects
Particulate Matter (PM ₁₀ and PM _{2.5})	Power plants, steel mills, chemical plants, unpaved roads and parking lots, wood-burning stoves and fireplaces, automobiles and others.	Increased respiratory symptoms, such as irritation of the airways, coughing, or difficulty breathing; asthma; chronic bronchitis; irregular heartbeat; nonfatal heart attacks; and premature death in people with heart or lung disease. Impairs visibility.
Ozone (O ₃)	Formed by a chemical reaction between reactive organic gases/volatile organic compounds (ROG or VOC) ¹ and nitrogen oxides (NO _x) in the presence of sunlight. Motor vehicle exhaust industrial emissions, gasoline storage and transport, solvents, paints and landfills.	Irritates and causes inflammation of the mucous membranes and lung airways; causes wheezing, coughing, and pain when inhaling deeply; decreases lung capacity; aggravates lung and heart problems. Damages plants; reduces crop yield.
Sulfur Dioxide (SO ₂)	A colorless gas formed when fuel containing sulfur is burned and when gasoline is extracted from oil. Examples are petroleum refineries, cement manufacturing, metal processing facilities, locomotives, and ships.	Respiratory irritant. Aggravates lung and heart problems. In the presence of moisture and oxygen, sulfur dioxide converts to sulfuric acid which can damage marble, iron and steel. Damages crops and natural vegetation. Impairs visibility. Precursor to acid rain.
Carbon Monoxide (CO)	An odorless, colorless gas formed when carbon in fuel is not burned completely; a component of motor vehicle exhaust.	Reduces the ability of blood to deliver oxygen to vital tissues, affecting the cardiovascular and nervous system. Impairs vision, causes dizziness, and can lead to unconsciousness or death.
Nitrogen Dioxide (NO ₂)	A reddish-brown gas formed during fuel combustion for motor vehicles and industrial sources. Sources include motor vehicles, electric utilities, and other sources that burn fuel.	Respiratory irritant; aggravates lung and heart problems. Precursor to O ₃ . Contributes to global warming and nutrient overloading which deteriorates water quality. Causes brown discoloration of the atmosphere.
Lead (Pb)	Lead is a metal found naturally in the environment as well as in manufactured products. The major sources of lead emissions have historically been motor vehicles (such as cars and trucks) and industrial sources. Due to the phase out of leaded gasoline, metals processing is the major source of lead emissions to the air today. The highest levels of lead in air are generally found near lead smelters. Other stationary sources are waste incinerators, utilities, and lead-acid battery manufacturers.	Exposure to lead occurs mainly through inhalation of air and ingestion of lead in food, water, soil, or dust. It accumulates in the blood, bones, and soft tissues and can adversely affect the kidneys, liver, nervous system, and other organs. Excessive exposure to lead may cause neurological impairments such as seizures, mental retardation, and behavioral disorders. Even at low doses, lead exposure is associated with damage to the nervous systems of fetuses and young children, resulting in learning deficits and lowered IQ.
Notes: ¹ Volatile Organic Compounds (VOCs or Reactive Organic Gases [ROG]) are hydrocarbons/organic gases that are formed solely of hydrogen and carbon. There are several subsets of organic gases including ROG and VOCs. Both ROG and VOCs are emitted from the incomplete combustion of hydrocarbons or other carbon-based fuels. The major sources of hydrocarbons are combustion engine exhaust, oil refineries, and oil-fueled power plants; other common sources are petroleum fuels, solvents, dry cleaning solutions, and paint (via evaporation). Source: Kimley-Horn. (2023). <i>Air Quality Assessment</i> . page 7 – Table 1.		

Toxic Air Contaminants

Toxic air contaminants (TACs) are airborne substances that can cause short-term (acute) or long-term (i.e., chronic, carcinogenic or cancer causing) adverse human health effects (i.e., injury or illness). TACs include both organic and inorganic chemical substances. They may be emitted from a variety of common sources including gasoline stations, automobiles, dry cleaners, industrial operations, and painting

operations. The current California list of TACs includes more than 200 compounds, including particulate emissions from diesel-fueled engines.

CARB identified diesel particulate matter (DPM) as a toxic air contaminant. DPM differs from other TACs in that it is not a single substance but rather a complex mixture of hundreds of substances. Diesel exhaust is a complex mixture of particles and gases produced when an engine burns diesel fuel. DPM is a concern because it causes lung cancer; many compounds found in diesel exhaust are carcinogenic. DPM includes the particle-phase constituents in diesel exhaust. The chemical composition and particle sizes of DPM vary between different engine types (heavy-duty, light-duty), engine operating conditions (idle, accelerate, decelerate), fuel formulations (high/low sulfur fuel), and the year of the engine. Some short-term (acute) effects of diesel exhaust include eye, nose, throat, and lung irritation, and diesel exhaust can cause coughs, headaches, light-headedness, and nausea. DPM poses the greatest health risk among the TACs. Almost all diesel exhaust particle mass is 10 microns or less in diameter. Due to their extremely small size, these particles can be inhaled and eventually trapped in the bronchial and alveolar regions of the lung.

Ambient Air Quality

CARB monitors ambient air quality at approximately 250 air monitoring stations across the State. These stations usually measure pollutant concentrations ten feet above ground level; therefore, air quality is often referred to in terms of ground-level concentrations. Existing levels of ambient air quality, historical trends, and projections near the Project are documented by measurements made by the South Coast Air Quality Management District (SCAQMD), the air pollution regulatory agency in the SCAB that maintains air quality monitoring stations which process ambient air quality measurements.

Pollutants of concern in the SCAB include O₃, PM₁₀, and PM_{2.5}. The closest air monitoring station to the Project that monitors ambient concentrations of these pollutants is the San Bernardino-4th Street Monitoring Station (located approximately 3.5 miles to the west of the Project site). Local air quality data from 2019 to 2021 are provided in Error! Reference source not found., which lists the monitored maximum concentrations and number of exceedances of state or federal air quality standards for each year.

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Criteria Pollutant	2019	2020	2021
Ozone (O₃)¹			
1-hour Maximum Concentration (ppm)	0.127	0.162	0.142
8-hour Maximum Concentration (ppm)	0.114	0.128	0.112
<i>Number of Days Standard Exceeded</i>			
CAAQS 1-hour (>0.09 ppm)	63	89	66
NAAQS 8-hour (>0.070 ppm)	96	130	98
Carbon Monoxide (CO)¹			
1-hour Maximum Concentration (ppm)	3.818	1.934	4.331
<i>Number of Days Standard Exceeded</i>			
NAAQS 1-hour (>35 ppm)	0	0	0
CAAQS 1-hour (>20 ppm)	0	0	0
Nitrogen Dioxide (NO₂)¹			
1-hour Maximum Concentration (ppm)	0.059	0.054	0.056
<i>Number of Days Standard Exceeded</i>			

Criteria Pollutant	2019	2020	2021
NAAQS 1-hour (>0.100 ppm)	0	0	0
CAAQS 1-hour (>0.18 ppm)	0	0	0
Particulate Matter Less Than 10 Microns (PM₁₀)¹			
National 24-hour Maximum Concentration	112.7	174.8	182.4
State 24-hour Maximum Concentration	92.2	100.8	71.2
State Annual Average Concentration (CAAQS=20 µg/m ³)	—	—	—
<i>Number of Days Standard Exceeded</i>			
NAAQS 24-hour (>150 µg/m ³)	0	1	1
CAAQS 24-hour (>50 µg/m ³)	4	8	4
Particulate Matter Less Than 2.5 Microns (PM_{2.5})¹			
National 24-hour Maximum Concentration	60.5	56.6	57.9
State 24-hour Maximum Concentration	60.5	56.6	57.9
<i>Number of Days Standard Exceeded</i>			
NAAQS 24-hour (>35 µg/m ³)	1	2	1
Notes: NAAQS = National Ambient Air Quality Standards; CAAQS = California Ambient Air Quality Standards; ppm = parts per million; µg/m ³ = micrograms per cubic meter; — = not measured 1 Measurements taken at the San Bernardino-4th Street Monitoring Station at 24302 4th Street., San Bernardino, CA 92410. (CARB# 36203)			
Source: Ibid. Page 9 – Table 2.			

Sensitive Receptors

Sensitive populations are more susceptible to the effects of air pollution than is the general population. Sensitive receptors that are in proximity to localized sources of toxics are of particular concern. Land uses considered sensitive receptors include residences, schools, playgrounds, childcare centers, long-term health care facilities, rehabilitation centers, convalescent centers, and retirement homes. The Project site is primarily surrounded by trailer parking, industrial warehousing, business offices, logistics, and distribution related uses. The sensitive land uses nearest to the Project site consist of single-family residences located to the north, south, northeast, and west and a community park to the northwest. Sensitive land uses nearest to the Project are shown in Error! Reference source not found..

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Receptor Description	Distance and Direction from the Project
Single-Family Residences	97 feet to the south
Single-Family Residences	240 feet to the north
Single-Family Residences	290 feet to the northeast
Single-Family Residences	310 feet to the southwest
Highland Community Park	370 feet to the northwest
Single-Family Residences	818 feet to the west
Cypress Elementary School	1,960 feet to the northwest
Source: Ibid. page 10 – Table 3.	

Air Quality Thresholds

Based upon the criteria derived from Appendix G of the CEQA Guidelines, a Project normally would have a significant effect on the environment if it would:

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

- Result in a cumulatively considerable net increase of any criteria pollutant for which the Project region is in nonattainment under an applicable State or federal ambient air quality standard.
- Expose sensitive receptors to substantial pollutant concentrations.
- Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people.

SCAQMD Thresholds

The significance criteria established by SCAQMD may be relied upon to make the above determinations. According to the SCAQMD, an air quality impact is considered significant if the Project would violate any ambient air quality standard, contribute substantially to an existing or projected air quality violation, or expose sensitive receptors to substantial pollutant concentrations. The SCAQMD has established thresholds of significance for air quality during construction and operational activities of land use development projects, as shown in Error! Reference source not found..

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Criteria Air Pollutants and Precursors	Pounds per Day	
	Construction-Related	Operational-Related
Reactive Organic Gases (ROG)	75	55
Carbon Monoxide (CO)	550	550
Nitrogen Oxides (NO _x)	100	55
Sulfur Oxides (SO _x)	150	150
Coarse Particulates (PM ₁₀)	150	150
Fine Particulates (PM _{2.5})	55	55
Source: Ibid. page 19 – Table 6		

Localized Carbon Monoxide

In addition to the daily thresholds listed above, the Project would also be subject to the CAAQS and NAAQS. These are addressed through an analysis of localized CO impacts. The significance of localized impacts depends on whether ambient CO levels near the Project site are above the CAAQS and NAAQS (the more stringent California CO CAAQS are 20 ppm for 1-hour and 9 ppm for 8-hour). The SCAB has been designated as attainment under the 1-hour and 8-hour CAAQS.

Localized Significance Thresholds (LSTs)

In addition to the CO hotspot analysis, the SCAQMD developed LSTs for emissions of NO₂, CO, PM₁₀, and PM_{2.5} generated at new development sites (off-site mobile source emissions are not included in the LST analysis). LSTs represent the maximum emissions that can be generated at a project without expecting to cause or substantially contribute to an exceedance of the most stringent state or federal ambient air quality standards. LSTs are based on the ambient concentrations of that pollutant within the Project source receptor area (SRA), as demarcated by the SCAQMD, and the distance to the nearest sensitive receptor. LST analysis for construction is applicable for all projects that disturb 5 acres or less on a single day. The City of Highland is located within SCAQMD SRA 34. Error! Reference source not found., shows the LSTs for a 1-acre, 2-acre, and 5-acre project in SRA 34 within 25 meters of the Project. The nearest sensitive receptor is a residential property located at approximately 30 meters to the south. Therefore,

the lowest thresholds distance of 30 meters were interpolated and used for the analysis based on the SCAQMD LST methodology guidance. LSTs associated with all acreage categories are provided in **Table 6** for informational purposes. **Table 6** shows that the LSTs increase as acreage increases. It should be noted that LSTs are screening thresholds and are therefore conservative. The construction LST acreage is determined based on daily acreage disturbed. The operational LST acreage is based on the total area of the Project site. Although the Project site is greater than five acres, the 5-acre operational LSTs are conservatively used to evaluate the Project.

Table 6: Local Significance Thresholds for Construction/Operations

Project Size	Pounds per Day			
	Nitrogen Oxide (NO _x)	Carbon Monoxide (CO)	Coarse Particulates (PM ₁₀)	Fine Particulates (PM _{2.5})
1 Acre	118/118	667/667	4/1	3/1
2 Acres	170/170	972/972	7/2	4/1
5 Acres	270/270	1,746/1,746	14/4	8/2

Source: Ibid. page 19 – Table 7

Methodology

This air quality impact analysis considers the Project's construction and operational impacts. Where criteria air pollutant quantification was required, emissions were modeled using the California Emissions Estimator Model (CalEEMod). CalEEMod is a Statewide land use emissions computer model designed to quantify potential criteria pollutant emissions associated with both construction and operations from a variety of land use projects. Air quality impacts were assessed according to methodologies recommended by CARB and the SCAQMD.

Construction equipment, trucks, worker vehicles, and ground-disturbing activities associated with Project construction would generate emissions of criteria air pollutants and precursors. Daily regional construction emissions are estimated by assuming construction occurs at the earliest feasible date (i.e., a conservative estimate of construction activities) and applying off-road, fugitive dust, and on-road emissions factors in CalEEMod.

Project operations would result in emissions of area sources (consumer products, architectural coating, and landscape equipment), energy sources (natural gas usage), mobile sources (motor vehicles from Project generated vehicle trips), and off-road equipment. Project-generated increases in operational emissions would be predominantly associated with motor vehicle use. The traffic trip generation attributed to the Project was obtained from the Project's Traffic Study prepared by Kimley-Horn and Associates, Inc. (**Appendix J**). Other operational emissions from area, energy, and stationary sources were quantified in CalEEMod based on land use activity data.

As discussed above, the SCAQMD provides significance thresholds for emissions associated with Project construction and operations. The Project's construction and operational emissions are compared to the daily criteria pollutant emissions significance thresholds in order to determine the significance of a Project's impact on regional air quality.

The localized effects from the Project's on-site emissions were evaluated in accordance with the SCAQMD's Localized Significance Threshold Methodology, which uses on-site mass emissions rate look-

up tables and project-specific modeling. LSTs represent the maximum emissions from a project that are not expected to cause or contribute to an exceedance of the most stringent applicable National Ambient Air Quality Standards (NAAQS) or California Ambient Air Quality Standards (CAAQS) and are developed based on the ambient concentrations of that pollutant for each source receptor area and distance to the nearest sensitive receptor.

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

Less than Significant Impact. As part of its enforcement responsibilities, the Environmental Protection Agency (EPA) requires each state with nonattainment areas to prepare and submit a State Implementation Plan that demonstrates the means to attain the federal standards. The State Implementation Plan must integrate federal, state, and local plan components and regulations to identify specific measures to reduce pollution in nonattainment areas, using a combination of performance standards and market-based programs. Similarly, under State law, the California Clean Air Act requires an air quality attainment plan to be prepared for areas designated as nonattainment regarding the state and federal ambient air quality standards. Air quality attainment plans outline emissions limits and control measures to achieve and maintain these standards by the earliest practical date.

The Project is located within the SCAB, which is under the jurisdiction of the SCAQMD. The SCAQMD is required, pursuant to the FCAA, to reduce emissions of criteria pollutants for which the SCAB is in nonattainment. To reduce such emissions, the SCAQMD drafted the 2016 and 2022 AQMPs (AQMPs). The AQMPs establish a program of rules and regulations directed at reducing air pollutant emissions and achieving CAAQS and NAAQS. The AQMPs are a regional and multi-agency effort including the SCAQMD, the CARB, the Southern California Association of Governments (SCAG), and the EPA.

The pollutant control strategies in the AQMPs are based on the latest scientific and technical information and planning assumptions, including SCAG's 2020-2045 Regional Transportation Plan/Sustainable Communities Strategies (RTP/SCS) herein referred as the Connect SoCal, updated emission inventory methodologies for various source categories, and SCAG's latest growth forecasts. SCAG's latest growth forecasts were defined in consultation with local governments and with reference to local general plans. The Project is subject to the AQMPs.

Criteria for determining consistency with the AQMPs are defined by the following indicators:

- Consistency Criterion No. 1: The Project will not result in an increase in the frequency or severity of existing air quality violations, or cause or contribute to new violations, or delay the timely attainment of air quality standards or the interim emissions reductions specified in the AQMPs.
- Consistency Criterion No. 2: The Project will not exceed the assumptions in the AQMPs or increments based on the years of the Project build-out phase.

According to the SCAQMD's CEQA Air Quality Handbook, the purpose of the consistency finding is to determine if a project is inconsistent with the assumptions and objectives of the regional air

quality plans, and thus if it would interfere with the region's ability to comply with CAAQS and NAAQS.

The violations to which Consistency Criterion No. 1 refers are CAAQS and NAAQS. As shown in **Table 7, Table 8, Table 10, and Table 11** below, the Project would not exceed the construction standards, operational standards, or localized significance thresholds. Therefore, the Project would not contribute to an existing air quality violation. Thus, the Project would be consistent with the first criterion.

Concerning Consistency Criterion No. 2, the AQMPs contain air pollutant reduction strategies based on SCAG's latest growth forecasts, and SCAG's growth forecasts were defined in consultation with local governments and with reference to local general plans. The Project site's Highland GP land use designation is Industrial, and the zoning designation is Industrial (I). The Project is consistent with the Highland GP land use designation and the zoning. As such, the Project would not result in substantial unplanned growth or unaccounted for growth in the Highland GP used by the SCAQMD to develop the AQMPs. Thus, a less than significant impact would occur no impact would occur, as the Project is also consistent with the second criterion.

In addition, in accordance with South Coast AQMD Rule 2305 (refer to South Coast Air Quality Management District under Section 3.4 Regulatory Setting) the Project operator would be required to pay a mitigation fee if the Project does not generate enough WAIRE Points. The Project operator may be required to implement additional emission reduction strategies. Conservatively, this analysis does not take credit for these potential reductions. Compliance with proposed Rule 2305 would reduce emissions below what is currently analyzed.

Overall, the Project would conflict with or obstruct implementation of the applicable air quality plan and impacts would be less than significant.

Mitigation Measures: No mitigation is required.

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

Less than Significant Impact.

Construction Emissions

Construction associated with the Project would generate short-term emissions of criteria air pollutants. The criteria pollutants of primary concern within the Project area include O₃-precursor pollutants (i.e., ROG and NO_x) and PM₁₀ and PM_{2.5}. Construction-generated emissions are short term and of temporary duration, lasting only as long as construction activities occur, but would be considered a significant air quality impact if the volume of pollutants generated exceeds the SCAQMD's thresholds of significance.

Construction results in the temporary generation of emissions resulting from site grading, road paving, motor vehicle exhaust associated with construction equipment and worker trips, and the movement of construction equipment, especially on unpaved surfaces. Emissions of airborne

particulate matter are largely dependent on the amount of ground disturbance associated with site preparation activities as well as weather conditions and the appropriate application of water.

Construction of the Project is anticipated to begin in October 2023 and is estimated to be completed within approximately 11 months. Construction-generated emissions associated with the Project were calculated using the CARB-approved CalEEMod computer program, which is designed to model emissions for land use development projects, based on typical construction requirements. Predicted maximum daily construction-generated emissions for the Project are summarized in **Table 7, Construction-Related Emissions**.

Table 7: Construction-Related Emissions

Construction Year	Pollutant (Maximum Pounds per Day)					
	Reactive Organic Gases (ROG)	Nitrogen Oxide (NO _x)	Carbon Monoxide (CO)	Sulfur Dioxide (SO ₂)	Coarse Particulate Matter (PM ₁₀)	Fine Particulate Matter (PM _{2.5})
2023	4.04	40.4	36.7	0.10	16.0	5.65
2024	25.3	13.6	24.1	0.03	2.47	0.95
SCAQMD Threshold	75	100	550	150	55	150
Exceed SCAQMD Threshold?	No	No	No	No	No	No
Notes: SCAQMD Rule 403 Fugitive Dust applied. The Rule 403 reduction/credits include the following: properly maintain mobile and other construction equipment; replace ground cover in disturbed areas quickly; water exposed surfaces two times daily; cover stock piles with tarps; water all haul roads twice daily; and limit speeds on unpaved roads to 15 miles per hour. Reductions percentages from the SCAQMD CEQA Handbook (Tables XI-A through XI-E) were applied.						
Source: Ibid. page 24 – Table 8						

Table 7 shows that all criteria pollutant emissions would remain below their respective thresholds. While impacts would be considered less than significant, the Project would be subject to SCAQMD Rules 402, 403, and 1113.

Fugitive dust emissions may have a temporary impact on local air quality. In addition, fugitive dust may be a nuisance to those living and working in the Project vicinity. Uncontrolled dust from construction can become a nuisance and potential health hazard to those living and working nearby. SCAQMD Rules 402 and 403 (prohibition of nuisances, watering of inactive and perimeter areas, track out requirements, etc.), are applicable to the Project and were applied in CalEEMod to minimize fugitive dust emissions. While impacts would be considered less than significant, the Project would be subject to SCAQMD Rules for reducing fugitive dust. Therefore, the Project's construction-related activities would 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.

Operational Emissions

The Project's operational emissions would be associated with area sources (e.g., landscape maintenance equipment, architectural coatings, off-road equipment, etc.), energy sources, mobile sources (i.e., motor vehicle use), and off-road equipment. Primary sources of operational criteria pollutants are from motor vehicle use and area sources. Long-term operational emissions

attributable to the Project are summarized in **Table 8, Operational Emissions**. The operational emissions sources are described below.

- **Area Source Emissions.** Area source emissions would be generated due to on-site equipment, architectural coating, and landscaping that were previously not present on the site.
- **Energy Source Emissions.** Energy source emissions would be generated due to electricity and natural gas usage associated with the Project. Primary uses of electricity and natural gas by the Project would be for miscellaneous warehouse equipment, space heating and cooling, water heating, ventilation, lighting, appliances, and electronics.
- **Mobile Source.** Mobile sources are emissions from motor vehicles, including tailpipe and evaporative emissions. Depending upon the pollutant being discussed, the potential air quality impact may be of either regional or local concern. For example, ROG, NO_x, PM₁₀, and PM_{2.5} are all pollutants of regional concern. NO_x and ROG react with sunlight to form O₃, known as photochemical smog. Additionally, wind currents readily transport PM₁₀ and PM_{2.5}. However, CO tends to be a localized pollutant, dispersing rapidly at the source.
- Project-generated vehicle emissions are based on the trip generation within the Project's Traffic Study (**Appendix J**) and incorporated into CalEEMod as recommended by the SCAQMD. Per the Project's Traffic Study, the Project would generate a total of 487 daily trips.
- **Off-Road Equipment Emissions.** Because the Project is a speculative warehouse development and the final end user is not known, to be conservative it was assumed that the Project would operate six forklifts and one yard truck for twelve hours per day.

Table 8: Operational Emissions

Source	Maximum Pounds Per Day					
	ROG	NO _x	CO	SO ₂	PM ₁₀	PM _{2.5}
Existing Emissions						
Area Source Emissions	1.40	0.07	5.01	0.01	0.65	0.63
Energy Emissions	0.00	0.03	0.02	0.00	0.00	0.00
Mobile Emissions	0.09	0.09	0.78	0.00	0.06	0.01
Existing Total Emissions	1.49	0.19	5.81	0.01	0.71	0.64
Proposed Project Emissions						
Area Source Emissions	6.49	0.00	0.00	0.00	0.00	0.00
Energy Emissions	0.08	1.47	1.24	0.01	0.11	0.11
Mobile Emissions	1.54	15.2	20.4	0.14	3.23	0.85
Off-Road Emissions - Forklift	0.76	7.21	9.47	0.01	0.41	0.38
Off-Road Emissions – Yard Truck	0.40	3.54	3.95	0.01	0.17	0.15
Project Total Emissions	9.27	27.42	35.06	0.17	3.92	1.49
Net Emissions (Project Minus Existing)	7.78	27.23	29.25	0.16	3.21	0.85
<i>SCAQMD Threshold</i>	<i>55</i>	<i>55</i>	<i>550</i>	<i>150</i>	<i>150</i>	<i>55</i>
Threshold Exceeded?	No	No	No	No	No	No

Source	Maximum Pounds Per Day					
	ROG	NO _x	CO	SO ₂	PM ₁₀	PM _{2.5}
ROG = Reactive Organic Gases; NO _x = Nitrogen Oxides; CO = Carbon Monoxide; SO ₂ = Sulfur Dioxide; PM ₁₀ = Particulate Matter 10 microns in diameter or less; PM _{2.5} = Particulate Matter 2.5 microns in diameter or less						
Source: Ibid. page 25 – Table 9						

It should be noted that existing uses consist of a steel industrial facility and a single-family residence, which will be removed as part of the Project. Emissions associated with existing uses have been estimated based on CalEEMod default data and have been subtracted from the Project's emissions for the net new emissions total.

As shown in **Table 8**, the Project's net operational emissions would not exceed SCAQMD thresholds for any criteria air pollutants. Therefore, long-term operational emissions would result in a less than significant impact.

In addition, Rule 2305 requires the Project operator to directly reduce NO_x and particulate matter emissions or otherwise facilitate emission and exposure reductions of these pollutants in nearby communities. Alternatively, warehouse operators can choose to pay a mitigation fee. Funds from the mitigation fee will be used to incentivize the purchase of cleaner trucks and charging/fueling infrastructure in communities nearby.

Warehouse owners and operators are required to earn Warehouse Actions and Investments to Reduce Emissions (WAIRE) Points each year. WAIRE points are a menu-based system earned by emission reduction measures. Warehouse operators are required to submit an annual WAIRE Report which includes truck trip data and emission reduction measures. WAIRE points can be earned by completing actions from a menu that can include acquiring and using natural gas, Near-Zero Emissions and/or Zero-Emissions on-road trucks, zero-emission cargo handling equipment, solar panels or zero-emission charging and fueling infrastructure, or other options. Therefore, the Project operator would be required to implement additional emission reduction strategies. Conservatively, this analysis does not take credit for these potential reductions. Compliance with Rule 2305 would reduce emissions below what is currently analyzed. Therefore, the Project's operational-related activities would 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.

Laws, Ordinances, and Regulations:

Laws, Ordinances, and Regulations (LOR) are existing requirements that are based on local, state, or federal regulations or laws that are frequently required independently of CEQA review. Typical LORs include compliance with the provisions of the Building Code, SCAQMD Rules, etc. The City may impose additional conditions during the approval process, as appropriate. Because LORs are neither Project specific nor a result of development of the Project, they are not considered to be either Project Design Features or Mitigation Measures.

LOR AQ-1 Prior to the issuance of grading permits, the City Engineer shall confirm that the Grading Plan, Building Plans and Specifications require all construction contractors to comply with South Coast Air Quality Management District's (SCAQMD's) Rules

402 and 403 to minimize construction emissions of dust and particulates. The measures include, but are not limited to, the following:

- Portions of a construction site to remain inactive longer than a period of three months will be seeded and watered until grass cover is grown or otherwise stabilized.
- All on-site roads will be paved as soon as feasible or watered periodically or chemically stabilized.
- All material transported off site will be either sufficiently watered or securely covered to prevent excessive amounts of dust.
- The area disturbed by clearing, grading, earthmoving, or excavation operations will be minimized at all times.
- Where vehicles leave a construction site and enter adjacent public streets, the streets will be swept daily or washed down at the end of the work day to remove soil tracked onto the paved surface.

LOR AQ-2 Pursuant to SCAQMD Rule 1113, the Project Applicant shall require by contract specifications that the interior and exterior architectural coatings products used would have a volatile organic compound rating of 50 grams per liter or less.

LOR AQ-3 Require diesel powered construction equipment to turn off when not in use per Title 13 of the California Code of Regulations, Section 2449.

LOR AQ-4 Install water-efficient irrigation systems and devices, such as soil moisture-based irrigation controls and sensors for landscaping according to the City's Water Efficient Landscape requirements (Highland MC Chapter 16.40.390).

LOR AQ-5 The Project shall be designed in accordance with the applicable Title 24 Energy Efficiency Standards for Nonresidential Buildings (California Code of Regulations [CCR], Title 24, Part 6). These standards are updated, nominally every three years, to incorporate improved energy efficiency technologies and methods. The Building Official, or designee shall ensure compliance prior to the issuance of each building permit. The Title 24 Energy Efficiency Standards (Section 110.10(b)1) require all buildings to be designed to have a total area of at least 15 percent (after subtracting any skylights) "solar ready" zone on the roof top that will structurally accommodate later installation of rooftop solar panels. The installation of the solar panels is specific to the end use and will be determined at the time the specific projects are developed. If future building operators pursue providing rooftop solar panels, they will submit plans for solar panels prior to occupancy.

LOR AQ-6 The Project shall be designed in accordance with the applicable California Green Building Standards (CALGreen) Code (24 CCR, Part 11). The Building Official, or designee shall ensure compliance prior to the issuance of each building permit. These requirements include, but are not limited to:

- Design buildings to be water-efficient. Install water-efficient fixtures in accordance with Section 4.303 (residential) and Section 5.303 (nonresidential) of the California Green Building Standards Code Part 11.
- Recycle and/or salvage for reuse a minimum of 65 percent of the nonhazardous construction and demolition waste in accordance with Section 4.408.1 (residential) and Section 5.408.1 (nonresidential) of the California Green Building Standards Code Part 11.
- Provide storage areas for recyclables and green waste and adequate recycling containers located in readily accessible areas in accordance with Section 4.410 (residential) and Section 5.410 (nonresidential) of the California Green Building Standards Code Part 11.
- Provide designated parking for any combination of low-emitting, fuel efficient and carpool/van pool vehicles. At least eight percent of the total parking spaces are required to be designated in accordance with Section 5.106.5.2 (nonresidential), Designated Parking for Clean Air Vehicles, of the California Green Building Standards Code Part 11.
- To facilitate future installation of electric vehicle supply equipment (EVSE), residential construction shall comply with Section 4.106.4 (residential electric vehicle charging) of the California Green Building Standards Code Part 11 and nonresidential construction shall comply with Section 5.106.5.3 (nonresidential electric vehicle charging) of the California Green Building Standards Code Part 11.

Mitigation Measures: No mitigation is required.

c) *Expose sensitive receptors to substantial pollutant concentrations?*

Less than Significant Impact.

Localized Construction Significance Analysis

The nearest sensitive receptor is the single-family residences located 97 feet (30 meters) to the south of the Project site. To identify impacts to sensitive receptors, the SCAQMD recommends addressing LSTs for construction. LSTs were developed in response to SCAQMD Governing Boards' Environmental Justice Enhancement Initiative (I-4). The SCAQMD provided the Final Localized Significance Threshold for guidance. The LST methodology assists lead agencies in analyzing localized impacts associated with Project-specific emissions.

Since CalEEMod calculates construction emissions based on the number of equipment hours and the maximum daily soil disturbance activity possible for each piece of equipment, **Table 9, Equipment-Specific Grading Rates**, is used to determine the maximum daily disturbed acreage for comparison to LSTs. The appropriate SRA for the localized significance thresholds is the Central San Bernardino Valley (SRA 34) since this area includes the Project. LSTs apply to CO, NO₂, PM₁₀, and PM_{2.5}. The SCAQMD produced look-up tables for projects that disturb areas less than or equal to 5

acres in size. Project construction is anticipated to disturb a maximum of 4 acres in a single day during the grading phase. As the LST guidance provides thresholds for projects disturbing 1-, 2-, and 5-acres in size and the thresholds increase with size of the site, the LSTs for a 4-acre threshold were interpolated and utilized for this analysis.

Table 9: Equipment-Specific Grading Rates

Construction Phase	Equipment Type	Equipment Quantity	Acres Graded per 8-Hour Day	Operating Hours per Day	Acres Graded per Day
Grading	Tractors	2	1	8	1
	Graders	1	0.5	8	0.5
	Dozers	1	0.5	8	0.5
	Scrapers	2	2	8	2
Total Acres Graded per Day					4
Source: Ibid. page 29 – Table 10.					

The SCAQMD's methodology states that "off-site mobile emissions from the Project should not be included in the emissions compared to LSTs." Therefore, only emissions included in the CalEEMod "on-site" emissions outputs were considered. The nearest sensitive receptors are single-family residences located 97 feet (30 meters) south of the Project site. LST thresholds are provided for distances to sensitive receptors of 25, 50, 100, 200, and 500 meters. Therefore, LSTs for 30 meters were interpolated and utilized in this analysis. **Table 10: Localized Significance of Construction Emissions**, shows the results of localized emissions during construction. This table represents the worst-case scenario and are based on peak earthwork volumes anticipated. As shown, localized Project construction emissions would not exceed SCAQMD thresholds. Impacts would be less than significant in this regard.

Table 10: Localized Significance of Construction Emissions

Construction Activity	Pollutant (Maximum Pounds per Day) ¹			
	Nitrogen Oxide (NO _x)	Carbon Monoxide (CO)	Coarse Particulate Matter (PM ₁₀)	Fine Particulate Matter (PM _{2.5})
Demolition (2023)	27.3	23.5	13.1	2.91
Site Preparation (2023)	39.7	35.5	9.48	5.60
Grading (2023)	37.3	31.4	5.18	2.90
Building Construction (2023)	11.8	13.2	0.55	0.51
Building Construction (2024)	11.2	13.1	0.54	0.46
Paving (2024)	7.81	10.00	0.39	0.36
Architectural Coating (2024)	0.91	1.15	0.03	0.03
<i>Maximum Emissions</i>	<i>39.7</i>	<i>35.5</i>	<i>13.1</i>	<i>5.60</i>
<i>SCAQMD Localized Screening Threshold (adjusted for 4 acres at 30 meters)</i>	<i>243</i>	<i>1,607</i>	<i>17</i>	<i>7</i>
Exceed SCAQMD Threshold?	No	No	No	No
Source: Ibid. page 30 – Table 11.				

Localized Operational Significance Analysis

According to the SCAQMD LST methodology, LSTs would apply to the operational phase of a project only if it includes stationary sources or attracts mobile sources that may spend long periods queuing and idling at the site (e.g., warehouse or transfer facilities). Since the Project is a warehouse, the operational phase LST protocol is conservatively applied to both the area source and mobile source emissions. As the nearest receptor is located approximately 97 feet (30 meters) from the Project site, LSTs for 30 meters for SRA 34 were interpolated and used in this analysis. Although the Project site is 12.8 acres, the 5-acre LST threshold was conservatively assumed for the Project, as the LSTs increase with the size of the site. Therefore, the 5-acre LSTs are conservative for evaluation of a 12.8-acre site.

The LST analysis only includes on-site sources. However, the CalEEMod model outputs do not separate on- and off-site emissions for mobile sources. For a worst-case scenario assessment, the emissions shown in **Table 11, Localized Significance of Operational Emissions**, conservatively include all on-site Project-related stationary sources and 10 percent of the Project-related new mobile sources, since a portion of mobile sources could include trucks idling on-site. **Table 11** shows that the maximum daily emissions of these pollutants during operations would not result in significant concentrations of pollutants at nearby sensitive receptors. Therefore, significant impacts would not occur concerning LSTs during operational activities.

Table 11: Localized Significance of Operational Emissions

Activity	Pollutant (Maximum Pounds per Day)			
	Nitrogen Oxide (NO _x)	Carbon Monoxide (CO)	Coarse Particulate Matter (PM ₁₀)	Fine Particulate Matter (PM _{2.5})
On-Site and Mobile Source Emissions ¹	13.74	16.70	1.01	0.73
SCAQMD Localized Screening Threshold (5 acres at 30 meters)	276	1,876	5	2
Exceed SCAQMD Threshold?	No	No	No	No

1. Conservatively assumes 10 percent of mobile emissions are on-site.
Source: Ibid. page 31 – Table 12.

Criteria Pollutant Health Impacts

On December 24, 2018, the California Supreme Court issued an opinion identifying the need to provide sufficient information connecting a project's air emissions to health impacts or explain why such information could not be ascertained (*Sierra Club v. County of Fresno* [Friant Ranch, L.P.] [2018] Cal.5th, Case No. S219783). The SCAQMD has set its CEQA significance thresholds based on the FCAA, which defines a major stationary source (in extreme ozone nonattainment areas such as the SCAB) as emitting 10 tons per year. The thresholds correlate with the trigger levels for the federal New Source Review (NSR) Program and SCAQMD Rule 1303 for new or modified sources. The NSR Program⁴ was created by the FCAA to ensure that stationary sources of air pollution are constructed or modified in a manner that is consistent with attainment of health-based NAAQS.

⁴ Ibid. page 31.

The NAAQS establish the levels of air quality necessary, with an adequate margin of safety, to protect the public health. Therefore, projects that do not exceed the SCAQMD's LSTs and mass emissions thresholds would not violate any air quality standards or contribute substantially to an existing or projected air quality violation and no criteria pollutant health impacts would occur. NO_x and ROG are precursor emissions that form ozone in the atmosphere in the presence of sunlight where the pollutants undergo complex chemical reactions. It takes time and the influence of meteorological conditions for these reactions to occur, so ozone may be formed at a distance downwind from the sources. Breathing ground-level ozone can result in health effects that include: reduced lung function, inflammation of airways, throat irritation, pain, burning, or discomfort in the chest when taking a deep breath, chest tightness, wheezing, or shortness of breath. In addition to these effects, evidence from observational studies strongly indicates that higher daily ozone concentrations are associated with increased asthma attacks, increased hospital admissions, increased daily mortality, and other markers of morbidity. The consistency and coherence of the evidence for effects upon asthmatics suggests that ozone can make asthma symptoms worse and can increase sensitivity to asthma triggers.

According to the SCAQMD's 2022 AQMP, ozone, NO_x, and ROG have been decreasing in the SCAB since 1975 and are projected to continue to decrease in the future. Although vehicle miles traveled in the SCAB continue to increase, NO_x and ROG levels are decreasing because of the mandated controls on motor vehicles and the replacement of older polluting vehicles with lower-emitting vehicles. NO_x emissions from electric utilities have also decreased due to the use of cleaner fuels and renewable energy. The 2022 AQMP demonstrates how the SCAQMD's control strategy to meet the 8-hour O₃ standard in 2037. In addition, since NO_x emissions also lead to the formation of PM_{2.5}, the NO_x reductions needed to meet the O₃ standards will likewise lead to improvement of PM_{2.5} levels and attainment of PM_{2.5} standards. The SCAQMD's air quality modeling demonstrates that NO_x reductions prove to be much more effective in reducing ozone levels and will also lead to significant improvement in PM_{2.5} concentrations. NO_x-emitting stationary sources regulated by the SCAQMD include Regional Clean Air Incentives Market (RECLAIM) facilities (e.g., refineries, power plants, etc.), natural gas combustion equipment (e.g., boilers, heaters, engines, burners, flares) and other combustion sources that burn wood or propane. The 2016 AQMP identifies robust NO_x reductions from new regulations on RECLAIM facilities, non-refinery flares, commercial cooking, and residential and commercial appliances. Such combustion sources are already heavily regulated with the lowest NO_x emissions levels achievable but there are opportunities to require and accelerate replacement with cleaner zero-emission alternatives, such as residential and commercial furnaces, pool heaters, and backup power equipment. The AQMD plans to achieve such replacements through a combination of regulations and incentives. Technology-forcing regulations can drive development and commercialization of clean technologies, with future year requirements for new or existing equipment. Incentives can then accelerate deployment and enhance public acceptability of new technologies.

As previously discussed, Project emissions would be less than significant and would not exceed SCAQMD thresholds (refer to **Table 7** and **Table 8**). Localized effects of on-site Project emissions on nearby sensitive receptors were also found to be less than significant (refer to **Table 10** and **Table 11**). The LSTs represent the maximum emissions from a project that are not expected to

cause or contribute to an exceedance of the most stringent applicable CAAQS or NAAQS. The LSTs were developed by the SCAQMD based on the ambient concentrations of that pollutant for each SRA and distance to the nearest sensitive receptor. The CAAQS and NAAQS establish the levels of air quality necessary, with an adequate margin of safety, to protect public health, including protecting the health of sensitive populations. As shown above, Project-related emissions would not exceed the regional thresholds or the LSTs, and therefore would not exceed the ambient air quality standards or cause an increase in the frequency or severity of existing violations of air quality standards. Therefore, the Project would not expose sensitive receptors to criteria pollutant levels in excess of the health-based ambient air quality standards.

Carbon Monoxide Hotspots

An analysis of CO “hot spots” is needed to determine whether the change in the level of service of an intersection resulting from the Project would have the potential to result in exceedances of the CAAQS or NAAQS. It has long been recognized that CO exceedances are caused by vehicular emissions, primarily when vehicles are idling at intersections. Vehicle emissions standards have become increasingly stringent in the last 20 years. With the turnover of older vehicles, introduction of cleaner fuels, and implementation of control technology on industrial facilities, CO concentrations have steadily declined. Accordingly, with the steadily decreasing CO emissions from vehicles, even very busy intersections do not result in exceedances of the CO standard.

The SCAB was re-designated as attainment for CO in 2007 and is no longer addressed in the SCAQMD’s AQMP. The 2003 AQMP is the most recent version that addresses CO concentrations. As part of the SCAQMD CO Hotspot Analysis, the Wilshire Boulevard/Veteran Avenue intersection, one of the most congested intersections in Southern California with an average daily traffic (ADT) volume of approximately 100,000 vehicles per day, was modeled for CO concentrations. This modeling effort identified a CO concentration high of 4.6 ppm, which is well below the 35-ppm NAAQS. The Project considered herein would not produce the volume of traffic required to generate a CO hot spot in the context of SCAQMD’s CO Hotspot Analysis. As CO hotspots were not experienced at the Wilshire Boulevard/Veteran Avenue intersection even though it accommodates 100,000 vehicles daily, it can be reasonably inferred that CO hotspots would not be experienced at any Project area intersections resulting from 487 additional vehicle trips attributable to the Project. Therefore, impacts would be less than significant.

Mitigation Measures: No mitigation is required.

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

Less than Significant Impact.

Construction

Odors that could be generated by construction activities are required to follow SCAQMD Rule 402 to prevent odor nuisances on sensitive land uses. SCAQMD Rule 402, Nuisance, states:

A person shall not discharge from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property.

Construction equipment emissions, such as diesel exhaust, and volatile organic compounds from architectural coatings and paving activities, may generate odors. However, these odors would be temporary, are not expected to affect a substantial number of people and would disperse rapidly. Therefore, Project construction activities would not result in objectionable odors that would adversely affect a substantial number of people and impacts would be less than significant.

Operations

The SCAQMD CEQA Air Quality Handbook identifies certain land uses as sources of odors. These land uses include agriculture (farming and livestock), wastewater treatment plants, food processing plants, chemical plants, composting facilities, refineries, landfills, dairies, and fiberglass molding. The Project would not include any of the land uses that have been identified by the SCAQMD as odor sources. Therefore, Project operations would not result in odors that would adversely affect people.

Mitigation Measures: No mitigation is required.

Cumulative Impacts

Cumulative Short-Term Emissions

The SCAB is designated nonattainment for O₃, PM₁₀, and PM_{2.5} for the CAAQS and nonattainment for O₃ and PM_{2.5} for the NAAQS. Appendix D of the SCAQMD White Paper on Potential Control Strategies to Address Cumulative Impacts from Air Pollution notes that projects that result in emissions that do not exceed the project specific SCAQMD regional thresholds of significance should result in a less than significant impact on a cumulative basis unless there is other pertinent information to the contrary. The mass-based regional significance thresholds published by the SCAQMD are designed to ensure compliance with both NAAQS and CAAQS and are based on an inventory of projected emissions in the SCAB. Therefore, if a project is estimated to result in emissions that do not exceed the thresholds, the project's contribution to the cumulative air quality impact in the SCAB would not be cumulatively considerable. As shown in **Table 7** above, Project construction-related emissions by themselves would not exceed the SCAQMD significance thresholds for criteria pollutants. Therefore, the Project would not generate a cumulatively considerable contribution to air pollutant emissions during construction.

The SCAQMD has developed strategies to reduce criteria pollutant emissions outlined in the AQMPs pursuant to the FCAA mandates. The analysis assumed fugitive dust controls would be utilized during construction, including frequent water applications. SCAQMD rules, mandates, and compliance with adopted emissions control measures would also be imposed on construction projects throughout the SCAB, which would include related projects. Compliance with SCAQMD rules and regulations would

further reduce Project construction-related emissions. Therefore, Project-related construction emissions, combined with those from other projects in the area, would not substantially deteriorate local air quality. The Project's construction-related emissions would not result in a cumulatively considerable contribution to significant cumulative air quality.

Cumulative Long-Term Impacts

The SCAQMD has not established separate significance thresholds for cumulative operational emissions. The nature of air emissions is largely a cumulative impact. As a result, no single project is sufficient in size to, by itself, result in nonattainment of ambient air quality standards. Instead, individual project emissions contribute to existing cumulatively significant adverse air quality impacts. The SCAQMD developed the operational thresholds of significance based on the level above which individual project emissions would result in a cumulatively considerable contribution to the SCAB's existing air quality conditions. Therefore, a project that exceeds the SCAQMD operational thresholds would also be a cumulatively considerable contribution to a significant cumulative impact.

As shown in **Table 8**, the Project's net operational emissions would not exceed SCAQMD thresholds. As a result, operational emissions associated with the Project would not result in a cumulatively considerable contribution to significant cumulative air quality impacts. Additionally, adherence to SCAQMD rules and regulations would alleviate potential impacts related to cumulative conditions on a project-by-project basis. Project operations would not contribute a cumulatively considerable net increase of any nonattainment criteria pollutant.

4.4 BIOLOGICAL RESOURCES

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
4. 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?		X		
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 US Fish and Wildlife Service?			X	
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			X	
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?		X		
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?				X
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?				X

A Biological Resources Assessment (BRA; **Appendix B1**) and a Jurisdictional Delineation (**Appendix B2**) were prepared for the Project in December 2022 and May 2023, respectively, by ELMT Consulting (ELMT). These reports are summarized below and are included as part of this IS/MND.

Methodology

A literature review and records search were conducted to determine which special-status biological resources have the potential to occur on or within the general vicinity of the Project site. In addition to the literature review, a general habitat assessment or field investigation of the Project site was conducted

to document existing conditions and assess the potential for special-status biological resources to occur within the Project site.

Additionally, ELMT conducted a field delineation to determine the jurisdictional limits of “waters of the State” and jurisdictional streambed (including potential wetlands), located within the boundaries of the Project site.

Literature Review

Prior to conducting the field investigation, a literature review and records search was conducted for special-status biological resources potentially occurring on or within the vicinity of the Project site. Previously recorded occurrences of special-status plant and wildlife species and their proximity to the Project site was determined through a query of the California Department of Fish and Wildlife’s (CDFW) QuickView Tool in the Biogeographic Information and Observation System (BIOS), CNDDDB Rarefind 5, the California Native Plant Society’s (CNPS) Electronic Inventory of Rare and Endangered Vascular Plants of California, Calflora Database, compendia of special-status species published by CDFW, and the United States Fish and Wildlife Service (USFWS) species listings.

All available reports, survey results, and literature detailing the biological resources previously observed on or within the vicinity of the Project site was reviewed to understand existing site conditions and note the extent of any disturbances that have occurred within the project site that would otherwise limit the distribution of special-status biological resources. Standard field guides and texts were reviewed for specific habitat requirements of special-status and non-special-status biological resources, as well as the following resources:

- Google Earth Pro historic aerial imagery (1985-2021);
- United States Department of Agriculture (USDA) Natural Resource Conservation Service (NRCS), Soil Survey;
- USFWS Critical Habitat designations for Threatened and Endangered Species; and
- USFWS Endangered Species Profiles.

The literature review provided a baseline from which to inventory the biological resources potentially occurring within the project site. The CNDDDB database was used, in conjunction with ArcGIS software, to locate the nearest recorded occurrences of special-status species and determine the distance from the Project site.

Additionally, ELMT conducted a thorough review of relevant literature and materials to preliminarily identify areas that may fall under the jurisdiction of the regulatory agencies.

Field Investigation

Following the literature review, ELMT inventoried and evaluated the condition of the habitat within the project site on September 20, 2022. Plant communities and land cover types identified on aerial photographs during the literature review were verified by walking meandering transects throughout the project site. In addition, aerial photography was reviewed prior to the site investigation to locate potential natural corridors and linkages that may support the movement of wildlife through the area. These areas identified on aerial photography were then walked during the field investigation.

Plant Communities

Plant communities were mapped using 7.5-minute USGS topographic base maps and aerial photography. The plant communities were classified in accordance with Sawyer, Keeler-Wolf and Evens, delineated on an aerial photograph, and then digitized into GIS ArcView. The ArcView application was used to compute the area of each plant community and/or land cover type in acres.⁵

Results

Plants

Common plant species observed during the field investigation were identified by visual characteristics and morphology in the field and recorded in a field notebook. Unusual and less-familiar plants were photographed in the field and identified in the laboratory using taxonomic guides.

Vegetation

The Project site supports two land cover types that would be classified as developed and disturbed. Additionally, the Project site does not support any natural plant communities.

Disturbed

Disturbed areas on-site include unpaved areas that are unvegetated or minimally vegetated and do not otherwise support a recognizable plant community. Most of the disturbed areas on site occur in the form of graded or compressed soil. Due to anthropogenic disturbance, portions of the site have weathered and support weedy/early successional species that are adapted to growing in such conditions. Common plant species observed in the disturbed areas of the project site include telegraph weed (*Heterotheca grandiflora*), and Bermuda grass (*Cynodon dactylon*).

Developed

Developed areas generally refer to paved or otherwise impervious surfaces, ornamental landscaping, and all buildings/structures. Onsite development includes the paved and gravel driveways and access areas for the existing commercial, residential, and institutional developments on site, as well as the structures which support these operations. These areas are generally unvegetated or support minimal non-native weedy species. The parcel which contains residential development also supports ornamental landscaping. Common ornamental plant species observed here include Mexican fan palm (*Washingtonia robusta*), boxwood (*Buxus* sp.), Mediterranean cypress (*Cupressus sempervirens*), pine (*Pinus* sp.), wintercreeper (*Euonymus fortunei*), juniper (*Juniperus* sp.), and Douglas iris (*Iris douglasiana*).

Wildlife

Wildlife species detected during the field investigation by sight, calls, tracks, scat, or other sign were recorded during surveys in a field notebook. Field guides used to assist with identification of wildlife species during the survey included The Sibley Field Guide to the Birds of Western North America, A Field Guide to Western Reptiles and Amphibians, and A Field Guide to Mammals of North America.⁶

⁵ ELMT. (2022). *Biological Resources Assessment*. p. 3. Refer to **Appendix B1**.

⁶ Ibid. p. 3

Plant communities provide foraging habitat, nesting/denning sites, and shelter from adverse weather or predation. The project site provides some suitable habitat for wildlife species, especially those adapted to a high degree of anthropogenic disturbances and development.

Fish

No fish or hydrogeomorphic features (e.g., creeks, ponds, lakes, reservoirs) with frequent sources of water that would support populations of fish were observed on or within the vicinity of the Project site. Therefore, no fish are expected to occur and are presumed absent from the Project site.

Amphibians

No amphibians or hydrogeomorphic features (e.g., creeks, ponds, lakes, reservoirs) with frequent sources of water that would support populations of amphibians were observed on or within the vicinity of the Project site. Therefore, no amphibians are expected to occur and are presumed absent from the Project site.

Reptiles

The Project site provides foraging and cover habitat for a limited variety of reptile species adapted to a high degree of routine anthropogenic disturbance. No reptile species were observed on the Project site at the time of the investigation. Common reptile species expected to occur onsite include western fence lizard (*Sceloporus occidentalis*) and southern alligator lizard (*Elgaria multicarinata*).

Birds/Nesting Birds

The Project site and surrounding area provide limited foraging and nesting habitat for year-round and seasonal avian residents adapted to a high degree of anthropogenic disturbance, as well as migrating songbirds that could occur in the area. Bird species detected during the field investigation include rock pigeon (*Columba livia*), common raven (*Corvus corax*), and house finch (*haemorrhous mexicanus*). However, tall power lines, buildings, and trees within and surrounding the Project site do allow for perching and nesting opportunities for raptor species. No active nests or birds displaying nesting behavior were observed on the Project site.

Mammals

The Project site provides limited foraging and cover habitat for a mammalian species adapted to a high degree of anthropogenic disturbance. Non mammalian species were observed during the field investigation. Common mammalian species that could potentially occur include coyote (*Canis latrans*), feral cat (*felis catus*), opossum (*Didelphis virginiana*), and raccoon (*Procyon lotor*).

Migratory Corridors and Linkages

Habitat linkages provide connections between larger habitat areas that are separated by development. Wildlife corridors are similar to linkages but provide specific opportunities for animals to disperse or migrate between areas. A corridor can be defined as a linear landscape feature of sufficient width to allow animal movement between two comparatively undisturbed habitat fragments. Adequate cover is essential for a corridor to function as a wildlife movement area. It is possible for a habitat corridor to be adequate for one species yet still inadequate for others. Wildlife corridors are features that allow for the

dispersal, seasonal migration, breeding, and foraging of a variety of wildlife species. Additionally, open space can provide a buffer against both human disturbance and natural fluctuations in resources.

The Project site is isolated from any nearby wildlife corridors or linkages. City Creek lies immediately north of the project site. This drainage does provides local movement opportunities for wildlife adapted to urban environments. However, the Project would be confined to existing disturbed and developed areas and is surrounded by development, which has removed most natural plant communities from the surrounding area.

Special-Status Biological Resources

The CNDDDB Rarefind 5 and the CNPS Electronic Inventory of Rare and Endangered Vascular Plants of California were queried for reported locations of special-status plant and wildlife species as well as special-status natural plant communities in the Redlands USGS 7.5-minute quadrangle. The habitat assessment evaluated the conditions of the habitat(s) within the boundaries of the Project site to determine if the existing plant communities, at the time of the survey, have the potential to provide suitable habitat(s) for special-status plant and wildlife species.

The literature search identified twenty-one (21) special-status plant species, fifty-nine (59) special-status wildlife species, and three (3) special-status plant communities as having the potential to occur within the Redlands 7.5-minute quadrangle. Special-status plant and wildlife species were evaluated for their potential to occur within the project site based on habitat requirements, availability and quality of suitable habitat, and known distributions

Special-Status Plants

No special-status plant species were observed on-site during the field investigation. The Project site has been subject to anthropogenic disturbances from previous land uses and grading activities, and surrounding development. These disturbances have reduced the suitability of the habitat to support special-status plant species known to occur in the general vicinity of the project site. Based on habitat requirements for specific special-status plant species and the availability and quality of habitats needed by each species, it was determined that the Project site does not provide suitable habitat for any listed species. Any special-status plant species known to occur in the area are presumed to be absent from the Project site. No focused surveys were recommended.

Special-Status Wildlife

No special-status wildlife species were observed on-site during the field investigation. Based on habitat requirements for specific species and the availability and quality of on-site habitats, it was determined that the Project site has a low potential to support Cooper's hawk (*Accipiter cooperii*). All remaining special-status wildlife species are presumed to be absent from the Project site due to a lack of quality habitat.

Cooper's hawk is not federally or state listed as endangered or threatened. To ensure impacts to Cooper's hawk do not occur from implementation of the proposed project, a pre-construction nesting bird clearance survey shall be conducted prior to ground disturbance. With implementation of mitigation

through the pre-construction nesting bird clearance survey, impacts to these species will be less than significant.

Based on regional significance, the suitability of the Project site to support burrowing owl and San Bernardino kangaroo rat within the Project site is described in further detail below:

- **Burrowing Owl.** The burrowing owl is currently listed as a California Species of Special Concern. It is a grassland specialist distributed throughout western North America where it occupies open areas with short vegetation and bare ground within shrub, desert, and grassland environments. Burrowing owls use a wide variety of arid and semi-arid environments with well-drained, level to gently sloping areas characterized by sparse vegetation and bare ground.⁷ Burrowing owls are dependent upon the presence of burrowing mammals (such as ground squirrels) whose burrows are used for roosting and nesting.⁸ The presence or absence of colonial mammal burrows is often a major factor that limits the presence or absence of burrowing owls. Where mammal burrows are scarce, burrowing owls have been found occupying man-made cavities, such as buried and non-functioning drainpipes, stand-pipes, and dry culverts. Burrowing mammals may burrow beneath rocks and debris or large, heavy objects such as abandoned cars, concrete blocks, or concrete pads. They also require open vegetation allowing line-of-sight observation of the surrounding habitat to forage as well as watch for predators.

No burrowing owls or recent signs (i.e., pellets, feathers, castings, or whitewash) were observed during the field investigation. The majority of the Project site is highly disturbed, and no suitable burrows were observed on-site or within in the buffer areas immediately surrounding the site. Additionally, the site is surrounded by power poles, overhead power lines, ornamental trees, and buildings, which decrease the likelihood that burrowing owls would occur on the Project site as these features provide perching opportunities for larger raptor species (i.e., red-tailed hawk [*Buteo jamaicensis*]) that prey on burrowing owls.

Based on the results of the field investigation, it was determined that the Project site does not have potential to support burrowing owls and focused surveys were not recommended.

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

The San Bernardino kangaroo rat is one of three subspecies of the Merriam's kangaroo rat. The Merriam's kangaroo rat is a widespread species that can be found from the inland valleys to the deserts. The subspecies known as the San Bernardino kangaroo, however, is confined to inland

⁷ Ibid. pp. 7 – 8

⁸ Ibid. p. 8

valley scrub communities, and more particularly, to scrub communities occurring along rivers, streams and drainages. Most of the drainages have been historically altered as a result of flood control efforts and the resulting increased use of river resources, including mining, off-road vehicle use and road and housing development. This increased use of river resources has resulted in a reduction in both the amount and quality of habitat available for the San Bernardino kangaroo rat. The past habitat losses and potential future losses prompted the emergency listing of the San Bernardino kangaroo rat as an endangered species.⁹ PCE's are physical or biological features essential to the conservation of a species for which its designated critical habitat is based on. Examples of PCE's include food, water, space for individual and population growth, cover or shelter, etc. The PCEs essential to support the biological needs of foraging, reproducing, rearing of young, intra-specific communication, dispersal, genetic exchange, or sheltering for San Bernardino kangaroo rat are:

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

San Bernardino kangaroo rat is known to occur within Lytle Creek. The Project site consists of vacant, heavily disturbed land with compacted soils that have been disturbed from previous land uses. Field sign for kangaroo rat, including San Bernardino kangaroo rat, is distinctive and readily noted in the field. No sign (e.g., San Bernardino kangaroo rat characteristic burrows, dusting baths, and/or tail drags) were observed on the project site. Additionally, the Project site no longer is subject to the hydrologic influence of Cajon Wash.

As noted above, the Project site and surrounding areas have not been exposed to fluvial processes associated with the streams in the area since development in the area occurred. The Project site is not subject to dynamic geomorphological and hydrological processes needed to scour and reset the onsite habitats back to pioneer or intermediate RAFSS habitats. Furthermore, the Project site no longer receives sand or sandy loam soils from scouring events needed by San Bernardino kangaroo rat for burrowing. Instead, the site supports highly graded and compacted rocky soils.

Based on these conditions, it was determined that the Project site does not provide the requisite habitat elements needed by San Bernardino kangaroo rat to be present. Therefore, it was determined that San Bernardino kangaroo rat is presumed absent from the Project site. No focused surveys are recommended.

⁹ Ibid. p. 8

Special-Status Plant Communities

According to the CNDDDB, three (3) special-status plant communities have been reported in the Redlands USGS 7.5-minute quadrangle: Riversidian Alluvial Fan Sage Scrub, Southern Sycamore Alder Riparian Woodland, and Southern Mixed Riparian Forest (refer to Attachment C), none of which were observed on-site during the field investigation. Therefore, no special-status plant communities will be impacted by implementation of the Project.

Critical Habitats

Under the federal Endangered Species Act, "Critical Habitat" is designated at the time of listing of a species or within one year of listing. Critical Habitat refers to specific areas within the geographical range of a species at the time it is listed that include the physical or biological features that are essential to the survival and eventual recovery of that species. Maintenance of these physical and biological features requires special management considerations or protection, regardless of whether individuals or the species are present or not. All federal agencies are required to consult with the USFWS regarding activities they authorize, fund, or permit which may affect a federally listed species or its designated Critical Habitat. The purpose of the consultation is to ensure that projects will not jeopardize the continued existence of the listed species or adversely modify or destroy its designated Critical Habitat. The designation of Critical Habitat does not affect private landowners, unless a project they are proposing is on federal lands, uses federal funds, or requires federal authorization or permits (e.g., funding from the Federal Highways Administration or a Clean Water Act Permit from the United States Army Corps of Engineers [USACE]). If there is a federal nexus, then the federal agency that is responsible for providing the funding or permit would consult with the USFWS.

The Project site is not located within federally designated Critical Habitat for any species. The nearest critical habitats occur 0.3 mile to the southeast for Santa Ana sucker (*Catostomas santaanae*) and 0.17 mile to the south for San Bernadino Merriam's kangaroo rat (*Dipodomys merriami*). The entire Project site and most adjacent areas have been converted from natural habitat into commercial, residential, and institutional development. The Project site supports no natural plant communities, and it was determined that the Project site does not support suitable habitat for any listed species. Furthermore, since the Project does not have a federal nexus, a Section 7 consultation with the USFWS would not be required for loss or adverse modifications to Critical Habitat.

Jurisdictional Features

Drainage Features

One drainage feature (City Creek), a channelized portion of City Creek, was observed along the northern boundary of the Project site, outside of the Project footprint, during the field delineation. City Creek generally flows in an east to west direction, bordering the northern boundary of the project site. City Creek originates in the San Bernardino Mountains to the north of the site and flows roughly south and southeastward before aligning with the northern boundary of the site at Palm Avenue and leaving site adjacency at the northeast corner of the site.

Surface water was present within City Creek near the culverts at Palm Avenue. Evidence of an ordinary high water mark (OHWM) within on-site and adjacent portions of City Creek was observed via scour,

changes in substrate, shelving, and lack of vegetation. The OHWM within City Creek ranged from approximately 10-20 feet in width throughout the length. In general, the channelized portion of City Creek conveys surface flows during storm event and from urban runoff. City Creek flows westward past San Bernardino International Airport before converging with East Twin Creek, which is ultimately tributary to the Santa Ana River.

In-channel vegetation consisted of non-native weedy plant species such as oats (*Avena barbata*), red brome (*Bromus rubens*), hairy sunflower (*Helianthus annuus*), tropical horseweed (*Erigeron sumatrensis*), and Crete weed (*Hedypnois rhagadioloides*). No riparian vegetation is present within portions of City Creek that occur within or adjacent to the proposed storm drain outlet.

Wetland Features

In order to qualify as a wetland, a feature must exhibit all three wetland parameters (i.e., vegetation, soils, and hydrology) described in the Corps Arid West Regional Supplement. Drainage 1 at its origin outside of site boundaries at Palm Avenue primarily consisted of loose, silty/sandy substrate with dense vegetation, including seep monkey flower (*Erythranthe guttata*, OBL), common knotweed (*Persicaria lapathifolia*, FACW), rabbitfoot grass (*Polypogon monspeliensis*, FACW), water beard grass (*Polypogon viridis*, FACW), flax-leaved horseweed (*Erigeron bonariensis*, FACU), spiny sow thistle (*Sonchus asper*, FAC), brass buttons (*Cotula australis*, FAC), Mexican fan palm (*Washingtonia robusta*, FACW), and broadleaf cattail (*Typha latifolia*, OBL). The periphery of the off-site wetland feature, outside of available surface water, supported primarily weedy/early-successional species such as Italian rye grass (*Festuca perennis*), sweet alyssum (*Lobularia maritimum*), hairy vetch (*Vicia villosa*), red boerhaavia (*Boerhavia coccinea*), mustard (*Hirschfeldia incana*), Mediterranean grass (*Schismus barbatus*), and red brome.

- 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?*

Less than Significant Impact with Mitigation Incorporated. As concluded above, there is no evidence of candidate, sensitive, or special status species on the Project site due to lack of suitable habitat. Therefore, implementation of the Project would not have a substantial adverse effect, either directly or through habitat modifications on any special-status species.

Nevertheless, the Project site and surrounding area provided limited foraging and nesting habitat for year-round and seasonal birds, as well as migrating songbirds, such as the Cooper's hawk. Although the Cooper's hawk is not federally or state listed as endangered or threatened, nesting birds are protected pursuant to the Migratory Bird Treaty Act (MBTA) and California Fish and Game Code (Sections 3503, 3503.5, 3511, and 3513 prohibit the take, possession, or destruction of birds, their nests or eggs). If construction occurs between February 1st and August 31st, a pre-construction clearance survey for nesting birds should be conducted prior to the start of any vegetation removal or ground disturbing activities to ensure that no nesting birds would be disturbed during construction, pursuant to MM BIO-1. Implementation of MM BIO-1 would ensure that impacts to nesting birds are reduce to a less than significant level.

Mitigation Measures:

MM BIO-1: If construction occurs between February 1st and August 31st, a pre-construction clearance survey for nesting birds should be conducted within three (3) days of the start of any vegetation removal or ground disturbing activities to ensure that no nesting birds will be disturbed during construction. The biologist conducting the clearance survey should document a negative survey with a brief letter report indicating that no impacts to active avian nests will occur. If an active avian nest is discovered during the pre-construction clearance survey, construction activities should stay outside of a no-disturbance buffer. The size of the no-disturbance buffer will be determined by the wildlife biologist and will depend on the level of noise and/or surrounding anthropogenic disturbances, line of sight between the nest and the construction activity, type and duration of construction activity, ambient noise, species habituation, and topographical barriers. Limits of construction to avoid an active nest will be established in the field with flagging, fencing, or other appropriate barriers; and construction personnel will be instructed on the sensitivity of nest areas. A biological monitor should be present to delineate the boundaries of the buffer area and to monitor the active nest to ensure that nesting behavior is not adversely affected by the construction activity. Once the young have fledged and left the nest, or the nest otherwise becomes inactive under natural conditions, construction activities within the buffer area can occur.

- 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 US Fish and Wildlife Service?*
- c) *Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological?*

Less than Significant Impact. ELMT prepared a Jurisdictional Delineation (**Appendix B2**) for the Project which identified one drainage feature, a channelized portion of City Creek, along the northern boundary of the Project site (outside of the Project footprint). As discussed above, City Creek is tributary to the Santa Ana River (Relatively Permanent Water) and ultimately the Pacific Ocean (Traditional Navigable Water). Therefore, the City Creek qualifies as waters of the United States (WoUS) and falls under the regulatory authority of the USACE. No isolated or Rapanos conditions were observed within the boundaries of the Project site. Therefore, the Regional Water Quality Control Board (Regional Board) jurisdictional limit follows that of the USACE. Furthermore, the Jurisdictional Delineation also determined that City Creek would be considered CDFW streambed.

USACE regulates discharges of dredged or fill materials into WoUS, including wetlands, pursuant to Section 404 of the Clean Water Act (CWA). Therefore, any impacts to any jurisdictional areas would require a CWA Section 404 permit prior to Project implementation. Based on the proposed limits of disturbance, the proposed storm drain outlet would be installed above the OHWM and

would not result in any impacts to Corps jurisdictional waters and a CWA Section 404 permit would not be required.

The Regional Board regulates discharges to surface waters pursuant to Section 401 of the CWA and the California Porter-Cologne Water Quality Control Act. Based on the proposed limits of disturbance the storm drain outlet would be installed outside of Regional Board jurisdictional waters, and therefore, would not result in any impacts to Regional Board jurisdictional waters. A Regional Board CWA Section 401 Water Quality Certification would not be required.

Pursuant to Section 1602 of the California Fish and Game Code, the CDFW regulates any activity that will divert or obstruct the natural flow or alter the bed, channel, or bank (which may include associated biological resources) of a river or stream. Therefore, any impacts to the on-site jurisdictional areas would require a Section 1602 Streambed Alteration Agreement from the CDFW prior to project implementation. The notification would require a processing fee which is based on the term and cost of the Project. Additionally CDFW requires that the payment of the process fee be paid and CEQA compliance be obtained prior to the issuance of the final Section 1602 Streambed Alteration Agreement. As concluded in the Jurisdictional Delineation, the proposed storm drain outlet would be installed outside of the jurisdictional boundary of the CDFW. Furthermore, the storm drain outlet is not expected to result in any appreciable increase in discharge into City Creek, and Project activities are isolated to downstream portions of City Creek, away from the wetland feature. Therefore, no impacts to downstream habitats would occur and a Section 1602 Streambed Alteration Agreement would not be required. Nevertheless, the Project Applicant would pay a processing fee to CDFW in compliance with CCR § 753.5.

Overall, implementation to the Project substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the CDFW or USFWS; and would not have a substantial adverse effect on state or federally protected wetlands. Impacts would be less than significant.

Mitigation Measures: No mitigation is required.

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

Less than Significant Impact with Mitigation Incorporated. As discussed in response a) above, the Project site provides suitable foraging and nesting habitat for a variety of bird species adapted to a high degree of anthropogenic disturbance, as well as migrating songbirds that could occur in the area. Although the BRA concluded that no active nests or birds displaying nesting behavior were observed on the Project site, it was determined that the Project site has a low potential to support Cooper's hawk. Therefore, in compliance with the MBTA, the Project would implement **MM BIO-1** which would require a pre-construction nesting bird clearance survey to be conducted prior to ground disturbance.

Furthermore, the Project site is isolated from any nearby wildlife corridors or linkages and is confined to existing disturbed and developed areas and is surrounded by development, which has

removed most natural plant communities from the surrounding area. As a result, implementation of the Project would not disrupt or have any adverse effects on any migratory corridors or linkages in the surrounding area.

As such, implementation of the Project would not impact wildlife movement opportunities. Therefore, impacts to wildlife corridors or linkages are not expected to occur.

Mitigation Measures:

Refer to **MM BIO-1** in response a) above.

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

No Impact. No native or natural plant communities or communities of special concern were observed within the Project site. As noted above, the Project site consists of a mixture of disturbed and developed areas. Additionally, the site does not support any natural plant communities. The BRA concluded that the Project site is partially surrounded by ornamental trees. The Highland MC Chapter 8.36 outlines provisions and guidelines for heritage trees. However, the trees surrounding the Project site are not considered heritage trees. Since the Project would not conflict with any local policy or ordinances protecting biological resources, such as a tree preservation policy or ordinance, no impact would occur.

Mitigation Measures: No mitigation is required.

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

No Impact. The Project site is not located with an adopted Habitat Conservation Plan or other approved local, regional, or State habitat conservation plan, and does not contain any special-status plant or animal species. Therefore, no impact would occur.

Mitigation Measures: No mitigation is required.

Cumulative Impacts

The Project would not result in any significant impact concerning biological resources with the implementation of **MM BIO-1**. Similar to the Project, cumulative projects in the region would be subject to project-specific environmental review, adhere to any applicable federal, State, and local regulation and implement mitigation measures to reduce impacts to any potentially occurring special-status species occurring onsite. Since there would be no significant Project-specific impacts with compliance with applicable regulation, and implementation of mitigation, the Project's impact to biological resources would not be cumulatively considerable.

4.5 CULTURAL RESOURCES

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
5. CULTURAL RESOURCES. Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource pursuant to in § 15064.5?		X		
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?		X		
c) Disturb any human remains, including those interred outside of dedicated cemeteries?			X	

BCR Consulting, Inc. prepared a Cultural Resources Assessment (CRA), prepared on December 2022; refer to **Appendix C**. The report and research were completed pursuant to CEQA, the PRC Chapter 2.6, Section 21083.2, and CCR Title 14, Chapter 3, Article 5, §15064.5.

Methodology¹⁰

Records Search

The archaeological records search, completed at the SCCIC at California State University, Fullerton, reviewed all recorded historic and prehistoric cultural resources, as well as a review of known cultural resources, and survey and excavation reports generated from projects completed within one half-mile of the project site. In addition, a review was conducted of the National Register of Historic Places (NRHP), the California Register of Historical Resources (CRHR), and documents and inventories from the California Office of Historic Preservation including the lists of California Historical Landmarks, California Points of Historical Interest, Listing of National Register Properties, and the Inventory of Historic Structures.

Field Survey

An archaeological pedestrian field survey of the project site was conducted on November 10, 2022. The survey was conducted by walking parallel transects approximately 15 meters apart across 100 percent of the project site. Soil exposures, including natural and artificial clearings were carefully inspected for evidence of cultural resources.

Results¹¹

Records Search

The records search was completed at the SCCIC at California State University, Fullerton. This research revealed that 21 cultural resource studies have taken place within one-half mile of the project site. One of the previous studies assessed a small portion at the eastern edge of the Project site for cultural

¹⁰ BCR Consulting LLC. (2021). *Cultural Resources Assessment*. p. 8. Refer to **Appendix C**

¹¹ Ibid. pp. 9 - 10

resources and one cultural resource (designated P-36-13750) was identified within the Project boundaries.

Additional Research

The entire Project site was part of a larger 83.57-acre property patented to Salas Cox as a homestead grant by the state of California on August 20, 1881. Research did not indicate any development within the project site connected with this era. Additional land-use history research was performed to provide context for individual parcels within the Project site that contained historic-period buildings. Refer to the following information:

- **27184 Meines Street.** The residence was built 1950 but no permit records were available to date the modifications. The property contained a garage prior to 1938 that remains in place. The earliest known residents of the subject residence were Aron (1893-1986) and Susie Pruett (1904-1988) who lived there between 1950 and 1976. Aron was a railroad laborer and occasionally rented out a trailer at the property to other residents. In 1976, Robert Forshay acquired the subject property. Mr. Forshay, an American citizen born in the Philippines, graduated from Pacific High School in San Bernardino. Ownership passed to QR LI Highland CA Commerce Center, the current owner, in 2022.
- **27220 Meines Street.** The buildings were both constructed between 1938 and 1959 according to aerial photos, but assessor information did not indicate an exact build date and no permit records were available. The first recorded owner of 27220 Meines Street was Mrs. Gertha Evans. Mrs. Evans was born in Texas in 1890 and moved to California where she had lived for 40 years. Mrs. Evans lived in Highland for 25 years and acquired the subject property at an unknown date prior to 1963. Mrs. Evans was a member of the St. Paul's AME church in San Bernardino and died in 1963. In 1976, Robert Forshay acquired the subject property. Mr. Forshay an American citizen born in the Philippines, graduated from Pacific High School in San Bernardino. Ownership passed to QR LI Highland CA Commerce Center, the current owner, in 2022.
- **P-36-13750.** Previous identification efforts indicated that the site comprised an early 20th Century residential site. This interpretation is presumably based on domestic debris that was identified there in 2007. However, no residential structures have been identified within this parcel, and the domestic debris has been removed. Current research did not reveal any residents for this property. Aerial photos show the garage in 1938 (still present), and by 1959 two small ancillary structures had been built to the northwest (no longer present). Disturbances connected with offroad vehicle activity were consistently visible surrounding these features throughout this era, but no evidence of residential use or cultivation were apparent.

Field Survey

During the field survey, BCR Consulting staff carefully inspected the project site, and identified three properties that contained historic-period buildings. Refer to the following:

- **27184 Meines Street.** The subject property is occupied by a 480 square foot single-family residence that is historic in age (i.e., over 45 years old). The post-war Minimal-Style residence features a wood frame construction, single-story floor plan, and was built in 1950. It features a

side-gabled roof with moderate pitch and topped with new composition shingles. The outer walls have been re-surfaced with light-colored stucco and stone accents on the lower portion of the home. The original windows have been replaced with vinyl windows. The subject property shares a dirt lot with an adjacent trucking company. A large wood-framed corrugated structure is visible behind the residence. This building was constructed after 1980 and is not historic in age. As such it does not merit further consideration.

- **27220 Meines Street.** The subject property is a one-acre lot that contains a single-family residence and an ancillary structure that is historic in age (i.e., over 45 years old). The residence is a post-war, minimal-style residence which features wood frame construction, a single-story floor plan, and was built circa 1950. It is fronted by a small concrete pad. A second, historic-period structure is located on the same lot directly north of the residential unit. This structure is made from a stone and concrete matrix and features a wooden gable roof. Both the residence and the stone structure have been neglected and fallen into a state of disrepair. A small concrete foundation from an unknown structure is located northwest of the two buildings.
- **P-36-13750.** This resource was originally recorded in February 2007 by Archaeological Consulting Services as a historic-period residential site which included one garage, a shed, and refuse scatter. BCR Consulting archaeologists relocated the site on November 10, 2022. The shed has been demolished and the area containing the former refuse scatter has been subject to excavation and grading for the construction of an industrial building. The pre-1938 garage is in place as recorded (see historicaerials.com). It is a wood-framed building with corrugated aluminum siding and roofing. The south-facing (main) façade has no door and is covered with temporary steel fencing. It is a utilitarian building that lacks architectural style and ornamentation. The graded lot was not accessible.

No other cultural resources were identified within the project site boundaries. Surface visibility was approximately 60 percent within the project site. Sediments consisted of sandy silt with poorly sorted gravels. The property has been subject to severe disturbances related building construction, landscaping, and weed abatement.

Significance Evaluations¹²

During the field survey, 12 properties containing historic-period buildings were identified. CEQA calls for the evaluation and recordation of historic and archaeological resources. The criteria for determining the significance of impacts to cultural resources are based on Section 15064.5 of the CEQA Guidelines and Guidelines for the Nomination of Properties to the California Register. Properties eligible for listing in the California Register and subject to review under CEQA are those meeting the criteria for listing in the California Register, or designation under a local ordinance.

¹² Ibid. pp. 11 – 12

Significance Criteria

California Register of Historical Resources. The California Register criteria are based on National Register criteria. For a property to be eligible for inclusion on the California Register, one or more of the following criteria must be met:

1. It is associated with the events that have made a significant contribution to the broad patterns of local or regional history, or the cultural heritage of California or the U.S.
2. It is associated with the lives of persons important to local, California, or U.S. history.
3. It embodies the distinctive characteristics of a type, period, region, or method of construction, represents the work of a master, possesses high artistic values; and/or
4. It has yielded, or has the potential to yield, information important to the prehistory or history of the local area, California, or the nation.

In addition to meeting one or more of the above criteria, the California Register requires that sufficient time has passed since a resource's period of significance to "obtain a scholarly perspective on the events or individuals associated with the resources." (CCR 4852 [d][2]). The California Register also requires that a resource possess integrity. This is defined as the ability for the resource to convey its significance through seven aspects: location, setting, design, materials, workmanship, feeling, and association.

- a) *Cause a substantial adverse change in the significance of a historical resource pursuant to in § 15064.5?*
- b) *Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?*

Less than Significant Impact

Refer to the following information:

CRHR Evaluations

27184 Meines Street. Criterion 1: Substantial research has not indicated a close association between the subject property and any important events. It is therefore not eligible for the California Register under Criterion 1. Criterion 2: Substantial research has failed to connect the subject property with the lives of persons important in California's past. It is therefore not eligible for the California Register under Criterion 2. Criterion 3: The residence lacks architectural distinction and does not display significant elements of the era during which it was constructed. The building does not significantly represent the work of an important creative individual or possess high artistic values. Therefore, the subject property is not eligible under Criterion 3. Criterion 4: The subject property has not and is not likely to yield information important in prehistory or history and is therefore not eligible for listing under Criterion 4. The subject property and its historic-age building are therefore recommended not eligible under any of the four criteria for listing on the California Register, and as such are not recommended historical resources under CEQA.

27220 Meines Street. Criterion 1: Substantial research has not indicated a close association between the subject property and any important events. It is therefore not eligible for the California Register under Criterion 1. Criterion 2: Substantial research has failed to connect the subject property with the lives of persons important in California's past. It is therefore not eligible for the California Register under Criterion 2. Criterion 3: The residence and stone building lack architectural distinction and do not display significant elements of the era during which it was constructed. The buildings do not significantly represent the work of an important creative individual or possess high artistic values. Therefore, the subject property is not eligible under Criterion 3. Criterion 4: The subject property has not and is not likely to yield information important in prehistory or history and is therefore not eligible for listing under Criterion 4. The subject property and its historic-age building are therefore recommended not eligible under any of the four criteria for listing on the California Register, and as such are not recommended historical resources under CEQA.

P-36-13750. Criterion 1: Substantial research has not indicated a close association between the subject property and any important events. It is therefore not eligible for the California Register under Criterion 1. Criterion 2: Substantial research has failed to connect the subject property with the lives of persons important in California's past. It is therefore not eligible for the California Register under Criterion 2. Criterion 3: The residence and stone building lack architectural distinction and does not display significant elements of the era during which it was constructed. The building does not significantly represent the work of an important creative individual or possess high artistic values. Therefore, the subject property is not eligible under Criterion 3. Criterion 4: The subject property has not and is not likely to yield information important in prehistory or history and is therefore not eligible for listing under Criterion 4. The subject property and its historic-age building is therefore recommended not eligible under any of the four criteria for listing on the California Register, and as such are not recommended historical resources under CEQA.

The three subject sites do not contain information relevant to important scientific research questions and lacks special or qualities. As such they are not a unique archaeological resource and is also not recommended a "historical resource" under CEQA and does not warrant further consideration. Based on these results BCR Consulting recommends that no additional cultural resource work or monitoring is necessary for any earthmoving proposed within the Project site. However, if previously undocumented historical or archeological resources are identified during earthmoving activities, **MM CUL-1** would be implemented which would require the Project applicant qualified archaeologist would be contacted to assess the nature and significance of the find, diverting construction excavation if necessary. Therefore, with implementation of **MM CUL-1**, impacts would be less than significant.

Mitigation Measures:

MM CUL-1 Historical and Archaeological Resources

- a) If archaeological resources are unearthed by project construction activities, these shall be evaluated by a qualified archaeologist and tribal

monitor/consultant. If the resources discovery of any tribal cultural or archaeological resources, construction activities in the immediate vicinity of the find shall cease until the find can be assessed. If all finds are Native American in origin, interested Tribes (as a result of correspondence with area Tribes) shall coordinate with the landowner regarding treatment and curation of these resources. Typically, the Tribe will request preservation in place or recovery for educational purposes. Work may continue on other parts of the project while evaluation takes place.

- b) Preservation in place shall be the preferred manner of treatment. If preservation in place is not feasible, treatment may include implementation of archaeological data recovery excavation to remove the resource along the subsequent laboratory processing and analysis. All Tribal Cultural Resources shall be returned to the Tribe. Any historic archaeological material that is not Native American in origin shall be curated at a public, non-profit institution with a research interest in the materials, if such an institution agrees to accept the material. If no institution accepts the archaeological material, they shall be offered to the Tribe or a local school or historical society in the area for educational purposes.
- c) Archaeological and Native American monitoring and excavation during construction projects shall be consistent with current professional standards. All feasible care to avoid any unnecessary disturbance, physical modification, or separation of human remains and associated funerary objects shall be taken. Principal personnel shall meet the Secretary of the Interior standards for archaeology and have a minimum of 10 years' experience as a principal investigator working with Native American archaeological sites in southern California. The Qualified Archaeologist shall ensure that all other personnel are appropriately trained and qualified.

- c) *Disturb any human remains, including those interred outside of dedicated cemeteries?*

Less than Significant Impact. The Project site is not located within or adjacent to a dedicated cemetery and the field survey did not identify human remains within the Project site.

The CRA concluded that the geologic units underlying the Project site are mapped entirely as alluvial sand, gravel, and clay deposits dating to the Holocene era. While Holocene alluvial units are considered to be of high preservation value, material found is unlikely to be fossil material due to the relatively modern associated dates of the deposits. However, if development requires any substantial depth of disturbance, the likelihood of reaching older Holocene or Late Pleistocene alluvial sediments would increase. The Western Science Center does not have localities within the project area or within a one mile radius. While the presence of any fossil material is unlikely, if development of the Project disturbs deeper sediment dating to the earliest parts of the Holocene or Late Pleistocene periods, the material would be scientifically significant. Excavation activity associated with the development of the project area is unlikely to be paleontologically sensitive,

but caution during development should be observed. The following SC CUL-1 would be implemented to reduce impacts to any potentially unearthed human remains. Note that standard conditions do not constitute as mitigation measures. Therefore, impacts would be less than significant without mitigation incorporated.

Standard Conditions of Approval:

SC CUL-1 If human remains are encountered during the undertaking, State Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the County Coroner has made a determination of origin and disposition pursuant to Public Resources Code Section 5097.98. The County Coroner must be notified of the find immediately. If the remains are determined to be prehistoric, the Coroner will notify the Native American Heritage Commission (NAHC), which will determine and notify a Most Likely Descendant (MLD). With the permission of the landowner or his/her authorized representative, the MLD may inspect the site of the discovery. The MLD shall complete the inspection within 48 hours of notification by the NAHC.

Per California Code, Health and Safety Code - HSC § 7050.5:

(b) In the event of discovery or recognition of any human remains in any location other than a dedicated cemetery, there shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent remains until the coroner of the county in which the human remains are discovered has determined, in accordance with Chapter 10 (commencing with Section 27460) of Part 3 of Division 2 of Title 3 of the Government Code, that the remains are not subject to the provisions of Section 27491 of the Government Code or any other related provisions of law concerning investigation of the circumstances, manner and cause of any death, and the recommendations concerning the treatment and disposition of the human remains have been made to the person responsible for the excavation, or to his or her authorized representative, in the manner provided in Section 5097.98 of the Public Resources Code. The coroner shall make his or her determination within two working days from the time the person responsible for the excavation, or his or her authorized representative, notifies the coroner of the discovery or recognition of the human remains.

(c) If the coroner determines that the remains are not subject to his or her authority and if the coroner recognizes the human remains to be those of a Native American or has reason to believe that they are those of a Native American, he or she shall contact, by telephone within 24 hours, the Native American Heritage Commission.

Mitigation Measures: No mitigation is required.

Cumulative Impacts

As concluded above, the Project would not create a significant cumulative impact to any known historical or archaeological resources with implementation of **MM CUL-1**, or to any unknown human remains with adherence to SC CUL-1. Similar to the Project, all cumulative projects in the surrounding area would be subject to project-level environmental review to determine impacts pertaining to cultural resources. Since the Project would not significantly impact any cultural resources, the potential incremental effects would not be cumulative considerable.

4.6 ENERGY

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
6. 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?			X	
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?			X	

Kimley-Horn and Associates prepared an Energy Assessment on May 2023; refer to **Appendix D** of this IS/MND.

Energy Consumption**Electrical Service**

Southern California Edison (SCE) provides electrical services to the City of Highland (City) through State-regulated public utility contracts. Over the past 15 years, electricity generation in California has undergone a transition. Historically, California has relied heavily on oil- and gas-fired plants to generate electricity. Spurred by regulatory measures and tax incentives, California's electrical system has become more reliant on renewable energy sources; including cogeneration, wind energy, solar energy, geothermal energy, biomass conversion, transformation plants, and small hydroelectric plants. Unlike petroleum production, electricity generation is not usually tied to the location of the fuel source and can be delivered great distances via the electrical grid. The generating capacity of a unit of electricity is expressed in megawatts (MW). Net generation refers to the gross amount of energy produced by a unit, minus the amount of energy the unit consumes. Generation is typically measured in megawatt-hours (MWh), kilowatt-hours (kWh), or gigawatt-hours (GWh).

Natural Gas Services

Southern California Gas Company (SoCalGas) provides natural gas services to the City of Highland (City) and San Bernardino County (County). Natural gas is a hydrocarbon fuel found in reservoirs beneath the Earth's surface and is composed primarily of methane (CH₄). It is used for space and water heating, process heating and electricity generation, and as transportation fuel. Use of natural gas to generate electricity is expected to increase in coming years because it is a relatively clean alternative to other fossil fuels (e.g., oil and coal). In California and throughout the western United States, many new electrical generation plants fired by natural gas are being brought online. Thus, there is great interest in importing liquefied

natural gas from other parts of the world. California's natural gas-fired electric generation increased by 2 percent in 2021, accounting for 50 percent of in-state generation.¹³

Energy Usage

Energy usage is typically quantified using the British Thermal Unit (BTU). Total energy usage in California was 6,922.8 trillion BTUs in 2020 (the most recent year for which this specific data is available).¹⁴ Of California's total energy usage, the breakdown by sector is 34.0 percent transportation, 24.6 percent industrial, 19.6 percent commercial, and 21.8 percent residential.¹⁵ Electricity and natural gas in California are generally consumed by stationary users such as residences, commercial, and industrial facilities, whereas petroleum consumption is generally accounted for by transportation-related energy use. In 2022, taxable gasoline sales (including aviation gasoline) in California accounted for 13,919,678,835 gallons of gasoline.¹⁶

The electricity consumption attributable to the County from 2011 to 2021 is shown in **Table 12, Electricity Consumption in San Bernardino County 2011-2021**. As indicated in **Table 12**, energy consumption in the County steadily increased between 2011 to 2021 with the exception of 2019 in which energy decreased slightly from previous years.

Table 12: Electricity Consumption in San Bernardino County 2011-2021

Year	Electricity Consumption (in millions of kilowatt hours)
2011	13,730
2012	14,348
2013	14,374
2014	14,731
2015	14,731
2016	14,946
2017	15,282
2018	15,376
2019	15,316
2020	15,969
2021	16,181

Source: Kimley-Horn and Associates. (2023). *Energy Assessment*. page 5 – Table 1

The natural gas consumption attributable to the County from 2011 to 2021 is shown in **Table 13, Natural Gas Consumption in San Bernardino County 2011-2021**. Natural gas consumption in the County fluctuated with increases and decreases occurring annually.

¹³ Ibid. page 5.

¹⁴ Ibid. page 5.

¹⁵ Ibid. page 5.

¹⁶ Ibid. page 5.

Table 13: Natural Gas Consumption in San Bernardino County 2011-2021

Year	Natural Gas Consumption (in millions of therms)
2011	504
2012	489
2013	511
2014	469
2015	485
2016	494
2017	493
2018	500
2019	547
2020	527
2021	561

Source: Ibid. page 6 -Table 2

Automotive fuel consumption in the County from 2012 to 2022 is shown in **Table 14: Automotive Fuel Consumption in San Bernardino County 2012-2022**. As shown in **Table 14**, on-road automotive fuel consumption in the County increased between 2012 and 2019 and fluctuated from 2020 to 2022. Heavy-duty vehicle fuel consumption steadily increased between 2012 and 2022 with a slight decrease in 2018, and 2019.

Table 14: Automotive Fuel Consumption in San Bernardino County 2012-2022

Year	On-Road Automotive Fuel Consumption (gallons)	Heavy-Duty Vehicle/Diesel Fuel Consumption (gallons)
2012	823,998,577	221,468,396
2013	824,054,602	231,100,540
2014	834,846,492	233,757,358
2015	863,626,512	236,687,334
2016	888,752,451	251,535,041
2017	896,771,954	263,723,118
2018	897,385,756	259,783,109
2019	898,685,412	261,139,639
2020	767,569,916	265,477,739
2021	874,282,902	272,787,528
2022	873,015,917	276,240,473

Source: Ibid. page 6 -Table 3

Regulations and Significance Criteria

California's Energy Efficiency Standards for Residential and Non-Residential Buildings (Title 24)

Energy conservation standards for new residential and nonresidential buildings were adopted by the California Energy Resources Conservation and Development Commission (now the California Energy Commission) in June 1977 and are updated every three years (Title 24, Part 6, of the California Code of

Regulations). Title 24 requires the design of building shells and building components to conserve energy. The standards are updated periodically to allow for consideration and possible incorporation of new energy efficiency technologies and methods. On June 10, 2015, the CEC adopted the 2016 Building Energy Efficiency Standards, which went into effect on January 1, 2017. On May 9, 2018, the CEC adopted the 2019 Building Energy Efficiency Standards, which took effect on January 1, 2020. The 2022 version of Title 24 was adopted by the California Energy Commission (CEC) and became effective on January 1, 2023.

The 2016 Standards improved upon the previous 2013 Standards for new construction of and additions and alterations to residential and nonresidential buildings. Under the 2016 Standards, residential buildings are 28 percent more energy efficient and nonresidential buildings are 5 percent more energy efficient than under the 2013 Standards. Buildings that are constructed in accordance with the 2013 Building Energy Efficiency Standards are 25 percent (residential) to 30 percent (nonresidential) more energy efficient than the prior 2008 standards as a result of better windows, insulation, lighting, ventilation systems, and other features.

The 2019 Standards improve upon the 2016 Standards. Under the 2019 Title 24 standards, residential buildings are about 7 percent more energy efficient, and when the required rooftop solar is factored in for low-rise residential construction, residential buildings that meet 2019 Title 24 standards use about 53 percent less energy than those built to meet the 2016 standards.

The 2022 Title 24 standards became effective January 1, 2023, and will result in less energy use, thereby reducing air pollutant emissions associated with energy consumption across California. For example, the 2022 Title 24 standards will require efficient electric heat pumps, establishes electric-ready requirements for new homes, expands solar photovoltaic and battery storage standards, and strengthens ventilation standards.

On August 11, 2021, the CEC adopted the 2022 Energy Code. In December, it was approved by the California Building Standards Commission for inclusion into the California Building Standards Code. Among other updates like strengthened ventilation standards for gas cooking appliances, the 2022 Energy Code includes updated standards in three major areas:

- New electric heat pump requirements for residential uses, schools, offices, banks, libraries, retail, and grocery stores.
- The promotion of electric-ready requirements for new homes including the addition of circuitry for electric appliances, battery storage panels, and dedicated infrastructure to allow for the conversion from natural gas to electricity.
- The expansion of solar photovoltaic and battery storage standards to additional land uses including high-rise multifamily residences, hotels and motels, tenant spaces, offices, (including medical offices and clinics), retail and grocery stores, restaurants, schools, and civic uses (including theaters auditoriums, and convention centers).

The California Green Building Standards Code (California Code of Regulations, Title 24, Part 11), commonly referred to as the CALGreen Code, is a statewide mandatory construction code that was developed and adopted by the California Building Standards Commission and the California Department of Housing and Community Development. CALGreen standards require new residential and commercial buildings to

comply with mandatory measures under five topical areas: planning and design; energy efficiency; water efficiency and conservation; material conservation and resource efficiency; and environmental quality. CALGreen also provides voluntary measures (CALGreen Tier 1 and Tier 2) that local governments may adopt which encourage or require additional measures in the five green building topics. The most recent update to the CALGreen Code was adopted in 2022 and went into effect January 1, 2023. Projects whose permit applications are applied for on or after January 1, 2023, must comply with the 2022 Energy Code.¹⁷

- 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?*

Less than Significant Impact.

Construction

The Project is anticipated to be constructed in one phase. Construction activity is anticipated to occur over a duration of approximately 10 months, beginning in October 2023. The energy associated with Project construction includes electricity use associated with water utilized for dust control, diesel fuel from on-road hauling trips, vendor trips, and off-road construction diesel equipment, as well as gasoline fuel from on-road worker commute trips. Because construction activities typically do not require natural gas, it is not included in the following discussion. The methodology for each category is discussed below. Quantifications of construction energy are provided by the Project below; see **Table 15, Energy Use During Construction**.

Table 15: Energy Use During Construction

Project Source	Total Construction Energy	San Bernardino County Annual Energy	Percentage Increase Countywide
Electricity Use		GWh	
Water Use ¹	0.0026	161,181	0.00002%
Diesel Use		Gallons	
On-Road Construction Trips ²	37,606	279,150,963	0.0135%
Off-Road Construction Equipment ³	91,335		0.0327%
Construction Diesel Total	128,941		0.0462%
Gasoline		Gallons	
On-Road Construction Trips	43,737	865,975,498	0.0051%
Notes:			
1. Construction water use based on acres disturbed per day per construction sequencing and estimated water use per acre.			
2. On-road mobile fuel source based on vehicle miles traveled (VMT) from CalEEMod and fleet-average fuel consumption in gallons per mile from EMFAC2021 in San Bernardino for 2023.			
3. Construction fuel use was calculated based on CalEEMod emissions outputs and conversion ratios from the Climate Registry.			
Source: <i>ibid.</i> page 12 – Table 4.			

Electricity

Water for Construction Dust Control. Electricity use associated with water use for construction dust control is calculated based on total water use and the energy intensity for supply, distribution,

¹⁷ *Ibid.* Page 8

and treatment of water. The total number of gallons of water used is calculated based on acreage disturbed during grading and site preparation, as well as the daily watering rate per acre disturbed.

- The total acres disturbed are calculated using the methodology described in Chapter 4.2 of Appendix C of the CalEEMod User's Guide.
- The water application rate of 3,020 gallons per acre per day is from the Air and Waste Management Association's Air Pollution Engineering Manual (1992).

The energy intensity value is based on the CalEEMod default energy intensity per gallon of water for the South Coast Hydrologic Region. As summarized in Table 15, the total electricity demand associated with water use for the Project construction dust control would be approximately 0.0026 GWh over the duration of construction.

Petroleum Fuel

On-Road Diesel Construction Trips. The diesel fuel associated with on-road construction mobile trips is calculated based on vehicle miles traveled (VMT) from vehicle trips (i.e., worker, vendor, and hauling), the CalEEMod default diesel fleet percentage, and vehicle fuel efficiency in miles per gallon (MPG). VMT for the entire construction period is calculated based on the number of trips multiplied by the trip lengths for each phase shown in CalEEMod. Construction fuel was calculated based on CalEEMod emissions outputs and conversion ratios from the Climate Registry. Total diesel fuel consumption associated with on-road construction trips for the Project would be approximately 37,606 gallons (see Table 15).

Off-Road Diesel Construction Equipment. Similarly, the construction diesel fuel associated with the off-road construction equipment that is calculated based on CalEEMod emissions outputs and conversion ratios from the Climate Registry. The total diesel fuel associated with the Project off-road construction equipment is approximately 91,335 gallons (see Table 15). Combined diesel usage from on-road and off-road construction sources is 128,941 gallons.

On-Road Gasoline Construction Trips. The gasoline fuel associated with on-road construction mobile trips is calculated based on VMT from vehicle trips (i.e., worker, vendor, and hauling), the CalEEMod default gasoline fleet percentage, and vehicle fuel efficiency in MPG using the same methodology as the construction on-road trip diesel fuel calculation discussed above. The total gasoline fuel associated with Project on-road construction trips would be approximately 43,737 gallons (see Table 15).

Construction Energy Use Analysis

As indicated in Table 15, Project construction electricity would represent approximately 0.00002 percent of the current electricity use in San Bernardino County. In 2023, Californians are anticipated to use approximately 14,438,550,403 gallons of gasoline and approximately 3,189,559,232 gallons of diesel fuel.¹⁸ San Bernardino County annual gasoline fuel use in 2023 is anticipated to be 865,975,498 gallons and diesel use would be approximately 279,150,963 gallons. Total Project construction gasoline fuel would represent approximately 0.005 percent of annual

¹⁸ Ibid. page 13.

gasoline used in the County, and total Project construction diesel fuel would also represent 0.046 percent of annual diesel used in the County. Total Project construction gasoline and diesel fuel would also represent less than one percent (0.0003 percent and 0.004 percent, respectively) of the State's fuel use. Based on the total Project's relatively low construction fuel use proportional to annual County use, the Project would not substantially affect existing energy fuel supplies or resources. New capacity or additional sources of construction fuel are not anticipated to be required.

SCE's total energy sales are projected to be 94,230 GWh of electricity in 2023 (the first year of Project construction).¹⁹ The Project's construction-related net annual electricity consumption of 0.0026 GWh would represent less than one percent of SCE's projected sales. Therefore, it is anticipated that SCE's existing and planned electricity capacity and electricity supplies would be sufficient to serve the Project's temporary construction electricity demand. Transportation fuels (gasoline and diesel) are produced from crude oil, which can be domestic or imported from various regions around the world. Based on current proven reserves, current crude oil production would be sufficient to meet demand until 2050.²⁰ As such, it is expected that existing and planned transportation fuel supplies would be sufficient to serve the Project's temporary construction demand.

Furthermore, there are no unusual characteristics that would necessitate the use of construction equipment that would be less energy-efficient than at comparable construction sites in the region or state. In addition, some energy conservation would occur during construction through compliance with State requirements that equipment not in use for more than five minutes be turned off. Project construction equipment would also be required to comply with the latest EPA and CARB engine emissions standards. These engines use highly efficient combustion engines to minimize unnecessary fuel use.

The Project would have construction activities that would use energy, primarily in the form of diesel fuel (e.g., mobile construction equipment) and electricity (e.g., power tools). Contractors would be required to monitor air quality emissions of construction activities using applicable regulatory guidance such as from SCAQMD CEQA Guidelines. Additionally, construction is subject to and would comply with California regulations (e.g., California Code of Regulations, Title 13, Sections 2485 and 2449), which reduce diesel PM and criteria pollutant emissions from in-use off-road diesel-fueled vehicles and limit the idling of heavy-duty construction equipment to no more than five minutes. This requirement indirectly relates to construction energy conservation because when air pollutant emissions are reduced from the monitoring and the efficient use of equipment and materials, energy use is reduced. There are no aspects of the Project that would foreseeably result in the inefficient, wasteful, or unnecessary use of energy during construction activities.

Due to increasing transportation costs and fuel prices, contractors and owners have a strong financial incentive to avoid wasteful, inefficient, and unnecessary use of energy during construction. There is growing recognition among developers and retailers that sustainable

¹⁹ Ibid. page 13

²⁰ Ibid. page 14

construction is not prohibitively expensive and that there is a significant cost-savings potential in green building practices. Substantial reduction in energy inputs for construction materials can be achieved by selecting building materials composed of recycled materials that require substantially less energy to produce than non-recycled materials. The Project-related incremental increase in the use of energy bound in construction materials such as asphalt, steel, concrete, pipes, and manufactured or processed materials (e.g., lumber and gas) would not substantially increase demand for energy compared to overall local and regional demand for construction materials. It is reasonable to assume that production of building materials such as concrete, steel, etc., would employ all reasonable energy conservation practices in the interest in minimizing the costs of business.

As described above, the Project's fuel consumption and energy usage from the entire construction period would increase fuel use in the County by less than one percent. It should be noted that the State CEQA Guideline Appendix G and Appendix F criteria require the Project's effects on local and regional energy supplies and on the requirements for additional capacity to be addressed. A less than one percent increase in temporary demand is not anticipated to trigger the need for additional capacity. Project construction would have a nominal effect on the local and regional energy supplies. Additionally, use of construction fuel would be temporary and would cease once the Project is fully developed. As such, Project construction would have a nominal effect on the local and regional energy supplies.

As stated above, there are no unusual characteristics that necessitate the use of construction equipment that would be less energy-efficient than at comparable construction sites in the region or state. It is expected that construction fuel use associated with the Project would not be any more inefficient, wasteful, or unnecessary than other similar development projects of this nature. Therefore, potential impacts are considered less than significant.

Operations

The energy consumption associated with Project operations would occur from building energy (electricity and natural gas) use, water use, and transportation-related fuel use. Annual energy use during Project operations is shown in **Table 16, Project Annual Energy Use During Operations**. It is noted that the Project's unmitigated energy consumption estimates are provided in Table 16 to provide a conservative impact analysis.

Table 16: Project Annual Energy Use During Operations

Source	Annual Operational Energy ³	San Bernardino County Annual Energy	Percentage Increase Countywide
Electricity Use			
GWh			
Total Electricity (Electricity Demand + Water Conveyance)	1.63	16,181	0.0101%
Natural Gas Use			
Therms			
Area ¹	54,839	561,360,617	0.0098%
Diesel Use			
Gallons			
Mobile ²	193,574	280,907,070	0.0079%
Gasoline Use			
Gallons			

Mobile ²	64,978	853,915,250	0.0689%
Notes:			
1. The electricity, natural gas, and water usage are based on Project-specific estimates and CalEEMod defaults.			
2. Calculated based on the mobile source fuel based on vehicle miles traveled (VMT) and fleet-average fuel consumption (in gallons per mile) from EMFAC2021 for operational year 2024.			
3. Annual Operational Energy represents the mitigated operational from CalEEMod.			
Source: Ibid. page 15 – Table 5			

Petroleum Fuel

The gasoline and diesel fuel associated with on-road vehicular trips is calculated based on total VMT calculated for the analyses within the Project's Air Quality Assessment and average fuel efficiency from the EMFAC model. The EMFAC fuel efficiency data incorporates the Pavley Clean Car Standards and the Advanced Clean Cars Program.²¹ As summarized in **Table 16**, the total gasoline and diesel fuel associated with on-road trips would be approximately 64,978 gallons per year and 193,574 gallons per year, respectively.

Electricity

The electricity use during the Project is based on CalEEMod defaults. The Project would use approximately 1.63 GWh of electricity per year (see **Table 16**). While the electricity associated with operational water use is estimated based on the annual water use and the energy intensity factor is the CalEEMod default energy intensity per gallon of water for San Bernardino County. Project area water use is based on the CalEEMod default rates. The Project would use approximately 66 million gallons annually of water annually which would require approximately 0.451 GWh per year for conveyance and treatment, which is 27.67 percent of the total electricity demand. Unmitigated Project electricity consumption would only increase countywide electricity use by 0.0101 percent; see **Table 16**.

Natural Gas

The methodology used to calculate the natural gas use associated with the Project is based on CalEEMod default rates. As shown in Table 16, unmitigated natural gas consumption from the Project would represent only 0.0098 percent increase over Countywide natural gas usage.

Operational Energy Use Analysis

Californians used 280,738.4 GWh of electricity in 2021, of which San Bernardino County used 16,180.8 GWh.²² The Project's unmitigated operational electricity use would represent a nominal portion of electricity used in the State and Riverside County. Regarding natural gas, Californians used 11.9 billion therms of natural gas and 561.4 million terms of natural gas in San Bernardino County in 2021. The Project's unmitigated operational natural gas use would contribute to only 0.0005 percent of natural gas use in the State and 0.0098 percent in the County.

San Bernardino County's annual gasoline fuel use in 2024 is anticipated to be 853,915,250 gallons and diesel fuel is anticipated to be 280,907,070 gallons. Expected Project operational gasoline and

²¹ Ibid. page 15.

²² Ibid. page 16.

diesel consumption would represent approximately 0.0076 percent of gasoline use and 0.0689 of diesel use in the County.

Transportation fuels (gasoline and diesel) are produced from crude oil, which can be domestic or imported from various regions around the world. Based on current proven reserves, the global supply of crude oil, other liquid hydrocarbons, and biofuels is expected to be adequate to meet the world's demand for liquid fuels through 2050.²³

The Project's unmitigated energy consumption represents less than one percent of energy consumption within the County. Project operations would not substantially affect existing energy or fuel supplies or resources. The Project would comply with applicable energy standards and new capacity would not be required. Impacts would be less than significant.

Compliance with Energy Efficient Measures

As discussed above, California's Energy Efficiency Standards for Residential and Non-Residential Buildings create uniform building codes to reduce California's energy use and provide energy efficiency standards for residential and non-residential buildings. These standards are incorporated within the California Building Code and are expected to substantially reduce the growth in electricity and natural gas use. 2022 Title 24 standards for new residential and nonresidential buildings will focus on encouraging electric heat pump technology and use, promote electric-ready buildings to get owners to use cleaner electric heating, cooking, and vehicle charging, expanding solar photovoltaic systems and battery storage systems to reduce reliance on fossil fuel power plants.

Regarding water energy conservation, the Project would incorporate drought-tolerant landscaping throughout portions of the site. Water-efficient irrigation controls would also be used in landscaped areas. Comprehensive water conservation strategies would be developed to each respective land use as part of the Project plan development. Buildings would incorporate water-efficient fixtures and appliances, to comply with Title 24.

It should also be noted that SCE is subject to California's Renewables Portfolio Standard (RPS). The RPS requires investor-owned utilities, electric service providers, and community choice aggregators to increase total procurement from eligible renewable energy resources to 33 percent by 2020 and 50 percent by 2030. SB 100 revised the goal of the program to achieve the 50 percent renewable resources target by December 31, 2026, and to achieve a 60 percent target by December 31, 2030. SB 100 also established a further goal to have an electric grid that is entirely powered by clean energy by 2045. Renewable energy is generally defined as energy that comes from resources which are naturally replenished within a human timescale such as sunlight, wind, tides, waves, and geothermal heat.

As discussed above, California's Energy Efficiency Standards create uniform building codes to reduce California's energy use and provide energy efficient standards for residential and non-

²³ Ibid. page 16.

residential buildings. These standards are incorporated within the California Building Code and are expected to substantially reduce the growth in electricity and natural gas use.

The Project's energy consumption would exceed less than one percent of the corresponding energy sources within the County. Project operations would not substantially affect existing energy or fuel supplies or resources. All Project buildings will comply with energy and fuel efficiency laws and regulations; thus, the Project would not be wasteful or inefficient. Therefore, the project would result in a less than significant impact in this regard.

Mitigation Measures: No mitigation is required.

Cumulative Impacts

Potential cumulative impacts to energy would result if the proposed Project, in combination with past, present, and future projects, would result in the wasteful or inefficient use of energy. This could result from development that would not incorporate sufficient building energy efficiency features, would not achieve building energy efficiency standards, or would result in the unnecessary use of energy during construction and/or operation.

The cumulative projects within the areas serviced by the energy service providers would be applicable to this analysis. Projects that include development of large buildings or other structures that would have the potential to consume energy in an inefficient manner would have the potential to contribute to a cumulative impact.

Construction and operations associated with implementation of the Project would result in the use of energy, but not in an inefficient or wasteful manner. The use of energy would not be substantial in comparison to statewide electricity, natural gas, gasoline, and diesel demand; refer to **Table 15** and **Table 16**. As discussed above, the electricity used for construction would be less than that required during operation of the Project, would be temporary, and would have a minimal contribution to the Project's overall energy consumption. Construction of the Project would not typically involve the consumption of natural gas. The Project's construction electricity consumption would be negligible relative to SCE's generated electricity and electricity supplies would be sufficient to serve the Project's temporary construction electricity demand.

SCE will review the Project's estimated electricity consumption in order to ensure that the estimated power requirement would be part of the total load growth forecast for their service area and accounted for in the planned growth of the power system. It should be noted that SCE and SoCalGas consider planned development for their service areas and are in and of themselves providing for cumulative growth. Therefore, it is likely that cumulative growth associated with the related projects is already accounted for in the planning of future supplies to cover projected demand.

SCE and SoCalGas have policies, programs, and projects in place to provide continued, adequate energy to their users, including the proposed Project. Substantial reductions to the cumulative demand for energy can result from an increased reliance on renewable energy systems (as required by the State's Renewable Portfolio Standards) and the construction of energy-efficient buildings. Cumulative projects would be subject to applicable Title 24 and CALGreen requirements similar to the Project, which includes energy efficiency standards to minimize the wasteful and inefficient use of energy.

Furthermore, transportation fuels (gasoline and diesel) are produced from crude oil, which can be domestic or imported from various regions around the world. Based on current proven reserves, current crude oil production would be sufficient to meet worldwide consumption demand until 2050. As such, it is expected that existing and planned transportation fuel supplies would be sufficient to serve the Project's construction and operational demand. New capacity or supplies of energy resources would not be required. Additionally, the Project would be subject to compliance with all federal, state, and local requirements for energy efficiency. State regulations, including the Low Carbon Fuel Standard, Pavley Clean Car Standards, and Low Emission Vehicle Program, would serve to reduce the transportation fuel demand of cumulative projects.

In consideration of cumulative energy use, the Project would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency. Additionally, as discussed above, the Project would increase overall electricity and natural gas demand but would not require additional facilities other than local connections to, or undergrounding of, existing facilities in the Project vicinity. Therefore, the proposed Project's incremental demand for electricity and natural gas facilities would not be cumulatively considerable. Thus, the Project would not contribute to a cumulative impact to the wasteful or inefficient use of energy. A less than significant cumulative impact would occur.

The Project would also be required to comply with all the same applicable federal, state, and local measures aimed at reducing fossil fuel consumption and the conservation of energy. The anticipated Project impacts, in conjunction with cumulative development in the vicinity, would increase urbanization and result in increased energy use. Potential land use impacts are site-specific and require evaluation on a case-by-case basis. As noted above, the Project would not result in significant impacts to state or local plans for renewable energy or energy efficiency. Therefore, the Project and identified cumulative projects are not anticipated to result in a significant cumulative impact. Therefore, potential impacts are considered less than significant.

4.7 GEOLOGY AND SOILS

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
7. GEOLOGY AND SOILS. Would the project:				
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.			X	
ii) Strong seismic ground shaking?			X	
iii) Seismic-related ground failure, including liquefaction?			X	
iv) Landslides?			X	
b) Result in substantial soil erosion or the loss of topsoil?			X	
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?			X	
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?			X	
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?			X	
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?		X		

A Preliminary Geotechnical Evaluation (PGE) was prepared by LGC Geotechnical, Inc. on July 7, 2022; refer to **Appendix E**.

- a) *Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:*
- i) *Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.*
- ii) *Strong seismic ground shaking?*

Less than Significant Impact. As illustrated in the Highland GP, Figure 6-2: Potential Geologic Hazards, the Project site is not located within an Alquist-Priolo Earthquake Zone.²⁴ The nearest Alquist-Priolo Fault Zone is located approximately 1.90 miles northeast of the Project site. Therefore, the Project the possibility of the possibility of damage due to ground rupture, as a result of faulting, is considered very low since active faults are not known to cross the site. Similarly, the PGE also concluded that the Project is not located within a State of California Fault Rupture Hazard Zone and no known active or potentially active faults were mapped on the Project site. Nevertheless, the Project site is subject to regional seismicity and therefore, the Project's construction building would be designed in conformance to the seismic design parameter of the 2022 California Building Code (CBC). The 2022 CBC provides design standards for earthquake-resistant structural design that includes, but is not limited to, considerations for on-site soil conditions, occupancy, and the configuration of the structure including the structural system and height. This would ensure that impacts from strong seismic ground shaking would be minimized. A less than significant impact would occur.

Mitigation Measures: No mitigation is required.

- iii) *Seismic-related ground failure, including liquefaction?*

Less than Significant Impact. Liquefaction is the loss of strength in generally cohesionless, saturated soils when the pore-water pressure induced in the soil by a seismic event becomes equal to or exceeds the overburden pressure. The primary factors which influence the potential for liquefaction include groundwater table elevation, soil type and grain size characteristics, relative density of the soil, initial confining pressure, and intensity and duration of ground shaking.

According to the PGE, the Project site is not located in zone mapped as susceptible liquefaction. The Project site will consist of compacted fill over medium dense to very dense alluvial soils. Due the absence of groundwater in the upper 50 feet and presence of medium dense to very dense sandy soils, the potential for liquefaction is considered very low. Lateral spreading is a type of liquefaction-induced ground failure associated with the lateral displacement of surficial blocks of sediment resulting from liquefaction in a subsurface layer. Once liquefaction transforms the subsurface layer into a fluid mass, gravity plus the earthquake inertial forces may cause the mass to move down-slope towards a free face (such as a river channel or an embankment). Lateral spreading may cause large horizontal displacements and such movement typically damages

²⁴ City of Highland. (2012). General Plan, *Public Health and Safety Element*. Available at: <https://www.cityofhighland.org/191/General-Plan> (accessed October 24, 2022).

pipelines, utilities, bridges, and structures. Due to the very low potential for liquefaction the potential for lateral spreading is considered very low.

Lastly, the PGE concluded that the Geologic Hazard Overlay for the San Bernardino County Land Use Plan also indicated that the Project site is not located in a liquefaction hazard zone. Therefore, no impact associated with ground failure due to liquefaction would occur.

Mitigation Measures: No mitigation is required.

iv) Landslides?

No Impact. Landslides can occur if areas of steep slopes consisting of unstable soils are disturbed by ground shaking and/or heavy rainfall. According to the PGE, research and field observations did not indicate the presence of landslides on the Project site or in the immediate vicinity. Additionally, the Highland GP, Figure 6-3: High Liquefaction and Landslide Susceptibility Areas shows that the Project site is not located in a zone of landslide susceptibility.²⁵ Furthermore, the surrounding area is relatively flat and developed. Therefore, no impacts associated with landslides would occur.

Mitigation Measures: No mitigation is required.

b) Result in substantial soil erosion or the loss of topsoil?

Less than Significant Impact.

Construction

Ground disturbance activities and demolition during construction would expose soils to potential short-term erosion in the form of runoff. Consequently, the Project would be required to comply with the National Pollutant Discharge Elimination System (NPDES) permitting process. The NPDES permit requires that a project applicant to develop and implement a Stormwater Pollution Prevention Plan (SWPPP) which includes erosion-control and sediment-control Best Management Practices (BMPs) to reduce the amount of soil erosion and loss of topsoil. Erosion-control BMPs are designed to prevent erosion, whereas sediment controls are designed to trap sediment once it has been mobilized. Additionally, the Project Applicant has prepared a Preliminary Water Quality Management Plan (PWQMP) which contains additional BMPs to address water quality concerns; refer to **Section 4.10, Hydrology and Water Quality** for more information.

Operations

In addition to the implementation of the BMPs, the Project would implement PGE design recommendations which would require that compacted finished grade soils adjacent to proposed structures be sloped away from the proposed structures and towards an approved drainage device or unobstructed swale. If required, drainage swales, wherever feasible, should not be constructed within 5 feet of buildings. Where lot and building geometry necessitates that drainage swales be routed closer than 5 feet to structural foundations, we recommend the use of area drains together with drainage swales. Drainage swales used in conjunction with area drains should be designed by the project civil engineer so that a properly constructed and maintained system will prevent

²⁵ Ibid.

ponding within 5 feet of the foundation. Code compliance of grades is not the purview of the geotechnical consultant. Planters with open bottoms adjacent to buildings should be avoided. Planters should not be designed adjacent to buildings unless provisions for drainage, such as catch basins, liners, and/or area drains, are made. Overwatering must be avoided. Implementation of these design recommendations would ensure that Project impacts are less than significant.

Mitigation Measures: No mitigation is required.

- 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?*

Less than Significant Impact. Refer to response a-iii and a-iv above for a discussion of landslide and liquefaction potential. Subsidence occurs when a large portion of land is displaced vertically, usually due to the withdrawal of groundwater, oil, or natural gas. Soils that are particularly subject to subsidence are those with high silt or clay content. An expansive soil is prone to expansion or shrinkage due directly to variation in water volume.

The PGE concluded the soils exposed at the proposed foundation level are anticipated to have a "Very Low" expansion potential (expansion index 20 or less). Consistent with the PGE's findings, special design considerations are not anticipated but would be verified based on as-graded conditions. Therefore, it is not anticipated that development of the Project would be developed on unstable or expansive soils. Impacts would be less than significant, and no mitigation is needed.

Mitigation Measures: No mitigation is required.

- 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?*

No Impact. The Project does not propose the implementation of septic tanks or any other alternative wastewater disposal system. As illustrated in **Exhibit 7**, the Project would connect to the existing sewer system for wastewater disposal. Therefore, no impact associated with the use of septic tanks or any other alternative wastewater disposal system would occur.

Mitigation Measures: No mitigation is required.

- f) *Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?*

Less than Significant Impact. Refer to **Section 4.5, Cultural Resources**, threshold c) for more information. The CRA determined that while the Holocene geological units were of high preservation value, the material is unlikely to be fossil material due to the relatively modern associated dates of the soil deposits. Nevertheless, in the event that unique paleontological resource or unique geologic feature, the Project would implement **MM GEO-1**, to reduce impacts to the found paleontological resources to a less than significant level.

Mitigation Measures:

MM GEO-1: In the event that paleontological resources are found during excavation or grading activities, a Paleontological Construction Monitoring and Compliance Plan will be prepared and implemented to reduce potential impacts to paleontological resources to less than significant which includes the following:

- Prior to substantial excavations into older finer-grained Quaternary deposits, the Applicant shall retain a paleontological monitor, trained, and equipped to allow the rapid removal of fossils with minimal construction delay, to the site full-time during the interval of substantial earth-disturbing activities.
- Should fossils be found within an area being cleared or graded, earth-disturbing activities shall be diverted elsewhere until the monitor has completed salvage. If construction personnel make the discovery, the grading contractor shall immediately divert construction and notify the monitor of the find.
- All recovered fossils shall be prepared, identified, and curated for documentation in the summary report and transferred to an appropriate depository (i.e., San Bernardino County Museum).
- A summary report shall be submitted to the City of Highland. Collected specimens shall be transferred with a copy of the report to the San Bernardino County Museum.
- The construction can re-commence with approval of the City of Highland.

Cumulative Impacts

Cumulative impacts concerning geology and soils are generally site-specific. The Project analysis determined that a less than significant impact related to geology and soils would occur. Existing State and local regulations and design standards are in place protect people and property from substantial adverse geological and soil effects including fault rupture, strong seismic ground shaking, liquefaction, and landslides, including adverse effects associated with soil erosion. As concluded in the Project-specific analysis above, impacts associated with geology and soil would be less than significant.

4.8 GREENHOUSE GAS EMISSIONS

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
8. GREENHOUSE GAS EMISSIONS. Would the project:				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?		X		
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?		X		

Kimley-Horn and Associates prepared a Greenhouse Gas Emissions Assessment (GHG) for the Project on May 2023; refer to **Appendix F** of this IS/MND.

Background

Certain gases in the earth's atmosphere classified as GHGs, play a critical role in determining the earth's surface temperature. Solar radiation enters the earth's atmosphere from space. A portion of the radiation is absorbed by the earth's surface and a smaller portion of this radiation is reflected back toward space. This absorbed radiation is then emitted from the earth as low-frequency infrared radiation. The frequencies at which bodies emit radiation are proportional to temperature. Because the earth has a much lower temperature than the sun, it emits lower-frequency radiation. Most solar radiation passes through GHGs; however, infrared radiation is absorbed by these gases. As a result, radiation that otherwise would have escaped back into space is instead "trapped," resulting in a warming of the atmosphere. This phenomenon, known as the greenhouse effect, is responsible for maintaining a habitable climate on earth.

The primary GHGs contributing to the greenhouse effect are carbon dioxide (CO₂), methane (CH₄), and nitrous oxide (N₂O). Fluorinated gases also make up a small fraction of the GHGs that contribute to climate change. Examples of fluorinated gases include chlorofluorocarbons (CFCs), hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), sulfur hexafluoride (SF₆), and nitrogen trifluoride (NF₃); however, it is noted that these gases are not associated with typical land use development. Human-caused emissions of GHGs exceeding natural ambient concentrations are believed to be responsible for intensifying the greenhouse effect and leading to a trend of unnatural warming of the Earth's climate, known as global climate change or global warming.

GHGs are global pollutants, unlike criteria air pollutants and toxic air contaminants (TACs), which are pollutants of regional and local concern. Whereas pollutants with localized air quality effects have relatively short atmospheric lifetimes (about one day), GHGs have long atmospheric lifetimes (one to several thousand years). GHGs persist in the atmosphere for long enough time periods to be dispersed around the globe. Although the exact lifetime of a GHG molecule is dependent on multiple variables and cannot be pinpointed, more CO₂ is emitted into the atmosphere than is sequestered by ocean uptake,

vegetation, or other forms of carbon sequestration. Of the total annual human-caused CO₂ emissions, approximately 55 percent is sequestered through ocean and land uptakes every year, averaged over the last 50 years, whereas the remaining 45 percent of human-caused CO₂ emissions remains stored in the atmosphere.²⁶

Regulations and Significance Criteria

Appendix F contains relevant regulatory framework pertaining to GHGs. Some of the applicable regulatory information has been provided below; refer to **Appendix F**, Section 3: Regulatory Setting, for further information.

State

California Air Resources Board

The California Air Resources Board (CARB) is responsible for the coordination and oversight of State and local air pollution control programs in California. Various statewide and local initiatives to reduce California's contribution to GHG emissions have raised awareness about climate change and its potential for severe long-term adverse environmental, social, and economic effects. California is a significant emitter of CO₂ equivalents (CO₂e) in the world and produced 369 million gross metric tons of carbon dioxide equivalent (MMTCO₂e) in 2020.²⁷ The transportation sector is the State's largest emitter of GHGs, followed by industrial operations such as manufacturing and oil and gas extraction.

The State of California legislature has enacted a series of bills that constitute the most aggressive program to reduce GHGs of any state in the nation. Some legislation, such as the landmark AB 32, California Global Warming Solutions Act of 2006, was specifically enacted to address GHG emissions. Other legislation, such as Title 24 building efficiency standards and Title 20 appliance energy standards, were originally adopted for other purposes such as energy and water conservation, but also provide GHG reductions. This section describes the legislation's major provisions.

Assembly Bill 32 (California Global Warming Solutions Act of 2006)

AB 32 instructs the CARB to develop and enforce regulations for the reporting and verification of statewide GHG emissions. AB 32 also directed CARB to set a GHG emissions limit based on 1990 levels, to be achieved by 2020. It set a timeline for adopting a scoping plan for achieving GHG reductions in a technologically and economically feasible manner.

2017 CARB Scoping Plan

CARB adopted the Scoping Plan to achieve the goals of AB 32. The Scoping Plan establishes an overall framework for the measures that would be adopted to reduce California's GHG emissions. CARB determined that achieving the 1990 emissions level would require a reduction of GHG emissions of approximately 29 percent below what would otherwise occur in 2020 in the absence of new laws and regulations (referred to as "business-as-usual").²⁸ The Scoping Plan evaluates opportunities for sector-specific reductions, integrates early actions and additional GHG reduction measures by both CARB and

²⁶ Kimley-Horn and Associates. (2023). *Greenhouse Gas Emissions Assessment*. page 6.

²⁷ Ibid. page. 10.

²⁸ Ibid. page 10.

the State's Climate Action Team, identifies additional measures to be pursued as regulations, and outlines the adopted role of a cap-and-trade program.²⁹ Additional development of these measures and adoption of the appropriate regulations occurred through the end of 2013. Key elements of the Scoping Plan include:

- Expanding and strengthening existing energy efficiency programs, as well as building and appliance standards;
- Achieving a statewide renewables energy mix of 33 percent by 2020.
- Developing a California cap-and-trade program that links with other programs to create a regional market system and caps sources contributing 85 percent of California's GHG emissions (adopted in 2011).
- Establishing targets for transportation-related GHG emissions for regions throughout California and pursuing policies and incentives to achieve those targets (several sustainable community strategies have been adopted).
- Adopting and implementing measures pursuant to existing State laws and policies, including California's clean car standards, heavy-duty truck measures, the Low Carbon Fuel Standard (amendments to the Pavley Standard adopted 2009; Advanced Clean Car standard adopted 2012), goods movement measures, and the Low Carbon Fuel Standard (adopted 2009).
- Creating targeted fees, including a public goods charge on water use, fees on gasses with high global warming potential, and a fee to fund the administrative costs of the State of California's long-term commitment to AB 32 implementation.
- The California Sustainable Freight Action Plan was developed in 2016 and provides a vision for California's transition to a more efficient, more economically competitive, and less polluting freight transport system. This transition of California's freight transport system is essential to supporting the State's economic development in coming decades while reducing pollution.
- CARB's Mobile Source Strategy demonstrates how the State can simultaneously meet air quality standards, achieve GHG emission reduction targets, decrease health risk from transportation emissions, and reduce petroleum consumption over the next fifteen years. The mobile Source Strategy includes increasing ZEV buses and trucks.

In 2012, CARB released revised estimates of the expected 2020 emissions reductions. The revised analysis relied on emissions projections updated in light of current economic forecasts that accounted for the economic downturn since 2008, reduction measures already approved and put in place relating to future fuel and energy demand, and other factors. This update reduced the projected 2020 emissions from 596 million metric tons of CO₂e (MMTCo₂e) to 545 MMTCo₂e. The reduction in forecasted 2020 emissions means that the revised business-as-usual reduction necessary to achieve AB 32's goal of reaching 1990 levels by 2020 is now 21.7 percent, down from 29 percent. CARB also provided a lower 2020 inventory forecast that incorporated State-led GHG emissions reduction measures already in place. When this lower

²⁹ Ibid. page 11.

forecast is considered, the necessary reduction from business-as-usual needed to achieve the goals of AB 32 is approximately 16 percent.

CARB adopted the first major update to the Scoping Plan on May 22, 2014. The updated Scoping Plan summarizes the most recent science related to climate change, including anticipated impacts to California and the levels of GHG emissions reductions necessary to likely avoid risking irreparable damage. It identifies the actions California has already taken to reduce GHG emissions and focuses on areas where further reductions could be achieved to help meet the 2020 target established by AB 32.

In 2016, the Legislature passed Senate Bill (SB) 32, which codifies a 2030 GHG emissions reduction target of 40 percent below 1990 levels. With SB 32, the Legislature passed companion legislation, AB 197, which provides additional direction for developing the Scoping Plan. On December 14, 2017 CARB adopted a second update to the Scoping Plan³⁰. The 2017 Scoping Plan details how the State will reduce GHG emissions to meet the 2030 target set by Executive Order B-30-15 and codified by SB 32. Other objectives listed in the 2017 Scoping Plan are to provide direct GHG emissions reductions; support climate investment in disadvantaged communities; and support other Federal actions.

2022 CARB Scoping Plan

Adopted December 15, 2022, CARB's 2022 Scoping Plan for Achieving Carbon Neutrality (2022 Scoping Plan) sets a path to achieve targets for carbon neutrality and reduce anthropogenic GHG emissions by 85 percent below 1990 levels by 2045 in accordance with AB 1279. To achieve the targets of AB 1279, the 2022 Scoping Plan relies on existing and emerging fossil fuel alternatives and clean technologies, as well as carbon capture and storage. Specifically, the 2022 Scoping Plan focuses on zero-emission transportation; phasing out use of fossil gas use for heating homes and buildings; reducing chemical and refrigerants with high GWP; providing communities with sustainable options for walking, biking, and public transit; displacement of fossil-fuel fired electrical generation through use of renewable energy alternatives (e.g., solar arrays and wind turbines); and scaling up new options such as green hydrogen. The 2022 Scoping Plan sets one of the most aggressive approaches to reach carbon neutrality in the world. Unlike the 2017 Scoping Plan, CARB no longer includes a numeric per capita threshold and instead advocates for compliance with a local GHG reduction strategy (i.e., Climate Action Plan) consistent with CEQA Guidelines section 15183.5.

The key elements of the 2022 CARB Scoping Plan focus on transportation. Specifically, the 2022 Scoping Plan aims to rapidly move towards zero-emission transportation (i.e., electrifying cars, buses, trains, and trucks); which constitutes California's single largest source of GHGs. The regulations that impact the transportation sector are adopted and enforced by CARB on vehicle manufacturers and are outside the jurisdiction and control of local governments. The 2022 Scoping Plan accelerates development of new regulations as well as amendments to strengthen regulations and programs already in place.

Included in the 2022 Scoping Plan is a set of Local Actions (2022 Scoping Plan Appendix D) aimed at providing local jurisdictions with tools to reduce GHGs and assist the state in meeting the ambitious targets set forth in the 2022 Scoping Plan. Appendix D to the 2022 Scoping Plan includes a section on evaluating plan-level and project-level alignment with the State's Climate Goals in CEQA GHG analyses. In

³⁰ Ibid. page 12.

this section, CARB identifies several recommendations and strategies that should be considered for new development in order to determine consistency with the 2022 Scoping Plan. Notably, this section is focused on Residential and Mixed-Use Projects.³¹ CARB specifically states that Appendix D does not address other land uses (e.g., industrial).³² However, CARB plans to explore new approaches for other land use types in the future.³³

As such, it would be inappropriate to apply the requirements contained in Appendix D of the 2022 Scoping Plan to any land use types other than residential or mixed-use residential development.

Senate Bill 32 (California Global Warming Solutions Act of 2006: Emissions Limit)

Signed into law in September 2016, SB 32 codifies the 2030 GHG reduction target in Executive Order B-30-15 (40 percent below 1990 levels by 2030). The bill authorizes CARB to adopt an interim GHG emissions level target to be achieved by 2030. CARB also must adopt rules and regulations in an open public process to achieve the maximum, technologically feasible, and cost-effective GHG reductions. With SB 32, the Legislature passed companion legislation, AB 197, which provides additional direction for developing the Scoping Plan.

SB 375 (The Sustainable Communities and Climate Protection Act of 2008)

Signed into law on September 30, 2008, SB 375 provides a process to coordinate land use planning, regional transportation plans, and funding priorities to help California meet AB 32's GHG reduction goals. SB 375 requires metropolitan planning organizations to include sustainable community strategies in their regional transportation plans for reducing GHG emissions, aligns planning for transportation and housing, and creates specified incentives for the implementation of the strategies.

Executive Orders Related to GHG Emissions

California's Executive Branch has taken several actions to reduce GHGs using executive orders. Although not regulatory, they set the tone for the State and guide the actions of state agencies.

Executive Order S-3-05. Executive Order S-3-05 was issued on June 1, 2005, which established the following GHG emissions reduction targets:

- By 2010, reduce GHG emissions to 2000 levels.
- By 2020, reduce GHG emissions to 1990 levels.
- By 2050, reduce GHG emissions to 80 percent below 1990 levels.

The 2050 reduction goal represents what some scientists believe is necessary to reach levels that will stabilize the climate. The 2020 goal was established to be a mid-term target. Because this is an executive order, the goals are not legally enforceable for local governments or the private sector.

Executive Order S-01-07. Issued on January 18, 2007, Executive Order S 01-07 mandates that a statewide goal shall be established to reduce the carbon intensity of California's transportation fuels by at least 10 percent by 2020. The executive order established a Low Carbon Fuel Standard (LCFS) and directed the

³¹ Ibid. page 12.

³² Ibid. page 13.

³³ Ibid. page 13.

Secretary for Environmental Protection to coordinate the actions of the California Energy Commission (CEC), CARB, the University of California, and other agencies to develop and propose protocols for measuring the “life-cycle carbon intensity” of transportation fuels. CARB adopted the LCFS on April 23, 2009.

Executive Order S-13-08. Issued on November 14, 2008, Executive Order S-13-08 facilitated the California Natural Resources Agency development of the 2009 California Climate Adaptation Strategy. Objectives include analyzing risks of climate change in California, identifying and exploring strategies to adapt to climate change, and specifying a direction for future research.

Executive Order S-14-08. Issued on November 17, 2008, Executive Order S-14-08 expands the State’s Renewable Energy Standard to 33 percent renewable power by 2020. Additionally, Executive Order S-21-09 (signed on September 15, 2009) directs CARB to adopt regulations requiring 33 percent of electricity sold in the State come from renewable energy by 2020. CARB adopted the Renewable Electricity Standard on September 23, 2010, which requires 33 percent renewable energy by 2020 for most publicly owned electricity retailers.

Executive Order S-21-09. Issued on July 17, 2009, Executive Order S-21-09 directs CARB to adopt regulations to increase California’s Renewable Portfolio Standard (RPS) to 33 percent by 2020. This builds upon SB 1078 (2002), which established the California RPS program, requiring 20 percent renewable energy by 2017, and SB 107 (2006), which advanced the 20 percent deadline to 2010, a goal which was expanded to 33 percent by 2020 in the 2005 Energy Action Plan II.

Executive Order B-30-15. Issued on April 29, 2015, Executive Order B-30-15 established a California GHG reduction target of 40 percent below 1990 levels by 2030 and directs CARB to update the Climate Change Scoping Plan to express the 2030 target in terms of million metric tons of CO₂e (MMTCO₂e). The 2030 target acts as an interim goal on the way to achieving reductions of 80 percent below 1990 levels by 2050, a goal set by Executive Order S-3-05. The executive order also requires the State’s climate adaptation plan to be updated every three years and for the State to continue its climate change research program, among other provisions. With the enactment of SB 32 in 2016, the Legislature codified the goal of reducing GHG emissions by 2030 to 40 percent below 1990 levels.

Executive Order B-55-18. Issued on September 10, 2018, Executive Order B-55-18 establishes a goal to achieve carbon neutrality as soon as possible, and no later than 2045, and achieve and maintain net negative emissions thereafter. This goal is in addition to the existing statewide targets of reducing GHG emissions. The executive order requires CARB to work with relevant state agencies to develop a framework for implementing this goal. It also requires CARB to update the Scoping Plan to identify and recommend measures to achieve carbon neutrality. The executive order also requires state agencies to develop sequestration targets in the Natural and Working Lands Climate Change Implementation Plan.

Executive Order N-79-20. Signed in September 2020, Executive Order N-79-20 establishes as a goal that where feasible, all new passenger cars and trucks, as well as all drayage/cargo trucks and off-road vehicles and equipment, sold in California, will be zero-emission by 2035. The executive order sets a similar goal requiring that all medium and heavy-duty vehicles will be zero-emission by 2045 where feasible. It also directs CARB to develop and propose rulemaking for passenger vehicles and trucks, medium-and heavy-duty fleets where feasible, drayage trucks, and off-road vehicles and equipment “requiring increasing

volumes” of new zero emission vehicles (ZEVs) “towards the target of 100 percent.” The executive order directs the California Environmental Protection Agency, the California Geologic Energy Management Division (CalGEM), and the California Natural Resources Agency to transition and repurpose oil production facilities with a goal toward meeting carbon neutrality by 2045. Executive Order N-79-20 builds upon the CARB Advanced Clean Trucks regulation, which was adopted by CARB in July 2020.

Regional

South Coast Air Quality Management District Thresholds

The South Coast Air Quality Management District (SCAQMD) formed a GHG California Environmental Quality Act (CEQA) Significance Threshold Working Group to provide guidance to local lead agencies on determining significance for GHG emissions in their CEQA documents. This working group was formed to assist SCAQMD’s efforts to develop a GHG significance threshold and is composed of a wide variety of stakeholders including the State Office of Planning and Research, CARB, the Attorney General’s Office, a variety of city and county planning departments in the SCAB, various utilities such as sanitation and power companies throughout the SCAB, industry groups, and environmental and professional organizations. The Working Group has proposed a tiered approach to evaluating GHG emissions for development projects where SCAQMD is not the lead agency, wherein projects are evaluated sequentially through a series of “tiers” to determine whether the project is likely to result in a potentially significant impact due to GHG emissions.

With the tiered approach, a project is compared against the requirements of each tier sequentially and would not result in a significant impact if it complies with any tier. Tier 1 excludes projects that are specifically exempt from SB 97 from resulting in a significant impact. Tier 2 excludes projects that are consistent with a GHG reduction plan that has a certified final CEQA document and complies with AB 32 GHG reduction goals. Tier 3 excludes projects with annual emissions lower than a screening threshold. The SCAQMD has adopted a threshold of 10,000 MTCO₂e per year for industrial projects and a 3,000 MTCO₂e threshold was proposed for non-industrial projects but has not been adopted. During Working Group Meeting #7 it was explained that this threshold was derived using a 90 percent capture rate of a large sampling of industrial facilities. During Meeting #8, the Working Group defined industrial uses as production, manufacturing, and fabrication activities or storage and distribution. The Working Group indicated that the 10,000 MTCO₂e per year threshold applies to both emissions from construction and operational phases plus indirect emissions (electricity, water use, etc.). The SCAQMD concluded that projects with emissions less than the screening threshold would not result in a significant cumulative impact.

Tier 4 consists of three decision tree options. Under the Tier 4 first option, SCAQMD initially outlined that a project would be excluded if design features and/or mitigation measures resulted in emissions 30 percent lower than business as usual emissions. However, the Working Group did not provide a recommendation for this approach. The Working Group folded the Tier 4 second option into the third option. Under the Tier 4 third option, a project would be excluded if it was below an efficiency-based threshold of 4.8 MTCO₂e per service population per year. Tier 5 would exclude projects that implement offsite mitigation (GHG reduction projects) or purchase offsets to reduce GHG emission impacts to less than the proposed screening level.

Tier 3 Screening Thresholds

When the tiered approach is applied to a proposed project, and the project is found not to comply with Tier 1 or Tier 2, the project's emissions are compared against a screening threshold, as described above, for Tier 3. The screening threshold formally adopted by SCAQMD is an "interim" screening threshold for stationary source industrial projects where the SCAQMD is the lead agency under CEQA. The threshold was termed "interim" because, at the time, SCAQMD anticipated that CARB would be adopting a statewide significance threshold that would inform and provide guidance to SCAQMD in its adoption of a final threshold. However, no statewide threshold was ever adopted, and the interim threshold remains in effect.

For projects for which SCAQMD is not a lead agency, no screening thresholds have been formally adopted. However, the SCAQMD Working Group has recommended a threshold of 10,000 MTCO₂e/year for industrial projects and 3,000 MTCO₂e/year for residential and commercial projects. SCAQMD determined that these thresholds would "capture" 90 percent of GHG emissions from these sectors, "capture" meaning that 90 percent of total emissions from all new projects would be subject to some type of CEQA analysis (i.e., found potentially significant).³⁴

Southern California Association of Governments

On September 3, 2020, SCAG's Regional Council adopted the Connect SoCal which charts a course for closely integrating land use and transportation so that the region can grow smartly and sustainably. The strategy was prepared through a collaborative, continuous, and comprehensive process with input from local governments, county transportation commissions, tribal governments, non-profit organizations, businesses and local stakeholders within the counties of Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura. The Connect SoCal is a long-range vision plan that balances future mobility and housing needs with economic, environmental, and public health goals. The SCAG region strives toward sustainability through integrated land use and transportation planning. The SCAG region must achieve specific federal air quality standards and is required by state law to lower regional GHG emissions.

San Bernardino County Greenhouse Gas Reduction Plan

The County of San Bernardino adopted the San Bernardino County Regional Greenhouse Gas Reduction Plan (County GHG Reduction Plan) in September 2021 (GHG Reduction Plan). The County GHG Reduction Plan provides a means of implementing state regulations, including AB 32, AB 1493, Executive Order S-3-05, SB 375, Executive Order B-30-15, SB 32, AB 398, and SB 97, at the County level. The County GHG Reduction Plan provides a target and comprehensive set of actions for GHG emission reductions for the year 2030 (i.e., an emissions reduction 40 percent below 2007 levels). This reduction would be consistent with the State's long-term goal to achieve statewide carbon neutrality (zero net emissions) by 2045.

Thresholds and Significance Criteria

Greenhouse Gas Emissions Thresholds

Addressing GHG emissions generation impacts requires an agency to determine what constitutes a significant impact. The amendments to the CEQA Guidelines specifically allow lead agencies to determine

³⁴ Ibid. page 19.

thresholds of significance that illustrate the extent of an impact and are a basis from which to apply mitigation measures. This means that each agency is left to determine whether a project's GHG emissions will have a "significant" impact on the environment. The guidelines direct that agencies are to use "careful judgment" and "make a good-faith effort, based to the extent possible on scientific and factual data, to describe, calculate or estimate" the project's GHG emissions.

Based upon the criteria derived from Appendix G of the CEQA Guidelines, a project normally would have a significant effect on the environment if it would:

- Generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment, based on any applicable threshold of significance; or
- Conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of GHGs.

South Coast Air Quality Management District Thresholds

On December 5, 2008, the SCAQMD Governing Board adopted a 10,000 MTCO₂e industrial threshold for projects where the SCAQMD is lead agency. During the GHG CEQA Significance Threshold Working Group Meeting #15, the SCAQMD noted that it was considering extending the industrial GHG significance threshold for use by all lead agencies. This working group was formed to assist SCAQMD's efforts to develop a GHG significance threshold and is composed of a wide variety of stakeholders including the State Office of Planning and Research, CARB, the Attorney General's Office, a variety of city and county planning departments in the SCAB, various utilities such as sanitation and power companies throughout the SCAB, industry groups, and environmental and professional organizations. However, the SCAQMD has not announced when staff is expecting to present GHG thresholds for land use projects where the SCAQMD is not the lead agency to the governing board. During Meeting #8, the Working Group defined industrial uses as production, manufacturing, and fabrication activities or storage and distribution (e.g., warehouse, transfer facility, etc.). Additionally, the SCAQMD GHG Significance Threshold Stakeholder Working Group has specified that a warehouse is considered to be an industrial project.³⁵ Furthermore, the Working Group indicated that the 10,000 MTCO₂e per year threshold applies to both emissions from construction and operational phases plus indirect emissions (electricity, water use, etc.).

Although the screening threshold for industrial projects is 10,000 MTCO₂e per year, this analysis conservatively utilizes 3,000 MTCO₂e per year as the Project GHG threshold.

Methodology

The Project's construction and operational emissions were calculated using the CalEEMod. For construction, CalEEMod calculates emissions from off-road equipment usage and on-road vehicle travel associated with haul, delivery, and construction worker trips. GHG emissions during construction were forecasted based on the proposed construction schedule and applying the mobile-source and fugitive dust emissions factors derived from CalEEMod. The Project's construction-related GHG emissions would be generated from off-road construction equipment, on-road hauling and vendor (material delivery) trucks, and worker vehicles. The Project's operational-related GHG emissions would be generated by vehicular

³⁵ South Coast Air Quality Management District, *Minutes for the GHG CEQA Significance Threshold Stakeholder Working Group #8*, 2009.

traffic, area sources (e.g., landscaping maintenance and consumer products), electrical generation, natural gas consumption, water supply and wastewater treatment, and solid waste.

- a) *Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?*

Less than Significant with Mitigation Incorporated.

Short-Term Construction Greenhouse Gas Emissions

Project construction activities would generate direct CO₂, N₂O, and CH₄ emissions from construction equipment, transport of materials, and construction workers commuting to and from the Project site. Total GHG emissions generated during all construction phases were combined and are presented in **Table 17, Construction-Related Greenhouse Gas Emissions**.

Table 17: Construction-Related Greenhouse Gas Emissions

Category	MTCO ₂ e
2023 Construction	259
2024 Construction	271
Total Construction Emissions	530
30-Year Amortized Construction	17.66
Source: Ibid. page 26 – Table 2	

As indicated in **Table 17**, the Project would result in the generation of approximately 530 MTCO₂e over the course of construction. Construction GHG emissions are typically summed and amortized over a 30-year period, then added to the operational emissions.³⁶ The amortized Project construction emissions would be 17.66 MTCO₂e per year. Once construction is complete, construction-related GHG emissions would cease.

Long-Term Operational Greenhouse Gas Emissions

Operational or long-term emissions occur over the life of the Project. GHG emissions would result from direct emissions such as Project generated vehicular traffic, on-site combustion of natural gas, and operation of any landscaping equipment. Operational GHG emissions would also result from indirect sources, such as off-site generation of electrical power, the energy required to convey water to, and wastewater from the Project, the emissions associated with solid waste generated from the Project, and any fugitive refrigerants from air conditioning or refrigerators. Total GHG emissions associated with the Project are summarized in **Table 18, Project Greenhouse Gas Emissions**. As shown in **Table 18**, the Project's unmitigated GHG emissions would be approximately 3,839.66 MTCO₂e annually from both construction and operations of the proposed Project. The existing steel processing facility and a residential unit uses currently located on the Project site generates approximately 595 MTCO₂e annually and will be removed and replaced by

³⁶ The amortization period is 30 years per the South Coast Air Quality Management District (South Coast Air Quality Management District, *Minutes for the GHG CEQA Significance Threshold Stakeholder Working Group #13*, August 26, 2009).

the Project. Existing emissions have been estimated based on the CalEEMod default emissions factors for building operations and estimated trip generation. Therefore, the net unmitigated emissions from the proposed Project would be approximately 3,244.66 MTCO₂e/year.

Table 18: Project Greenhouse Gas Emissions

Emissions Source	MTCO ₂ e per Year	
	Unmitigated	Mitigated
Proposed Emissions		
Construction Amortized Over 30 Years	17.66	17.66
Area Source	<1	<1
Energy ¹	551	551
Mobile	2,640	2,640
Off-Road – Forklifts ¹	228	0
Off-Road – Yard Trucks ¹	158	0
Waste	84	84
Water and Wastewater	161	161
Proposed Total	3,839.66	3,453.66
Existing Emissions		
Area Source	1	1
Energy	11	11
Mobile	22	22
Off-Road – Forklifts ²	82	82
Off-Road – Yard Trucks ²	475	475
Waste	1	1
Water and Wastewater	2	2
Existing Total	595	595
Net New Emissions	3,244.66	2,858.66
<i>Threshold</i>	<i>3,000</i>	<i>3,000</i>
Net Emissions Exceeds Threshold?	Yes	No
Notes: 1. Mitigation Measure HRA-1 (refer to the Project's Health Risk Assessment) requires operation of electric forklifts and yard trucks. 2. Three forklifts and two yard trucks have been assumed for the current steel processing facility on the proposed Project site.		
Source: Ibid. page 27 – Table 3		

The majority of Project-generated GHG emissions (67 percent unmitigated and 82 percent mitigated) are associated with non-construction related mobile sources. Emissions of motor vehicles are controlled by State and federal standards, and the Project has no control over these standards.

The Project would reduce GHG emissions through implementation of **MM HRA-1**. **MM HRA-1** requires that off-road cargo handling equipment (e.g., forklifts and yard trucks) used during

operational activities be electrically powered/zero emission. As shown in **Table 18**, implementation of **MM HRA-1** would reduce the Project's net GHG emissions to 2,858.66 MTCO₂e which is below the SCAQMD's 3,000 MTCO₂e per year threshold. Therefore, the GHG emission of the proposed Project would be less than significant with implementation of **MM HRA-1**.

Laws, Ordinances, and Regulations:

Laws, Ordinances, and Regulations (LOR) are existing requirements that are based on local, state, or federal regulations or laws that are frequently required independently of CEQA review. Typical LORs and requirements include compliance with the provisions of the Building Code, SCAQMD Rules, etc. The City may impose additional conditions during the approval process, as appropriate. Because LORs are neither Project specific nor a result of development of the Project, they are not considered to be either Project Design Features or Mitigation Measures.

- | | |
|------------------|--|
| LOR GHG-1 | Require diesel powered construction equipment to turn off when not in use per Title 13 of the California Code of Regulations, Section 2449. |
| LOR GHG-2 | Install water-efficient irrigation systems and devices, such as soil moisture-based irrigation controls and sensors for landscaping according to the City's Water Efficient Landscape requirements (Highland MC Chapter 16.40.390). |
| LOR GHG-3 | The Project shall be designed in accordance with the applicable Title 24 Energy Efficiency Standards for Residential and Nonresidential Buildings (California Code of Regulations [CCR], Title 24, Part 6). These standards are updated, nominally every three years, to incorporate improved energy efficiency technologies and methods. The Building Official, or designee shall ensure compliance prior to the issuance of each building permit. The Title 24 Energy Efficiency Standards (Section 110.10(b)1) require all buildings to be designed to have a total area of at least 15 percent (after subtracting any skylights) "solar ready" zone on the roof top that will structurally accommodate later installation of rooftop solar panels. The installation of the solar panels is specific to the end use and will be determined at the time the specific projects are developed. If future building operators pursue providing rooftop solar panels, they will submit plans for solar panels prior to occupancy. |
| LOR GHG-4 | <p>The Project shall be designed in accordance with the applicable California Green Building Standards (CALGreen) Code (24 CCR, Part 11). The Building Official, or designee shall ensure compliance prior to the issuance of each building permit. These requirements include, but are not limited to:</p> <ul style="list-style-type: none"> ▪ Design buildings to be water-efficient. Install water-efficient fixtures in accordance with Section 4.303 (residential) and Section 5.303 (nonresidential) of the California Green Building Standards Code Part 11. ▪ Recycle and/or salvage for reuse a minimum of 65 percent of the nonhazardous construction and demolition waste in accordance with |

Section 4.408.1 (residential) and Section 5.408.1 (nonresidential) of the California Green Building Standards Code Part 11.

- Provide storage areas for recyclables and green waste and adequate recycling containers located in readily accessible areas in accordance with Section 4.410 (residential) and Section 5.410 (nonresidential) of the California Green Building Standards Code Part 11.
- To facilitate future installation of electric vehicle supply equipment (EVSE), residential construction shall comply with Section 4.106.4 (residential electric vehicle charging) of the California Green Building Standards Code Part 11 and nonresidential construction shall comply with Section 5.106.5.3 (nonresidential electric vehicle charging) of the California Green Building Standards Code Part 11.

Mitigation Measures:

HRA-1 Only electric-powered off-road equipment (e.g., yard trucks/hostlers, forklifts, indoor material handling equipment, etc.) shall be utilized onsite for daily warehouse and business operations. The Project developer/facility owner shall disclose this requirement to all tenants/business entities prior to the signing of any lease agreement. In addition, the limitation to use only electric-powered off-road equipment shall be included in all leasing agreements.

Prior to issuance of a Business License for a new tenant/business entity, the Project developer/facility owner and tenant/business entity shall provide to the City of Highland Planning Department and Business License Department a signed document (verification document) noting that the Project development/facility owner has disclosed to the tenant/business entity the requirement to use only electric-powered equipment for daily operations. This verification document shall be signed by authorized agents for the Project developer/facility owner and tenant/business entities. In addition, if applicable, the tenant/business entity shall provide documentation (e.g., purchase or rental agreement) to the City of Highland Planning Department and Business License Department to verify, to the City's satisfaction, that any off-road equipment utilized will be electric-powered.

- b) *Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?*

Less than Significant with Mitigation Incorporated.

SCAG Connect SoCal Consistency

As noted above, SCAG's Regional Council adopted Connect SoCal. The Connect SoCal is a long-range visioning plan that balances future mobility and housing needs with economic, environmental, and public health goals. The Connect SoCal embodies a collective vision for the region's future and is developed with input from local governments, county transportation

commissions, tribal governments, nonprofit organizations, businesses, and local stakeholders in the counties of Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura. SCAG's Connect SoCal establishes GHG emissions goals for automobiles and light-duty trucks for 2020 and 2035 as well as an overall GHG target for the Project region consistent with both the target date of AB 32 and the post-2020 GHG reduction goals of Executive Orders 5-03-05 and B-30-15.

The Connect SoCal contains over 4,000 transportation projects, ranging from highway improvements, railroad grade separations, bicycle lanes, new transit hubs and replacement bridges. These future investments were included in county plans developed by the six county transportation commissions and seek to reduce traffic bottlenecks, improve the efficiency of the region's network, and expand mobility choices for everyone. The Connect SoCal is an important planning document for the region, allowing project sponsors to qualify for federal funding.

The plan accounts for operations and maintenance costs to ensure reliability, longevity, and cost effectiveness. The Connect SoCal is also supported by a combination of transportation and land use strategies that help the region achieve state GHG emissions reduction goals and Federal Clean Air Act (FCAA) requirements, preserve open space areas, improve public health and roadway safety, support our vital goods movement industry, and utilize resources more efficiently. GHG emissions resulting from development-related mobile sources are the most potent source of emissions, and therefore Project comparison to the Connect SoCal is an appropriate indicator of whether the Project would inhibit the post-2020 GHG reduction goals promulgated by the state. The Project's consistency with the Connect SoCal is analyzed in detail in **Table 19, Connect SoCal Consistency**.

Table 19: Connect SoCal Consistency

SCAG Goals	Compliance
GOAL 1: Encourage regional economic prosperity and global competitiveness.	N/A: This is not a Project-specific policy and is therefore not applicable. However, the Project is located on an occupied site that is surrounded by development. Redevelopment of the site would contribute to regional economic prosperity.
GOAL 2: Improve mobility, accessibility, reliability, and travel safety for people and goods.	Consistent: Although this Project is not a transportation improvement project, the Project is located near existing transit routes of I-215, I-10, and SR-210.
GOAL 3: Enhance the preservation, security, and resilience of the regional transportation system.	N/A: This is not a transportation improvement project and is therefore not applicable.
GOAL 4: Increase person and goods movement and travel choices within the transportation system.	N/A: This is not a transportation improvement project and is therefore not applicable.
GOAL 5: Reduce greenhouse gas emissions and improve air quality.	Consistent: The Project site is located within an urban area in proximity to existing transit routes, freeways, and residential development. Locating an employment center in close proximity to existing residential uses would potentially reduce trip lengths required for existing residents to travel to work and/or commercial services. Reduction of trip lengths would result in reduced GHG and air quality emissions. The

SCAG Goals	Compliance
	Project would also reduce air quality and GHG emissions through mitigation measures such as providing renewable energy and electrifying cargo handling equipment (Mitigation Measure HRA-1).
GOAL 6: Support healthy and equitable communities	Consistent: As discussed in the Air Quality Assessment and the Health Risk Assessment, the Project would not exceed thresholds or result in health impacts. The Project does not violate any air quality standards or contribute substantially to an existing or projected air quality violation. The Project would not conflict with the surrounding community's ability to access healthy food or parks.
GOAL 7: Adapt to a changing climate and support an integrated regional development pattern and transportation network.	N/A: This is not a project-specific policy and is therefore not applicable.
GOAL 8: Leverage new transportation technologies and data-driven solutions that result in more efficient travel.	N/A: This is not a project-specific policy and is therefore not applicable. However, the Project is located in a developed area in proximity to existing truck routes and freeways. Location of the Project within a developed area would reduce trip lengths, which would result in more efficient travel.
GOAL 9: Encourage development of diverse housing types in areas that are supported by multiple transportation options.	Consistent: The Project involves development of a warehouse and does not include housing.
GOAL 10: Promote conservation of natural and agricultural lands and restoration of habitats.	N/A: This Project is located within an urban area and is not located on agricultural or habitat lands.
Source: Southern California Association of Governments, <i>Connect SoCal (2020 - 2045 Regional Transportation Plan/Sustainable Communities Strategy</i> , 2020.	

As shown in **Table 19**, the Project would be consistent with the stated goals of the Connect SoCal. Therefore, the Project would not result in any significant impacts or interfere with SCAG's ability to achieve the region's post-2020 mobile source GHG reduction targets.

CARB Scoping Plan Consistency

As previously noted, the 2022 Scoping Plan sets a path to achieve targets for carbon neutrality and reduce anthropogenic GHG emissions by 85 percent below 1990 levels by 2045 in accordance with AB 1279. The transportation, electricity, and industrial sectors are the largest GHG contributors in the State. The 2022 Scoping Plan plans to achieve the AB 1279 targets primarily through zero-emission transportation (e.g., electrifying cars, buses, trains, and trucks). Additional GHG reductions are achieved through decarbonizing the electricity and industrial sectors.

Statewide strategies to reduce GHG emissions in the latest 2022 Scoping Plan include implementing SB 100, which would achieve 100 percent clean electricity by 2045; achieving 100 percent zero emission vehicle sales in 2035 through Advanced Clean Cars II; and implementing the Advanced Clean Fleets regulation to deploy zero-electric vehicle buses and trucks. Additional transportation policies include the Off-Road Zero-Emission Targeted Manufacturer rule, Clean Off-

Road Fleet Recognition Program, In-use Off-Road Diesel-Fueled Fleets Regulation, Off-Road Zero-Emission Targeted Manufacturer rule, Clean Off-Road Fleet Recognition Program, and Amendments to the In-use Off-Road Diesel-Fueled Fleets Regulation. The 2022 Scoping Plan would continue to implement SB 375. GHGs would be further reduced through the Cap-and-Trade Program carbon pricing and SB 905. SB 905 requires CARB to create the Carbon Capture, Removal, Utilization, and Storage Program to evaluate, demonstrate, and regulate carbon dioxide removal projects and technology.

As indicated in **Table 18**, approximately 92 percent of the Project's mitigated GHG emissions are from energy and mobile sources which would be further reduced by the 2022 Scoping Plan measures described above. It should be noted that the City has no control over vehicle emissions (approximately 82 percent of the Project's total emissions). However, these emissions would decline in the future due to Statewide measures discussed above, as well as cleaner technology and fleet turnover. Several of the State's plans and policies would contribute to a reduction in mobile source emissions from the Project. These include the following:

- CARB's Advanced Clean Truck Regulation: Adopted in June 2020, CARB's Advanced Clean Truck Regulation requires truck manufacturers to transition from diesel trucks and vans to electric zero-emission trucks beginning in 2024. By 2045, every new truck sold in California is required to be zero-emission. The Advanced Clean Truck Regulation accelerates the transition of zero-emission medium-and heavy-duty vehicles from Class 2b to Class 8.
- Executive Order N-79-20: Executive Order N-79-20 establishes the goal for all new passenger cars and trucks, as well as all drayage/cargo trucks and off-road vehicles and equipment, sold in California, will be zero-emission by 2035 and all medium and heavy-duty vehicles will be zero-emission by 2045. It also directs CARB to develop and propose rulemaking for passenger vehicles and trucks, medium-and heavy-duty fleets where feasible, drayage trucks, and off-road vehicles and equipment "requiring increasing volumes" of new ZEVs "towards the target of 100 percent."
- CARB's Mobile Source Strategy: CARB's Mobile Source Strategy takes an integrated planning approach to identify the level of transition to cleaner mobile source technologies needed to achieve all of California's targets by increasing the adoption of ZEV buses and trucks.
- CARB's Sustainable Freight Action Plan: The Sustainable Freight Action Plan which improves freight system efficiency, utilizes near-zero emissions technology, and deployment of ZEV trucks. This Plan applies to all trucks accessing the Project site and may include existing trucks or new trucks that are part of the statewide goods movement sector.
- CARB's Emissions Reduction Plan for Ports and Goods Movement: CARB's Emissions Reduction Plan for Ports and Goods Movement identifies measures to improve goods movement efficiencies such as advanced combustion strategies, friction reduction, waste heat recovery, and electrification of accessories.

While these measures are not directly applicable to the Project, any commercial activity associated with goods movement would be required to comply with these measures as adopted. The Project

would not obstruct or interfere with efforts to increase ZEVs or state efforts to improve system efficiency. As such, the Project would not interfere with their implementation.

San Bernardino County Regional Greenhouse Gas Reduction Plan

The Project's GHG emissions would not conflict with the County GHG Reduction Plan. The Project would be consistent with the applicable Highland General Plan policies that form the foundation for the City's GHG emissions reduction measures outlined in the County GHG Reduction Plan. In addition, the Project would be required to implement **HRA-1** which would help reduce its GHG and air pollutant emissions, which would also support the goals of the County GHG Reduction Plan. Therefore, the Project would be consistent with the County GHG Reduction Plan.

Mitigation Measures: See **MM HRA-1** in threshold a) above.

Cumulative Impacts

Cumulative Setting

Climate change is a global problem. GHGs are global pollutants, unlike criteria air pollutants and TACs, which are pollutants of regional and local concern. Whereas pollutants with localized air quality effects have relatively short atmospheric lifetimes (about 1 day), GHGs have much longer atmospheric lifetimes of 1 year to several thousand years that allow them to be dispersed around the globe.

Cumulative Impacts

It is generally the case that an individual project of this size and nature is of insufficient magnitude by itself to influence climate change or result in a substantial contribution to the global GHG inventory.³⁷ The State CEQA Guidelines generally address GHG emissions as a cumulative impact because of the global nature of climate change.³⁸ As the California Supreme Court explained, "because of the global scale of climate change, any one project's contribution is unlikely to be significant by itself."³⁹ As such, GHG impacts are recognized as exclusively cumulative impacts; there are no non-cumulative GHG emission impacts from a climate change perspective. The additive effect of Project-related GHGs would not result in a reasonably foreseeable cumulatively considerable contribution to global climate change. In addition, the Project as well as other cumulative related projects would also be subject to all applicable regulatory requirements, which would further reduce GHG emissions. As discussed above, the Project would not conflict with the Connect SoCal, or the CARB Scoping Plan and the Project-related net GHG emissions would not exceed the SCAQMD's 3,000 MTCO₂e threshold of significance with implementation of **MM HRA-1**. Therefore, the Project's cumulative contribution of GHG emissions would be less than significant and the Project's cumulative GHG impacts would also be less than cumulatively considerable.

³⁷ Ibid. page 34.

³⁸ Ibid. page 34.

³⁹ *Cleveland National Forest Foundation v. San Diego Assn. of Governments* (2017) 3 Cal.5th 497, 512.

4.9 HAZARDS AND HAZARDOUS MATERIALS

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
9. 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?			X	
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?			X	
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?				X
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?				X
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?			X	
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?			X	
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?				X

Ramboll US Consulting, Inc. (Ramboll) prepared a Phase I Environmental Site Assessment (ESA); refer to **Appendix G**.

- a) *Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?*

Less than Significant Impact. As part of the Phase I ESA, site reconnaissance, interviews, review of historical records, and various federal, State, and local environmental databases records for the Project site and surrounding properties were conducted to identify Recognized Environmental Conditions (RECs) within the Project site. The following information is a summary of those efforts.

Records Search

A review of available historical resources and information were obtained from local governmental agencies and regulatory bodies. Based on the review of historical site documents and interview with site representatives, no prior Phase I ESAs, underground storage tanks (UST) closures, environmental sampling, or remediation activities were known to have been conducted at the Project Site.

In addition, Ramboll reviewed the results of the Federal and State environmental database searches performed by Environmental Data Resources (EDR) and from information available in the California GeoTracker, EnvironStor, and other pertinent databases listed in the Phase I ESA, Table 4 (see **Appendix G**). The Project site was not identified in any databases searched by EDR. Also, the Project site was not indicated to contain spills or releases and therefore, does not suggest a contamination concern.

Site Reconnaissance

Underground Storage Tanks (USTs)

The Phase I ESA concluded that there are not current or former USTs at the Project and no visual evidence of such (e.g., vent pipes, fill ports, or dispensing equipment) were identified during the site visit or in review of records pertaining to the site.

Aboveground Storage Tanks (ASTs)

Several ASTs are maintained at the site. The Phase I ESA concluded no evidence of staining or past releases from the on-site ASTs were observed. Current Project site occupants also indicated that there are no current or former underground transfer lines used to convey the materials from the tanks.

Other Chemical and Petroleum Containers

Other chemical and petroleum containers onsite were also observed on-site. Current on-site occupants did not know of any significant spills or releases of materials at drum and container storage areas. Similarly, Ramboll did not observe any evidence of spills or uncontrolled releases, other than minor staining on paved floors that did not appear to extend to unpaved surfaces.

Additional Considerations

The Phase I ESA also contained a preliminary summary of additional considerations associated with flood plans, wetlands, lead-based paint, and radon. Ramboll observed damaged and degraded paint in the two on-site residential buildings and indicated the possibility of those buildings to

contain lead-based paint. Furthermore, Ramboll also made limited visual observations to identify readily apparent presumed asbestos containing materials (PACMs) and suspected ACMs. Based on the age of most buildings, ACMs were assumed to be present within the buildings.

The complete EDR report is included as Appendix B of the Phase I ESA, provided as **Appendix G** to this IS/MND.

Construction and Operations

The Phase I ESA concluded that no RECs were identified on the Project site. Nevertheless, demolition of the existing buildings, removal/remediation of the existing on-site hazardous materials and waste, and the use, transportation, and disposal of gasoline fuels, asphalt, lubricants, toxic solvents, pesticides, and herbicides could create a significant hazard to the public and environment.

The transport, use, storage, and disposal of these materials would comply with existing regulations established by several agencies, including the Department of Toxic Substances Control, the U.S. EPA, the United States Department of Transportation (USDOT), and the Occupational Safety and Health Administration (OSHA). Furthermore, the Project is required to comply with all other applicable federal, State, and local regulations during Project construction and operations to ensure that the Project does not create substantial hazards to the public or environment. Impacts would be less than significant.

Mitigation Measures: No mitigation is required.

- b) *Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?*

Less than Significant Impact. Refer to response 9(a) above. The Project is not anticipated to create a significant hazard to the public or environment through the upset or accidental release of hazardous materials since the use, transport and disposal of hazardous materials would be subject to compliance to applicable federal, State, and local regulation. Additionally, as a requirement of the SWPPP and NPDES, the Project would be required to maintain supplies onsite for containing and cleaning small spills of hazardous materials and have a defined process for addressing spills.

Construction would also use equipment that would bring hazardous materials to the Project site, including diesel, gasoline, paints, solvents, cement, and asphalt. However, construction activities would be conducted in accordance with the SWPPP as part of the NPDES permit. The primary objective of the SWPPP is to identify, construct, implement, and maintain BMPs to reduce or eliminate pollutants in stormwater discharges and authorized non-stormwater discharges from the construction site. BMPs for hazardous materials include, but are not limited to, off-site refueling, placement of generators on impervious surfaces, establishing clean out areas for cement, etc. While the risk of exposure to hazardous materials cannot be eliminated, adherence to existing regulations would ensure compliance with safety standards related to the use and storage of hazardous materials and with the safety procedures mandated by applicable federal, state, and local laws and regulations.

Compliance with these regulations would ensure impacts associated with the upset and accidental release of hazardous materials is minimized to a less than significant level.

Mitigation Measures: No mitigation is required.

- c) *Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?*

No Impact. The nearest school from the Project site is Cypress Elementary School, located approximately 0.38-mile northwest from the Project site. This school is located beyond the one-quarter mile radius, and it is not anticipated that the Project would emit hazardous emissions or handle hazardous or acutely hazardous materials near the school. No impact would occur.

Mitigation Measures: No mitigation is required.

- d) *Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?*

No Impact. Consistent with American Society for Testing and Materials (ASTM) International E1527-13, environmental databases and records were reviewed to determine whether the Project site or surrounding properties are included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5. Review of the The Project site is not located on the California Department of Toxic Substances Control's (DTSC) Hazardous Waste and Substances Site List or Cortese List.⁴⁰

Mitigation Measures: No mitigation is required.

- e) *For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?*

Less than Significant Impact. The Project site is located within the Airport Influence Area Zone "E" (Negligible Risk Level) for the San Bernardino International Airport. The San Bernardino International Airport is under the jurisdiction of the San Bernardino International (SBI) Airport Authority (SBIAA). The Project site is located outside of the 65 dBA CNEL noise level contour boundary of the airport.⁴¹ No exterior or interior noise mitigation is required to satisfy the policies in the Highland GP or Highland MC. Additionally, there are no private airstrips located within the Project vicinity. Therefore, the Project would not expose people working in the Project area to

⁴⁰ DTSC. (2022). *Hazardous Waste and Substances Site List*. Available at: https://www.envirostor.dtsc.ca.gov/public/search.asp?PAGE=4&CMD=search&ocieerp=&business_name=&main_street_number=&main_street_name=&city=&zip=&county=&branch=&status=ACT%2CBKLG%2CCOM&site_type=CSITES%2CFUDS&cleanup_type=&npl=&funding=&reporttype=CORTESE&reporttitle=HAZARDOUS+WASTE+AND+SUBSTANCES+SITE+LIST+%28CORTESE%29&federal_superfund=&state_response=&voluntary_cleanup=&school_cleanup=&operating=&post_closure=&non_operating=&corrective_action=&tiered_permit=&evaluation=&spec_prog=&national_priority_list=&senate=&congress=&assembly=&critical_pol=&business_type=&case_type=&display_results=&school_district=&pub=&hwmp=False&permitted=&pc_permitted=&inspections=&inspectionsother=&complaints=&censustract=&cesdecile=&ORDERBY=city&next=Next+50 (accessed October 27, 2022).

⁴¹ Kimley-Horn and Associates. (2023). *Acoustical Assessment*. page 35

excessive airport- or airstrip-related noise levels and no mitigation is required. A less than significant impact would occur in this regard.

Mitigation Measures: No mitigation is required.

- f) *Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?*

Less than Significant Impact. The Project would not impair the implementation or physically interfere with the City's adopted Emergency Plan. The Project's plans are subject to City Fire Department review and approval, prior to issuance of any building permit, to ensure that the Project's roads provide adequate vehicular ingress and egress during emergencies. Pursuant to Highland MC § 2.48.010, the Project Applicant would also be required to pay its fair share of additional cost of maintaining emergency fire and emergency medical services and attendant facilities in the form of a mitigation fee. With adherence to the Highland MC project development requirements associated with fire safety, and payment of mitigation fees, impacts concerning impairment or interference with the City's Emergency Plan would be less than significant.

Mitigation Measures: No mitigation is required.

- g) *Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?*

No Impact. Refer to **Section 4.20, Wildfire**, for a further analysis on the Project's impacts associated with wildfires. As shown in Highland GP, Figure 6-6: Fire Hazards and Safety Overlay Areas, the Project site is not located in a fire severity zone.⁴² Similarly, CAL FIRE's Fire Hazard Severity Zone (FHSZ) Map for the City shows that the Project site is located in a non-very high FHSZ.⁴³ This indicates that the Project would not be at risk of loss, injury or death involving wildland fires. No impact would occur.

Mitigation Measures: No mitigation is required.

Cumulative Impacts

The incremental effects of the Project and the adjacent uses are anticipated to be less than significant with the adherence of federal, State, and local laws and regulation. Therefore, the Project would not result in incremental effects to hazards or hazardous materials that could be compounded or increased when considered together with similar effects from other past, present, and reasonably foreseeable probable future projects. The Project would not result in a cumulatively considerable impact.

⁴² City of Highland. (2006). Highland GP, *Public Health & Safety Element*. Available at: <https://www.cityofhighland.org/DocumentCenter/View/159/Public-Health-and-Safety-Element-PDF> (accessed October 28, 2022).

⁴³ CAL FIRE. (2008). Fire Hazard Severity Zone Map – City of Highland. Retrieved at: <https://osfm.fire.ca.gov/media/5946/highland.pdf> (accessed October 28, 2022).

4.10 HYDROLOGY AND WATER QUALITY

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
10. 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?			X	
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?			X	
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:			X	
i) Result in substantial erosion or siltation on- or off-site?			X	
ii) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite?			X	
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?			X	
iv) Impede or redirect flood flows?			X	
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?			X	
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?			X	

A Preliminary Water Quality Management Plan (WQMP) and Preliminary Hydrology Calculations were prepared for the Project by Thienes Engineering, Inc. in July 2022, and October 2022, respectively. These studies are included in this IS/MND as **Appendices H1 and H2** respectively, and the results are summarized below.

- a) *Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?*

Less than Significant Impact. The California Porter-Cologne Water Quality Control Act (Section 13000 [Water Quality"] et seq. of the California Water Code), and the Federal Water Pollution Control Act Amendment of 1972 (also referred to as the Clean Water Act) require water quality control plans to be developed for all water within the State of California. The Project's WQMP was prepared in compliance with the water Highland GP policies pertaining to water quality, the City's Municipal Storm Water Management Plan (MSWMP) and the NPDES stormwater permit program. The Project owner is responsible to implement the provisions of the WQMP and a Storm Water Quality Management Plan (also referred to as a Stormwater Pollution Prevention Plan) until the WQMP is transferred to the Project's new owner.

The Project's construction activities would include grading, clearing excavating, building construction, and Project operational activities would include landscaping maintenance and use of solvents. These activities would result in the generation of potential water quality pollutants that could adversely affect water quality. Accordingly, the Project's WQMP and SWPPP would identify programmatic and site-specific construction and post construction BMPs to reduce or eliminate sediment and other pollutants in stormwater and no stormwater runoff from the Project site. BMPs would include, but not limited to, the following:

- Minimization of disturbed area to the portion of the Project site necessary for construction;
- Stabilization of exposed or stockpiled soils and cleared or graded slopes;
- Establishment of permanent re-vegetation or landscaping as early as it is feasible;
- Removal of sediment from surface runoff before it leaves the Project site by silt fences or other similar devices around the site perimeter;
- Diversion of upstream runoff around disturbed areas of the Project site;
- Protection of all storm drain inlets on-site or downstream of the Project site to eliminate entry of sediment.

BMPs are designed to control and prevent discharges of pollutants that can adversely impact the downstream surface water quality. Accordingly, the Project would include on-site improvements such as storm drains, stormwater/water quality treatment facilities (including underground infiltration chambers), sewer (including a private lift station) that would serve to capture on-site runoff for pretreatment before flows are discharged from the site. Construction of the drainage and sewer improvements would not cause any significant water quality impacts. Furthermore, the Project would comply to the provisions of the Highland MC that include, but not limited to, Section 16.64.070 Erosion and Sediment Control, Chapter 16.64 Environmental Management pertaining to stormwater, and Section 16.40.390, Water efficient landscape requirements to ensure that impacts to surface or groundwater quality are minimized.

Therefore, mandatory compliance with the WQMP and SWPPP BMPs and adherence to other relevant regulations and policies concerning water quality would ensure that the Project's impacts would be less than significant.

Mitigation Measures: No mitigation is required.

- b) *Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?*

Less than Significant Impact. Refer to **Section 4.18, Utilities and Service Systems** for more information. The Project would be served potable water by EVWD during the Project's construction and operational phases. As concluded in **Section 4.18**, the EVWD would have adequate water supplies, including groundwater, to serve the Project. Furthermore, the Project would implement a storm drain system with on-site detention for pretreatment purposes. The proposed storm drain system would convey flows directly into the adjacent channel. This process would have a high pollutant removal efficiency and can also help groundwater recharge. Therefore, the Project would not substantially decrease groundwater supplies or interfere substantially with groundwater recharge. Impacts would be less than significant. Refer to the following response for more information about the proposed storm drainage system.

Mitigation Measures: No mitigation is required.

- 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?*

Less than Significant Impact. In the existing condition, runoff from the Project site drains southwest to Meines Street; however, there is an existing storm drain connection to City Creek channel that appears to serve a portion of the Project site. Runoff from the east portion of the site tends to drain south to grate inlets. Runoff from the residential portion drains south to Meines Street. The northeast portion of the Project site drains to a grated inlet. Finally, the remaining north and west portions of the Project site drain to the southwest portion of the site and drains toward Meines Street.

Implementation of the Project includes a storm drain connection to the channel and is proposed near the northwest corner of the Project site. Runoff from the north portion of the proposed building, the east parking area, and the north truck yard area would drain to catch basins located in the parking lot and truck dock area. A proposed storm drain would convey runoff west through the truck yard area. Flows from the south portion of the building and the west parking area would be collected in catch basins located in the west parking lot. A proposed storm drain would convey flows north and would connect to the previously mentioned storm drain system. Finally, runoff from the north portion of Meines Street and the proposed landscaping adjacent to the street would be collected in a catch basin in Meines Street near the west driveway. The proposed storm drain would convey flows north through the site to the proposed connection to City Creek channel.

Furthermore, the Project would include on-site detention in the truck yard for areas tributary to this location. The proposed detention would reduce runoff from the Project site to less than

existing conditions. Overall, discharge rates are significantly less than existing conditions. Flow to Meines Street would be generally eliminated, providing relief to downstream areas. The proposed storm drain system conveys runoff directly to the channel, which is where flows are tabled. Applicable BMPs on Form 4.1-1 Non-Structural Sources Control BMPs provided in the WQMP and adherence to applicable Highland MC regulation pertaining to erosion and stormwater control would help minimize soil erosion.

Due to the Project's improvements to the existing storm drain system, implementation of BMPs, and adherence with applicable local regulation, impacts would be less than significant.

Mitigation Measures: No mitigation is required.

- 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 concluded in response c.i) above, the surface runoff flows would be improved when compared to existing conditions. Project design features pursuant to BMPs within the WQMP and SWPPP, would reduce rate of runoff from 38.2 cfs to 20.2 cfs. Therefore, impacts would be less than significant.

Mitigation Measures: No mitigation is required.

- 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 concluded in response c.i), the Project's on-site stormwater runoff would be conveyed through the proposed drainage system and detention basins. Furthermore, the Project would include runoff minimizing landscape pursuant to the Highland MC. The WQMP and Preliminary Hydrology Calculations concluded that the Project would adequately treat and retain the runoff, consistent with the San Bernardino County Hydrology Manual requirements. There, a less than significant impact would occur.

Mitigation Measures: No mitigation is required.

- iv) *Impede or redirect flood flows?*

Less than Significant Impact. As discussed in response c.i), the Project would reduce on-site flows with the implementation of the proposed storm drain and underground pretreatment system. Although flows to Meines Street have been generally eliminated, this would provide relief to downstream areas and convey flows directly to the channel where flows are tabled. Therefore, the Project's impact to flood flows would be less than significant.

Mitigation Measures: No mitigation is required.

- d) *In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?*

Less than Significant Impact. The Project is more than 40 miles inland from the Pacific Ocean and therefore, would not be impacted by a tsunami. The project site is located within FEMA Flood Zone X (shaded) as shown on FIRM 06071C8702H (8-28-2008). Flood Zone X (shaded) is defined as “areas of 0.2% annual chance flood; areas of 1% annual chance flood with average depths of less than 1’ or with drainage areas less than 1 square mile; and areas protected by levees from 1% annual chance flood”. According to Highland GP Public Health and Safety Element, the Project site is located adjacent to a Special Flood Hazard Area Inundated by 100-Year Flood and subject to dam inundation from the Seven Oaks Dam. Although the Project could be subject to release of pollutants due to flood and dam inundation, the Project’s proposed storm water and pretreatment systems would insure pollutants are minimized. Furthermore, the Project would adhere to Highland MC Chapter 16.76 Floodplain management provisions that would ensure that impacts are further reduced to a less than significant impact.

Mitigation Measures: No mitigation is required.

- e) *Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?*

Less than Significant Impact. The Project would not conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan. In compliance with relevant State and local regulations, the Project prepared a preliminary WQMP and SWPPP, as part of the NPDESs permitting requirements. Therefore, impacts would be less than significant.

Mitigation Measures: No mitigation is required.

Cumulative Impacts

Cumulative impacts related to hydrology and water quality are generally site-specific. As concluded above, the Project’s impact concerning hydrology and stormwater runoff would be less than significant. The Project would take the required steps to reduce hydrologic and runoff impact as required via State and local regulation. Therefore, the Project’s impact to hydrology and water quality would not be cumulative considerable.

4.11 LAND USE AND PLANNING

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
11. LAND USE AND PLANNING. Would the project:				
a) Physically divide an established community?			X	
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?			X	

a) *Physically divide an established community?*

Less than Significant Impact. An example of a project that has the potential to divide an established community includes the construction of a new freeway or roadway through an established neighborhood. The Project site is currently utilized by the Mazzulla Offroad and KCB Towers Inc., business for industrial purposes. The Project site also contains single-family residences. The Project proposes industrial uses that would be consistent with the (I) Industrial-zone and GP land use designation; refer to **Exhibit 3**. Although development of the Project would displace the persons, the single-family homes are not considered an established community and are non-conforming to the existing industrial zoning and land use designations. Nevertheless, the persons displaced could be eligible for Tenant Relocation assistance per the California Health and Safety Code. Furthermore, the Project would dedicate the appropriate right-of-way (ROW) improvements to Meines Street and Palm Avenue which includes, curb, gutter, sidewalk, and landscaping in their ultimate positions. Therefore, a less than significant impact would occur.

Mitigation Measures: No mitigation is required.

b) *Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?*

Less than Significant Impact. The Project would be consistent with the Industrial existing zoning and land use designations. The Project would also be compatible with the surrounding land uses. The Project site is also located within the Airport-Influence Area Zone "E" (Negligible Risk Level) Overlay for the SBI Airport which would require the Applicant to submit FAA construction noticing and title disclosure as part of the Project's entitlement/permitting process. Lastly, the Project would be required to pay the appropriate development fees to cover any public infrastructure fees. Therefore, the Project would not conflict with any land use plan, policy, or regulation, and impacts would be less than significant.

Mitigation Measures: No mitigation is required.

Cumulative Impacts

Cumulative impacts concerning land use and planning are typically project specific. The analysis of potential impacts indicated that less than significant impacts would result from the Project's implementation. As a result, less than significant cumulative impacts related to land use and planning would occur.

4.12 MINERAL RESOURCES

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
12. 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?			X	
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?			X	

- 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?*

Less than Significant Impact. The Surface Mining and Reclamation Act of 1975 (SMARA) requires classification of land into mineral resource zones (MRZs) according to the known or inferred mineral potential of the area. Under SMARA, areas are categorized into MRZs as follows:

- **MRZ-1** Areas where available geologic information indicates that little likelihood exists for the presence of significant mineral resources.
- **MRZ-2** Areas where geologic data indicate that significant PCC-Grade aggregate resources are present.
- **MRZ-3** Areas containing known or inferred mineral occurrences of undetermined mineral resource significance.

Due to the City's large washes and stream channels, the City contains regionally significant construction aggregate and mineral resources. The primary minerals found in the area are iron, decorative rocks, clay, limestone, sand and gravel.⁴⁴ According to Highland GP, Figure 5-3: Mineral Resource Zones, the Project is within MRZ-2, meaning PCC-Grade aggregate resources could exist within the Project site. However, as concluded in the PGE (**Appendix E**), the native soil material on-site is likely overlain by thin areas of artificial fill associated with the existing on-site developments. Furthermore, it is likely that any mineral resources on-site have been disturbed during ground-disturbing activities such as grading from development of the existing industrial and residential uses.

⁴⁴ City of Highland. (2006). Highland GP, *Public Health & Safety Element*. Available at: <https://www.cityofhighland.org/DocumentCenter/View/159/Public-Health-and-Safety-Element-PDF> (accessed October 28, 2022).

It is not anticipated that the Project would result in the loss of availability of a known mineral resource. Additionally, the Project site is not currently utilized or will be utilized for mining activities for a known mineral resource. Therefore, a less than significant impact would occur, and no mitigation is required.

Mitigation Measures: No mitigation is required.

Cumulative Impacts

Cumulative impacts concerning mineral resources are typically site-specific. The analysis of potential impacts indicated that no significant impacts would result from the proposed Project. As a result, no cumulative impacts related to mineral resources would occur.

4.13 NOISE

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
13. 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?			X	
b) Generation of excessive groundborne vibration or groundborne noise levels?			X	
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?			X	

Kimley-Horn and Associates prepared an Acoustical Assessment for the Project on May 2023; refer to **Appendix I** of this IS/MND. The results of the Acoustical Assessment are summarized below.

Sound and Environmental Noise

Acoustics is the science of sound. Sound can be described as the mechanical energy of a vibrating object transmitted by pressure waves through a medium (e.g., air) to human (or animal) ear. If the pressure variations occur frequently enough (at least 20 times per second), they can be heard and are called sound. The number of pressure variations per second is called the frequency of sound and is expressed as cycles per second, or hertz (Hz).

Noise is defined as loud, unexpected, or annoying sound. In acoustics, the fundamental model consists of a noise source, a receptor, and the propagation path between the two. The loudness of the noise source, obstructions, or atmospheric factors affecting the propagation path, determine the perceived sound level and noise characteristics at the receptor. Acoustics deal primarily with the propagation and control of sound. A typical noise environment consists of a base of steady background noise that is the sum of many distant and indistinguishable noise sources. Superimposed on this background noise is the sound from individual local sources. These sources can vary from an occasional aircraft or train passing by to continuous noise from traffic on a major highway. Perceptions of sound and noise are highly subjective from person to person.

Measuring sound directly in terms of pressure would require a large range of numbers. To avoid this, the decibel (dB) scale was devised. The dB scale uses the hearing threshold of 20 micro-pascals (μPa) as a point of reference, defined as 0 dB. Other sound pressures are then compared to this reference pressure, and the logarithm is taken to keep the numbers in a practical range. The dB scale allows a million-fold increase in pressure to be expressed as 120 dB, and changes in levels correspond closely to human perception of relative loudness.

Noise Descriptors

The dB scale alone does not adequately characterize how humans perceive noise. The dominant frequencies of a sound have a substantial effect on the human response to that sound. Several rating scales have been developed to analyze the adverse effect of community noise on people. Because environmental noise fluctuates over time, these scales consider that the effect of noise on people is largely dependent on the total acoustical energy content of the noise, as well as the time of day when the noise occurs. The equivalent noise level (L_{eq}) represents the equivalent continuous sound pressure level over the measurement period, while the day-night noise level (L_{dn}) and Community Equivalent Noise Level (CNEL) are measures of sound energy during a 24-hour period, with dB weighted sound levels from 7:00 p.m. to 7:00 a.m. Most commonly, environmental sounds are described in terms of L_{eq} that has the same acoustical energy as the summation of all the time-varying events. Each is applicable to this analysis and defined in **Table 20: Definition of Acoustical Terms**.

Table 20: Definition of Acoustical Terms

Term	Definition
Decibel (dB)	A unit describing the amplitude of sound, equal to 20 times the logarithm to the base 10 of the ratio of the pressure of the sound measured to the reference pressure. The reference pressure for air is 20.
Sound Pressure Level	Sound pressure is the sound force per unit area, usually expressed in μPa (or 20 micronewtons per square meter), where 1 pascal is the pressure resulting from a force of 1 newton exerted over an area of 1 square meter. The sound pressure level is expressed in dB as 20 times the logarithm to the base 10 of the ratio between the pressures exerted by the sound to a reference sound pressure (e.g., 20 μPa). Sound pressure level is the quantity that is directly measured by a sound level meter.
Frequency (Hz)	The number of complete pressure fluctuations per second above and below atmospheric pressure. Normal human hearing is between 20 Hz and 20,000 Hz. Infrasonic sound are below 20 Hz and ultrasonic sounds are above 20,000 Hz.
A-Weighted Sound Level (dBA)	The sound pressure level in dB as measured on a sound level meter using the A-weighting filter network. The A-weighting filter de-emphasizes the very low and very high frequency components of the sound in a manner similar to the frequency response of the human ear and correlates well with subjective reactions to noise.
Equivalent Noise Level (L_{eq})	The average acoustic energy content of noise for a stated period of time. Thus, the L_{eq} of a time-varying noise and that of a steady noise are the same if they deliver the same acoustic energy to the ear during exposure. For evaluating community impacts, this rating scale does not vary, regardless of whether the noise occurs during the day or the night.
Maximum Noise Level (L_{max}) Minimum Noise Level (L_{min})	The maximum and minimum dBA during the measurement period.
Exceeded Noise Levels (L_{01} , L_{10} , L_{50} , L_{90})	The dBA values that are exceeded 1%, 10%, 50%, and 90% of the time during the measurement period.
Day-Night Noise Level (L_{dn})	A 24-hour average L_{eq} with a 10-dBA weighting added to noise during the hours of 10:00 p.m. to 7:00 a.m. to account for noise sensitivity at nighttime. The logarithmic effect of these additions is that a 60 dBA 24-hour L_{eq} would result in a measurement of 66.4 dBA L_{dn} .
Community Noise Equivalent Level (CNEL)	A 24-hour average L_{eq} with a 5-dBA weighting during the hours of 7:00 a.m. to 10:00 p.m. and a 10-dBA weighting added to noise during the hours of 10:00 p.m. to 7:00 a.m. to

Term	Definition
	account for noise sensitivity in the evening and nighttime, respectively. The logarithmic effect of these additions is that a 60 dBA 24-hour Leq would result in a measurement of 66.7 dBA CNEL.
Ambient Noise Level	The composite of noise from all sources near and far. The normal or existing level of environmental noise at a given location.
Intrusive	That noise which intrudes over and above the existing ambient noise at a given location. The relative intrusiveness of a sound depends on its amplitude, duration, frequency, and time of occurrence and tonal or informational content as well as the prevailing ambient noise level.
Source: Kimley-Horn and Associates. (2023). <i>Acoustical Assessment</i> . page 7 – Table 2.	

The A-weighted decibel (dBA) sound level scale gives greater weight to the frequencies of sound to which the human ear is most sensitive. Because sound levels can vary markedly over a short period of time, a method for describing either the average character of the sound or the statistical behavior of the variations must be utilized. Most commonly, environmental sounds are described in terms of an average level that has the same acoustical energy as the summation of all the time-varying events.

The scientific instrument used to measure noise is the sound level meter. Sound level meters can accurately measure environmental noise levels to within about plus or minus 1 dBA. Various computer models are used to predict environmental noise levels from sources, such as roadways and airports. The accuracy of the predicted models depends on the distance between the receptor and the noise source.

A-Weighted Decibels

The perceived loudness of sounds is dependent on many factors, including sound pressure level and frequency content. However, within the usual range of environmental noise levels, perception of loudness is relatively predictable and can be approximated by dBA values. There is a strong correlation between dBA and the way the human ear perceives sound. For this reason, the dBA has become the standard tool of environmental noise assessment. All noise levels reported in this document are in terms of dBA, but are expressed as dB, unless otherwise noted.

Addition of Decibels

The dB scale is logarithmic, not linear, and therefore sound levels cannot be added or subtracted through ordinary arithmetic. Two sound levels 10 dB apart differ in acoustic energy by a factor of 10. When the standard logarithmic dB is A-weighted, an increase of 10 dBA is generally perceived as a doubling in loudness. For example, a 70-dBA sound is half as loud as an 80-dBA sound and twice as loud as a 60-dBA sound.⁴⁵ When two identical sources are each producing sound of the same loudness, the resulting sound level at a given distance would be 3 dBA higher than one source under the same conditions.⁴⁶ Under the dB scale, three sources of equal loudness together would produce an increase of approximately 5 dBA.

Sound Propagation and Attenuation

Sound spreads (propagates) uniformly outward in a spherical pattern, and the sound level decreases (attenuates) at a rate of approximately 6 dB for each doubling of distance from a stationary or point source. Sound from a line source, such as a highway, propagates outward in a cylindrical pattern. Sound levels attenuate at a rate of approximately 3 dB for each doubling of distance from a line source, such as

⁴⁵ Ibid. page 8.

⁴⁶ Ibid. page 8.

a roadway, depending on ground surface characteristics.⁴⁷ No excess attenuation is assumed for hard surfaces like a parking lot or a body of water. Soft surfaces, such as soft dirt or grass, can absorb sound, so an excess ground-attenuation value of 1.5 dB per doubling of distance is normally assumed.

Noise levels may also be reduced by intervening structures; generally, a single row of buildings between the receptor and the noise source reduces the noise level by about 5 dBA, while a solid wall or berm reduces noise levels by 5 to 10 dBA.⁴⁸ The way older homes in California were constructed generally provides a reduction of exterior-to-interior noise levels of about 20 to 25 dBA with closed windows.

Human Response to Noise

The human response to environmental noise is subjective and varies considerably from individual to individual. Noise in the community has often been cited as a health problem, not in terms of actual physiological damage, such as hearing impairment, but in terms of inhibiting general well-being and contributing to undue stress and annoyance. The health effects of noise in the community arise from interference with human activities, including sleep, speech, recreation, and tasks that demand concentration or coordination. Hearing loss can occur at the highest noise intensity levels.

Noise environments and consequences of human activities are usually well represented by median noise levels during the day or night or over a 24-hour period. Environmental noise levels are generally considered low when the CNEL is below 60 dBA, moderate in the 60 to 70 dBA range, and high above 70 dBA. Examples of low daytime levels are isolated, natural settings with noise levels as low as 20 dBA and quiet, suburban, residential streets with noise levels around 40 dBA.⁴⁹

Noise levels above 45 dBA at night can disrupt sleep. Examples of moderate-level noise environments are urban residential or semi-commercial areas (typically 55 to 60 dBA) and commercial locations (typically 60 dBA). People may consider louder environments adverse, but most will accept the higher levels associated with noisier urban residential or residential-commercial areas (60 to 75 dBA) or dense urban or industrial areas (65 to 80 dBA). Regarding increases in dBA, the following relationships should be noted:

- Except in carefully controlled laboratory experiments, a 1-dBA change cannot be perceived by humans.
- Outside of the laboratory, a 3-dBA change is considered a just-perceivable difference.
- A minimum 5-dBA change is required before any noticeable change in community response would be expected. A 5-dBA increase is typically considered substantial.
- A 10-dBA change is subjectively heard as an approximate doubling in loudness and would almost certainly cause an adverse change in community response.

Effects of Noise on People

Hearing Loss. While physical damage to the ear from an intense noise impulse is rare, a degradation of auditory acuity can occur even within a community noise environment. Hearing loss occurs mainly due to

⁴⁷ Ibid. page 8.

⁴⁸ Ibid. page 9.

⁴⁹ Ibid. page 9.

chronic exposure to excessive noise but may be due to a single event such as an explosion. Natural hearing loss associated with aging may also be accelerated from chronic exposure to loud noise. The Occupational Safety and Health Administration has a noise exposure standard that is set at the noise threshold where hearing loss may occur from long-term exposures. The maximum allowable level is 90 dBA averaged over 8 hours. If the noise is above 90 dBA, the allowable exposure time is correspondingly shorter.

Annoyance. Attitude surveys are used for measuring the annoyance felt in a community for noises intruding into homes or affecting outdoor activity areas. In these surveys, it was determined that causes for annoyance include interference with speech, radio and television, house vibrations, and interference with sleep and rest. The L_{dn} as a measure of noise has been found to provide a valid correlation of noise level and the percentage of people annoyed. People have been asked to judge the annoyance caused by aircraft noise and ground transportation noise. There continues to be disagreement about the relative annoyance of these different sources. A noise level of about 55 dBA L_{dn} is the threshold at which a substantial percentage of people begin to report annoyance.⁵⁰

Ground-Borne Vibration

Sources of ground-borne vibrations include natural phenomena (earthquakes, volcanic eruptions, sea waves, landslides, etc.) or man-made causes (explosions, machinery, traffic, trains, construction equipment, etc.). Vibration sources may be continuous (e.g., factory machinery) or transient (e.g., explosions or heavy equipment use during construction). Ground vibration consists of rapidly fluctuating motions or waves with an average motion of zero. Several different methods are typically used to quantify vibration amplitude. One is vibration decibels (VdB) (the vibration velocity level in decibel scale). Other methods are the peak particle velocity (PPV) and the root mean square (RMS) velocity. The PPV is defined as the maximum instantaneous positive or negative peak of the vibration wave. The RMS velocity is defined as the average of the squared amplitude of the signal. The PPV and RMS vibration velocity amplitudes are used to evaluate human response to vibration.

Table 21, Human Reaction and Damage to Buildings for Continuous or Frequent Intermittent Vibrations, displays the reactions of people and the effects on buildings produced by continuous vibration levels. The annoyance levels shown in the table should be interpreted with care since vibration may be found to be annoying at much lower levels than those listed, depending on the level of activity or the sensitivity of the individual. To sensitive individuals, vibrations approaching the threshold of perception can be annoying. Low-level vibrations frequently cause irritating secondary vibration, such as a slight rattling of windows, doors, or stacked dishes. The rattling sound can give rise to exaggerated vibration complaints, even though there is very little risk of actual structural damage. In high noise environments, which are more prevalent where ground-borne vibration approaches perceptible levels, this rattling phenomenon may also be produced by loud airborne environmental noise causing induced vibration in exterior doors and windows.

Ground vibration can be a concern in instances where buildings shake, and substantial rumblings occur. However, it is unusual for vibration from typical urban sources such as buses and heavy trucks to be perceptible. Common sources for ground-borne vibration are planes, trains, and construction activities

⁵⁰ Ibid. page 10.

such as earthmoving which requires the use of heavy-duty earth moving equipment. For the purposes of this analysis, a PPV descriptor with units of inches per second (in/sec) is used to evaluate construction-generated vibration for building damage and human complaints.

Table 21: Human Reaction and Damage to Buildings for Continuous or Frequent Intermittent Vibrations

Maximum PPV (in/sec)	Vibration Annoyance Potential Criteria	Vibration Damage Potential Threshold Criteria	FTA Vibration Damage Criteria
0.008	--	Extremely fragile historic buildings ruins, ancient monuments	--
0.01	Barely Perceptible	--	--
0.04	Distinctly Perceptible	--	--
0.1	Strongly Perceptible	Fragile Buildings	--
0.12	--	--	Buildings extremely susceptible to vibration damage
0.2	--	--	Non-engineered timber and masonry buildings
0.25	--	Historic and some old buildings	--
0.3	--	Older residential structures	Engineered concrete and masonry (no plaster)
0.4	Severe	--	--
0.5	--	New residential structures, Modern industrial/commercial buildings	Reinforced-concrete, steel or timber (no plaster)

Source: Ibid. page 11 – Table 3

Existing Conditions

Mobile Sources

Existing roadway noise levels were calculated for the roadway segments in the Project vicinity. This task was accomplished using the Federal Highway Administration (FHWA) Highway Traffic Noise Prediction Model (FHWA-RD-77-10) and existing traffic volumes from the Project Traffic Study (**Appendix J**). The noise prediction model calculates the average noise level at specific locations based on traffic volumes, average speeds, roadway geometry, and site environmental conditions. The average vehicle noise rates (also referred to as energy rates) used in the FHWA model have been modified to reflect average vehicle noise rates identified for California by the California Department of Transportation (Caltrans). The Caltrans data indicates that California automobile noise is 0.8 to 1.0 dBA higher than national levels and that medium and heavy truck noise is 0.3 to 3.0 dBA lower than national levels.

The average daily noise levels along roadway segments in proximity to the project are included in **Table 22, Existing Traffic Noise Levels**. **Table 22** shows the existing traffic-generated noise level on Project-vicinity roadways currently ranges from 51.4 dBA CNEL to 68.3 dBA CNEL 100 feet from the centerline. As previously described, CNEL is 24-hour average noise level with a 5 dBA “weighting” during the hours of 7:00 a.m. to 10:00 p.m. and a 10 dBA “weighting” added to noise during the hours of 10:00 p.m. to 7:00 a.m. to account for noise sensitivity in the evening and nighttime, respectively.

Table 22: Existing Traffic Noise Levels

Roadway	Roadway Segment	ADT	dBA CNEL 100 Feet from Roadway Centerline
Palm Avenue	Meines Street to 5 th Street	15,810	64.5
	5 th Street to 3 rd Street	18,320	67.6
Meines Street	West of Palm Avenue	640	51.4
5 th Street	Palm Avenue to Church Avenue	21,170	68.3
	Church Avenue to SR-210 EB Ramps at 5 th Street	21,670	68.3
3 rd Street	Palm Avenue to Church Avenue	700	56.7
ADT = average daily trips; dBA = A-weighted decibels; CNEL = community noise equivalent level			
Source: Ibid. page 19 -Table 6.			

Stationary Sources

The nearest sources of stationary noise in the Project vicinity are generated by existing single-family residential properties to the north, south, and west, and industrial uses to the east, south, west, and at the Project site. Noise sources from residential uses typically include mechanical equipment such as HVAC, automobile related noise such as cars starting and doors slamming, and landscaping equipment. Noise sources from industrial uses typically include mechanical equipment (e.g., HVAC and mechanical tools) truck idling, and truck maneuvering. The noise associated with these sources may represent a single-event noise occurrence or short-term noise.

Sensitive Receptors

Noise exposure goals for various types of land uses reflect the varying noise sensitivities associated with those uses. Noise sensitive uses typically include residences, hospitals, schools, childcare facilities, and places of assembly. Vibration sensitive receivers are generally similar to noise sensitive receivers but may also include businesses, such as research facilities and laboratories that use vibration-sensitive equipment. The Project site is primarily surrounded by commercial uses, industrial warehousing, logistics, and distribution related uses. The sensitive land uses nearest to the Project site consist of single-family residences located to the north, northeast, south, and west. Sensitive land uses nearest to the Project are shown in **Table 23, Sensitive Receptors**.

Table 23: Sensitive Receptors

Receptor Description	Distance and Direction from the Project(1)
Single-Family Residences	97 feet to the south
Single-Family Residences	240 feet to the north
Single-Family Residences	290 feet to the northeast
Single-Family Residences	310 feet to the southwest
Highland Community Park	370 feet to the northwest
Single-Family Residences	818 feet to the west
Cypress Elementary School	1,960 feet to the northwest
Source: Kimley-Horn and Associates. (2023). <i>Acoustical Assessment</i> . page 20 – Table 7.	

Noise Measurements

To quantify existing ambient noise levels in the Project area, Kimley-Horn conducted four short-term noise measurements on March 28, 2023. The noise measurement sites were representative of typical existing noise exposure within and immediately adjacent to the Project site. The 10-minute measurements were

taken between 2:09 p.m. and 3:32 p.m. Short-term Leq measurements are considered representative of the noise levels throughout the day. The average noise levels and sources of noise measured at each location are listed in **Table 24, Existing Noise Measurements**.

Table 24: Existing Noise Measurements

Site #	Location	Leq (dBA)	Lmin (dBA)	Lmax (dBA)	Duration	Time
1	Along Meines Street, near southwest corner of the Project site, approximately 968 feet west of Palm Avenue.	62.9	52.8	81.6	10 mins	2:09 p.m.
2	In the cul-de-sac at the end of Lillian Lane, approximately 775 feet south of Hibiscus Street and east of Highland Community Park.	48.8	44.0	59.5	10 mins	2:30 p.m.
3	In residential neighborhood to the north of the Project site at the intersection of Drummond Avenue and Fleming Street, adjacent to single-family residence.	55.4	50.4	72.4	10 mins	2:50 p.m.
4	In residential neighborhood to the northeast of the Project site at the intersection of Peacock Avenue and 6th Street.	50.5	41.2	65.7	10 mins	3:06 p.m.
5	Near the southeast corner of the Project site, at the corner intersection of Meines Street and Palm Avenue.	65.4	52.7	79.5	10 mins	3:22 p.m.

Source: Ibid. page 21 -Table 8.

Regulations and Significance Criteria

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 CNEL and “conditionally acceptable” up to 70 CNEL. Multiple-family residential uses are “normally acceptable” up to 65 CNEL and “conditionally acceptable” up to 70 CNEL. Schools, libraries, and churches are “normally acceptable” up to 70 CNEL, as are office buildings and business, commercial, and professional uses.

Title 24 – Building Code

The State’s noise insulation standards are codified in the California Code of Regulations, Title 24: Part 1, Building Standards Administrative Code, and Part 2, California Building Code. These noise standards are applied to new construction in California for interior noise compatibility from exterior noise sources. The regulations specify that acoustical studies must be prepared when noise-sensitive structures, such as residential buildings, schools, or hospitals, are located near major transportation noise sources, and where such noise sources create an exterior noise level of 65 dBA CNEL or higher. Acoustical studies that accompany building plans must demonstrate that the structure has been designed to limit interior noise in habitable rooms to acceptable noise levels. For new multi-family residential and non-residential buildings, the acceptable interior noise limit for new construction is 45 dBA CNEL.

Local***City of Highland General Plan***

Highland GP Noise Element (Chapter 7) identifies several policies to minimize the impacts of excessive noise levels throughout the community. Highland GP Table 7.3 provides noise criteria to evaluate the land use compatibility of transportation-related noise. The compatibility criteria indicate that residential land uses for residential low-density single-family dwellings, duplexes, and mobile homes are considered normally acceptable below 60 dBA L_{dn} and conditionally acceptable with noise levels less than 70 dBA L_{dn} . Residential land uses for multi-family dwellings are considered normally acceptable below 65 dBA L_{dn} and conditionally acceptable with noise levels less than 70 dBA L_{dn} .

General Plan Table 7-3 identifies a maximum allowable exterior noise level of 60 dBA CNEL and an interior noise level limit of 45 dBA CNEL for new residential developments; see **Table 25, City of Highland Interior Noise Standards** and **Table 26, City of Highland Exterior Noise Standards** below. The City identifies exterior noise level limits for residential, agricultural/equestrian, commercial, manufacturing or industrial, and open space uses and identifies interior noise level limits for residential, educational/churches/other institutional uses, general offices, retail stores/restaurants, manufacturing/warehousing, agricultural, and sand/gravel operations.

Furthermore, the City's Noise Control Ordinance (Chapter 8.50 of the Development Code) and the Noise Element specify the maximum acceptable levels of noise for residential uses in the City. These standards indicate that exterior noise levels at residential locations should not exceed a CNEL of 60 dBA from 7:00 a.m. to 10:00 p.m. and 55 dBA from while interior levels shall not exceed an annual CNEL of 45 dB in any habitable room.

Table 25: City of Highland Interior Noise Standards

Type of Land Use	CNEL (dBA)
Residential	45
Educational/churches, other institutional uses	45
General offices	50
Retail stores, restaurants	55
Manufacturing, warehousing	65
Agricultural	55
Sand and Gravel Operations	75

Source: City of Highland, *General Plan Noise Element, Table 7.1.*

Table 26: City of Highland Interior Noise Standards

Type of Land Use	Time Interval	CNEL (dBA)
Residential	10:00 p.m. – 7:00 a.m.	55
	7:00 a.m. – 10:00 p.m.	60
Agricultural/Equestrian	10:00 p.m. – 7:00 a.m.	60
	7:00 a.m. – 10:00 p.m.	65
Commercial	10:00 p.m. – 7:00 a.m.	65
	7:00 a.m. – 10:00 p.m.	70
Manufacturing or Industrial	Any Time	75
Open Space	Any Time	75

Source: City of Highland, *General Plan Noise Element, Table 7.2.*

Methodology

Noise Thresholds

Appendix G of the California Environmental Quality Act (CEQA) contains analysis guidelines related to noise impacts. These guidelines have been used by the City to develop thresholds of significance for this analysis. A project would create a significant environmental impact if it would:

- Generate 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;
- Generate excessive ground-borne vibration or ground-borne noise levels; and
- 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, expose people residing or working in the Project area to excessive noise levels.

Noise and Vibration Thresholds

Construction Noise Thresholds

The City does not establish quantitative construction noise standards and only limits the construction activities' timeframe; therefore, this analysis conservatively uses the following Federal Transit Administration (FTA) Transit Noise and Vibration Impact Assessment Manual thresholds to analyze construction noise impacts at adjacent properties:

- Residential: 80 dBA Leq (8-hour)
- Commercial: 85 dBA Leq (8-hour)
- Industrial: 90 dBA Leq (8-hour)

Operational Noise Thresholds

On-Site Stationary Noise

Operational noise is evaluated based on the standards within the Highland GP and MC. Highland MC Chapter 8.50 Noise Control identifies a daytime (7:00 a.m. – 10:00 p.m.) standard of 45 (interior) and 60 dBA (exterior) for residential uses and a nighttime (10:00 p.m. – 7:00 a.m.) standard of 45 dBA (interior) and 55 dBA (exterior); refer to **Tables 20** and **21**. The Highland MC also identifies a daytime standard of 70 dBA and nighttime standard of 65 dBA for commercial uses. Industrial uses have a standard of 75 dBA at any time.

Off-Site Mobile Traffic Noise

The City provides noise and land use compatibility standards (i.e., noise standards using a 24-hour metric such as Ldn or CNEL and with Normally Acceptable, Conditionally Acceptable, Normally Unacceptable, and Clearly Unacceptable designations) in the General Plan Noise Element. A potentially significant traffic noise impact would occur if the Project would cause ambient noise levels to increase by 3 dBA CNEL or more and the resulting noise falls on a noise-sensitive land use that exceeds the noise and land use

compatibility standards (i.e., causing the noise level of a noise sensitive land use within an area to be categorized as either “Normally Unacceptable” or “Clearly Unacceptable”). Note that noise level changes less than 3 dBA are not detectable by the human ear.

Noise levels up to 60 dBA CNEL are considered Normally Acceptable and noise levels up to 70 dBA CNEL are considered Conditionally Acceptable for single-family residential uses. Meeting the conditionally acceptable standards are appropriate as long as new construction or development is undertaken only after a detailed analysis of noise reduction and that noise insulation is included in the design. Therefore, the Project would result in a potentially significant traffic noise impact if Project traffic would increase the baseline traffic level by 3 dBA CNEL and exceed the Normally Acceptable land use compatibility standard. The environmental baseline is the Without Project condition.

Vibration Thresholds

The City currently does not have a significance threshold to assess vibration impacts. The Caltrans 2020 Transportation and Construction Vibration Guidance Manual (Caltrans Construction Vibration Guidance Manual) identifies the vibration threshold for human annoyance, vibrations levels of 0.4 in/sec PPV is when vibrations are considered severe by people subjected to continuous vibrations and levels of 0.2 in/sec is used for building damage.

Methodology

Construction

Construction noise levels were based on typical noise levels generated by construction equipment published by the FTA and FHWA. Construction noise is assessed in dBA Leq. This unit is appropriate because Leq can be used to describe noise level from operation of each piece of equipment separately, and levels can be combined to represent the noise level from all equipment operating during a given period.

Construction noise modeling was conducted using the FHWA Roadway Construction Noise Model (RCNM). Reference noise levels are used to estimate operational noise levels at nearby sensitive receptors based on a standard noise attenuation rate of 6 dB per doubling of distance (line-of-sight method of sound attenuation for point sources of noise). Noise level estimates do not account for the presence of intervening structures or topography, which may reduce noise levels at receptor locations. Therefore, the noise levels presented herein represent a conservative, reasonable worst-case estimate of actual temporary construction noise. The City of Highland does not establish quantitative construction noise standards. As noted above, this analysis conservatively uses the FTA’s threshold of 80 dBA (8-hour Leq) or residential uses and 90 dBA (8-hour Leq) for non-residential uses to evaluate construction noise impacts.

Operations

The analysis of the operational noise environment is based on noise attenuation calculations (inverse square law) and empirical observations. Reference noise level data are used to estimate the Project operational noise impacts from stationary sources. Noise levels were collected from published sources from similar types of activities and used to estimate noise levels expected with the Project’s stationary sources. The reference noise levels are used to represent a worst-case noise environment as noise level

from stationary sources can vary throughout the day. Operational noise is evaluated based on the standards within the Highland GP and MC.

An analysis was conducted of the Project's effect on traffic noise conditions at off-site land uses. Without Project traffic noise levels were compared to With Project traffic noise levels. The environmental baseline is the Without Project condition. The Without Project and With Project traffic noise levels in the Project vicinity were calculated using the FHWA Highway Noise Prediction Model (FHWA-RD-77-108). The actual sound level at any receptor location is dependent upon such factors as the source-to-receptor distance and the presence of intervening structures (walls and buildings), barriers, and topography). The noise attenuating effects of changes in elevation, topography, and intervening structures were not included in the model. Therefore, the modeling effort is considered a worst-case representation of the roadway noise. In general, a 3-dBA increase in traffic noise is barely perceptible to people, while a 5-dBA increase is readily noticeable.

Vibration

Ground-borne vibration levels associated with construction-related activities for the Project were evaluated utilizing typical ground-borne vibration levels associated with construction equipment, obtained from FTA published data for construction equipment. Potential ground-borne vibration impacts related to building/structure damage and interference with sensitive existing operations were evaluated, considering the distance from construction activities to nearby land uses and typically applied criteria.

For a structure built traditionally, without assistance from qualified engineers, the FTA guidelines show that a vibration level of up to 0.20 in/sec is considered safe and would not result in any vibration damage. FTA guidelines show that modern engineered buildings built with reinforced-concrete, steel or timber can withstand vibration levels up to 0.50 in/sec and not experience vibration damage. The Caltrans Construction Vibration Guidance Manual identifies the vibration threshold for human annoyance, vibrations levels of 0.4 in/sec PPV is when vibrations are considered severe by people subjected to continuous vibrations and levels of 0.2 in/sec is used for building damage.

- 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?*

Less than Significant Impact.

Construction

On-site Construction Noise

Construction noise typically occurs intermittently and varies depending on the nature or phase of construction (e.g., land clearing, grading, excavation, paving). Noise generated by construction equipment, including earth movers, material handlers, and portable generators, can reach high levels. During construction, exterior noise levels could affect the residential uses surrounding the construction site. However, it is acknowledged that construction activities would occur throughout the project site and would not be concentrated at a single point near sensitive receptors.

Construction activities would include demolition, site preparation, grading, infrastructure improvements, building construction, paving, and architectural coating. Such activities could require dozers, excavators, and concrete saws during demolition; dozers and tractors during site preparation; excavators, graders, dozers, tractors, and scrapers during grading; tractors, pavers, and rollers during infrastructure improvements; cranes, generators, tractors, and welders during building construction; pavers, rollers, and a pavement scarifier during paving; and air compressors during architectural coating. Typical operating cycles for these types of construction equipment may involve 1 or 2 minutes of full power operation followed by 3 to 4 minutes at lower power settings. Other primary sources of acoustical disturbance would be random incidents, which would last less than one minute (such as dropping large pieces of equipment or the hydraulic movement of machinery lifts). Typical noise levels associated with individual construction equipment are listed in **Table 27, Typical Construction Noise Levels**.

Table 27: Typical Construction Noise Levels

Equipment	Typical Noise Level (dBA) at 50 feet from Source	Typical Noise Level (dBA) at 100 feet from Source(1)
Air Compressor	80	74
Backhoe	80	74
Compactor	82	76
Concrete Mixer	85	79
Concrete Pump	82	76
Concrete Vibrator	76	70
Crane, Mobile	83	77
Dozer	85	79
Generator	82	76
Grader	85	79
Impact Wrench	85	79
Jack Hammer	88	82
Loader	80	74
Paver	85	79
Pneumatic Tool	85	79
Pump	77	71
Roller	85	79
Saw	76	70
Scraper	85	79
Shovel	82	76
Truck	84	78
Notes: 1. Calculated using the inverse square law formula for sound attenuation: $dBA_2 = dBA_1 + 20\log(d_1/d_2)$ Where: dBA2 = estimated noise level at receptor; dBA1 = reference noise level; d1 = reference distance; d2 = receptor location distance Source: Ibid. page 26 – Table 9.		

Although the construction equipment noise levels in **Table 27** are from FTA Noise and Vibration Manual, the noise levels are based on measured data from a U.S. Environmental Protection Agency report which uses data from the 1970s,⁵¹ the FHWA Roadway Construction Noise Model which

⁵¹ Ibid. page 27.

uses data from the early 1990s, and other measured data. Since that time, construction equipment has been required to meet more stringent emissions standards and the additional necessary exhaust systems also reduce noise from what is shown in the table.

While the Highland MC does not establish quantitative construction noise standards, this analysis conservatively uses the FTA's threshold of 80 dBA (8-hour Leq) for residential uses, 85 dBA (8-hour Leq) for commercial uses, and 90 dBA (8-hour Leq) for industrial uses to evaluate construction noise impacts.⁵²

Project Construction Noise Levels

The noise levels calculated in **Table 28: Project Construction Noise Levels**, show the exterior construction noise without accounting for attenuation from existing physical barriers which have been estimated using RCNM. The nearest noise sensitive receptors are residences located approximately 97 feet south of the property line and 560 feet from the center of construction activity. Following FTA methodology, all equipment is assumed to operate at the center of the Project site because equipment would operate throughout the site and not a fixed location for extended periods of time. These assumptions represent a worst-case noise scenario as construction activities would routinely be spread throughout the construction site further away from noise sensitive receptors.

Table 28: Project Construction Noise Levels

Construction Phase	Receptor Location			Worst Case Modeled Exterior Noise Level (dBA Leq)	Noise Threshold (dBA Leq)	Exceeded?
	Land Use	Direction	Distance (feet) ¹			
Demolition	Residential	North	524	66.0	80	No
	Residential	South	560	65.5	80	No
	Commercial	South	415	68.1	85	No
	Commercial	West	593	65.0	85	No
	Industrial	East	588	65.0	90	No
Site Preparation	Residential	North	524	67.2	80	No
	Residential	South	560	66.6	80	No
	Commercial	South	415	69.2	85	No
	Commercial	West	593	66.1	85	No
	Industrial	East	588	66.2	90	No
Grading	Residential	North	524	67.8	80	No
	Residential	South	560	67.2	80	No
	Commercial	South	415	69.8	85	No
	Commercial	West	593	66.7	85	No
	Industrial	East	588	66.8	90	No
Infrastructure Improvements	Residential	North	524	62.5	80	No
	Residential	South	560	61.9	80	No
	Commercial	South	415	64.5	85	No
	Commercial	West	593	61.4	85	No
	Industrial	East	588	61.5	90	No
Paving	Residential	North	524	66.1	80	No
	Residential	South	560	65.5	80	No
	Commercial	South	415	68.1	85	No
	Commercial	West	593	65.0	85	No
	Industrial	East	588	65.1	90	No
Building Construction	Residential	North	524	68.0	80	No
	Residential	South	560	67.4	80	No

⁵² Ibid. page 27.

Construction Phase	Receptor Location			Worst Case Modeled Exterior Noise Level (dBA L _{eq})	Noise Threshold (dBA L _{eq})	Exceeded?
	Land Use	Direction	Distance (feet) ¹			
Architectural Coating	Commercial	South	415	70.0	85	No
	Commercial	West	593	66.9	85	No
	Industrial	East	588	67.0	90	No
	Residential	North	524	53.3	80	No
	Residential	South	560	52.7	80	No
	Commercial	South	415	55.3	85	No
	Commercial	West	593	52.2	85	No
	Industrial	East	588	52.3	90	No
Overlapping Phases						
Demolition, Site Preparation, Grading	Residential	North	524	71.9	80	No
	Residential	South	560	71.3	80	No
	Commercial	South	415	73.9	85	No
	Commercial	West	593	70.8	85	No
	Industrial	East	588	70.9	90	No
Infrastructure Improvements, Paving, Building Construction	Residential	North	524	70.8	80	No
	Residential	South	560	70.3	80	No
	Commercial	South	415	72.9	85	No
	Commercial	West	593	69.8	85	No
	Industrial	East	588	69.8	90	No
Paving, Building, Architectural Coating	Residential	North	524	70.2	80	No
	Residential	South	560	72.3	80	No
	Commercial	South	415	72.3	85	No
	Commercial	West	593	69.2	85	No
	Industrial	East	588	69.2	90	No
Notes:						
1. In accordance with methodology from the FTA Noise and Vibration Manual, the equipment distance is assumed at the center of the Project site.						
2. Threshold from the FTA <i>Transit Noise and Vibration Impact Assessment Manual</i> , September 2018.						
Source: Ibid. page 28, Table 10.						

FTA's construction threshold is an 8-hour Leq, which accounts for the percentage of time each individual piece of equipment operates under full power in that period. Additionally, construction equipment would move throughout the site during that period. Following FTA methodology, when calculating construction noise, all construction equipment is assumed to operate simultaneously at the center of the active construction zone to represent an average distance throughout the day. During construction, equipment would operate throughout the site and not all of the equipment would be operating at the point closest to the sensitive receptors and considering the distance between the center of the Project site and the sensitive receptors is a reasonable assumption.

As shown in **Table 28**, exterior noise levels during Project construction would range between 52.2 dBA and 73.9 dBA and would not exceed the FTA's construction noise thresholds at the nearest off-site uses. The City has set restrictions to control noise impacts from construction activities within the Highland MC. Highland MC § 8.50.050 states that no person shall be engaged in construction and operation-related activities, including operation of domestic power tools, electrically operated compressors, pile drivers, ground vehicles, etc., except within the hours of 5:00 a.m. and 10:00 p.m. on any day in the industrial (I) zone, and between the hours of 7:00 a.m. and 10:00 p.m. in all other zones. However, since the Project is adjacent to existing residences, the Project would be required to comply with the following Highland GP limitations on construction noise 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.

With incorporation of the City's standard conditions from the General Plan, impacts from short-term construction noise would be less than significant.

Operations

Implementation of the Project would create new sources of noise in the Project vicinity. The major noise sources associated with the Project including the followings:

- Mechanical equipment (i.e., trash compactors, air conditioners, etc.);
- Slow moving trucks on the Project site, approaching and leaving the loading areas;
- Truck Back-Up Alarms;
- Activities at the loading areas (i.e., maneuvering and idling trucks, equipment noise);
- Parking areas (i.e., car door slamming, car radios, engine start-up, and car pass-by); and
- Off-Site Traffic Noise.

Each noise source is discussed in more detail below. On-site operational noise sources are expected to include rooftop 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.

Mechanical Equipment

Potential stationary noise sources related to long-term operation of the Project site would include mechanical equipment. Mechanical equipment (e.g., heating ventilation and air conditioning [HVAC] equipment) typically generates noise levels of approximately 52 dBA at 50 feet.⁵³ The HVAC equipment would be roof mounted and would be located as close as approximately 170 feet from the nearest residential uses to the south. At this distance, HVAC equipment noise would be approximately 41.7 dBA based on distance attenuation alone (using the inverse square law of sound propagation)⁵⁴ and would not exceed the City's most stringent daytime or nighttime noise standards of 60 dBA and 55 dBA, respectively, for residential uses. It should also be noted that the proposed warehouse building would include a parapet wall along the perimeter of the roof that would reduce HVAC noise at sensitive receptors in the Project vicinity. Therefore, the Project would result in a less than significant impact related to mechanical equipment noise levels.

Truck and Loading Dock Noise

During loading and unloading activities, noise would be generated by the trucks' diesel engines, exhaust systems, and brakes during low gear shifting braking activities; backing up toward the

⁵³ Ibid. page 30.

⁵⁴ Ibid. page 30.

docks; dropping down the dock ramps; and maneuvering away from the docks. Loading or unloading activities would occur on the northern façade of the proposed warehouse building in the northern portion of the Project site. Truck access to the site would occur via two 40-foot-wide access driveways along Meines Street and Palm Avenue (i.e., one access driveway from each roadway).

Typically, heavy truck operations generate a noise level of 70 dBA at a distance of 50 feet.⁵⁵ As the closest residences would be located approximately 400 feet north of the proposed truck loading area, truck and loading noise would be approximately 46.9 dBA,⁵⁶ which is below the City's most stringent daytime and nighttime noise standards of 60 dBA and 55 dBA, respectively, for residential uses. It should also be noted that the loading dock doors would be surrounded with protective aprons, gaskets, or similar improvements that, when a trailer is docked, would serve as a noise barrier between the interior warehouse activities and the exterior loading area. This would attenuate noise emanating from interior loading activities to negligible noise levels outside of the warehouse building, and as such, interior loading and associated activities would comply with Highland MC § 8.50.050(b) and would be permissible during all hours of the day.

It is also noted that cargo forklifts could be used at the outdoor loading dock area during daytime and nighttime hours for truck loading/unloading activities. Cargo forklifts generate noise levels of approximately 85 dBA at 3 feet.⁵⁷ The nearest sensitive receptors (single-family residences) would be located approximately 400 feet north of where cargo forklifts would operate at the Project site. At this distance, forklift noise levels would be approximately 37.5 dBA⁵⁸ and would not exceed the City's most stringent daytime or nighttime noise standards of 60 dBA and 55 dBA, respectively, for residential uses. As such, cargo forklift noise levels (37.5 dBA at the nearest sensitive uses) would be similar to background noise in a theater or a large conference room and would comply with Highland MC § 8.50.050(b).

As discussed above, noise levels associated with trucks and loading/unloading activities would not exceed the City's noise standards and would comply with the provisions of Highland MC § 8.50.050. Therefore, noise impacts from truck and loading dock noise would be less than significant.

Truck Back-Up Alarms. Medium and heavy-duty trucks reversing into loading docks would produce noise from back-up alarms (also known as back-up beepers). Back-up beepers produce a typical volume of 97 dBA at one meter from the source.⁵⁹ The nearest sensitive receptors (single-family residences) would be located approximately 400 feet north of the truck loading area where trucks would be reversing and maneuvering into the loading area. At this distance, exterior noise levels from back-up beepers would be approximately 49.5 dBA,⁶⁰ which is below the City's most stringent daytime or nighttime noise standards of 60 dBA and 55 dBA, respectively, for residential uses. Back-up beeper noise levels (49.5 dBA at the nearest sensitive uses) would be similar to that of a

⁵⁵ Ibid. page 30.

⁵⁶ Ibid. page 30.

⁵⁷ Ibid. page 31.

⁵⁸ Ibid. page 31.

⁵⁹ Ibid. page 31.

⁶⁰ Ibid. page 31.

dishwasher and would attenuate to at least 35 dBA (assuming a windows open condition) within the nearest residences and would be below the City's 45 dBA interior noise level standard. Further, it is noted that back-up beeper noise is short in duration and would occur intermittently throughout the day/night. Therefore, back-up beeper noise would not exceed the City's applicable noise standards and would comply with the provisions of Highland MC § 8.50.

Parking Noise

The Project would provide a total of 240 parking spaces, including 47 trailer stalls, 39 dock door parking spaces, and 193 standard auto parking spaces. Parking stalls would surround the proposed warehouse building to the north, east, and west. According to the Traffic Impact Study, the Project would generate up to 51 trips during the peak hour. For the purpose of providing a conservative, quantitative estimate of the noise levels that would be generated from the vehicles entering and exiting the parking lot, the methodology recommended by FTA for the general assessment of stationary transit noise sources is used. Using the methodology, the Project's peak hourly noise level that would be generated by the on-site parking levels was estimated using the following FTA equation for a parking lot:

$$L_{eq(h)} = SEL_{ref} + 10 \log (NA/1,000) - 35.6$$

Where:

$L_{eq(h)}$ = hourly L_{eq} noise level at 50 feet

SEL_{ref} = reference noise level for stationary noise source represented in sound exposure level (SEL) at 50 feet

NA = number of automobiles per hour

35.6 is a constant in the formula, calculated as 10 times the logarithm of the number of seconds in an hour

Using FTA's reference noise level of 92 dBA SEL^{61} at 50 feet from the noise source, the Project's highest peak hour vehicle trips would generate noise levels of approximately 43.5 dBA L_{eq} at 50 feet from the parking lot. The closest sensitive receptor is located approximately 100 feet from the parking lot. Conservatively assuming that all vehicles would park at a location nearest to sensitive receptors rather than dispersed throughout all available parking and based strictly on distance attenuation, parking lot noise at the nearest receptor would be 37.5 dBA, which is below the City's most stringent daytime and nighttime noise standards of 60 dBA and 55 dBA, respectively, for residential uses. Parking lot noise would be consistent with the existing noise in the vicinity and would be partially masked by background noise from traffic along area roadways. Noise associated with parking lot activities is not anticipated to exceed the City's noise standards during operation. Therefore, noise impacts from parking lots would be less than significant.

⁶¹ Ibid. page 32.

Off-Site Traffic Noise

Implementation of the Project would generate increased traffic volumes along nearby roadway segments. Based on the Traffic Study, the Project would result in approximately 487 daily trips. The Opening Year “2024 Without Project” and “2024 With Project” scenarios are compared in **Table 29, Project Traffic Noise Levels**. **Table 24** shows roadway noise levels without the Project would range from 51.4 dBA CNEL to 69.4 dBA CNEL and between 54.9 dBA CNEL and 69.6 dBA CNEL with the Project.

In general, a traffic noise increase of less than 3 dBA is barely perceptible to people, while a 5-dBA increase is readily noticeable.⁶² As shown in **Table 29**, the “With Project” noise levels would result in a maximum increase of 3.5 dBA CNEL along Meines Street (West of Palm Avenue), which is largely attributed to heavy truck travel. Although this roadway segment would experience a barely noticeable traffic noise increase as a result of the Project, the “With Project” noise level would not exceed the Normally Acceptable noise standard along this roadway for residential uses; see **Table 29**. As such, traffic noise impacts from the Project would be less than significant.

Table 29: Project Traffic Noise Levels

Roadway Segment		2024 Without Project		2024 With Project		Change	Normally Acceptable Standard (dBA CNEL) ²	Significant Impact ³
		ADT	dBA CNEL ¹	ADT	dBA CNEL ¹			
Palm Avenue	Meines Street to 5 th Street	17,680	65.0	18,140	65.2	0.2	70	No
	5 th Street to 3 rd Street	14,770	66.7	14,840	66.7	0.0	70	No
Meines Street	West of Palm Avenue	640	51.4	790	54.9	3.5	60	No
5 th Street	Palm Avenue to Church Avenue	21,260	68.3	21,590	68.5	0.2	70	No
	Church Avenue to SR-210 EB Ramps at 5 th Street	28,190	69.4	28,570	69.6	0.2	75	No
3 rd Street	Palm Avenue to Church Avenue	6,870	66.7	6,920	66.5	-0.2	70	No
ADT = average daily traffic; dBA = A-weighted decibels; CNEL = community noise equivalent level.								
Notes:								
1. Traffic noise levels are at 100 feet from the roadway centerline. The actual sound level at any receptor location is dependent upon such factors as the source-to-receptor distance and the presence of intervening structures, barriers, and topography.								
2. The lowest Normally Acceptable land use compatibility noise standard for developed uses along each roadway segment is conservatively used to analyze impacts								
3. Potential impacts occur when the Project change exceeds 3 dBA and the Normally Acceptable land use compatibility standard is exceeded (i.e., both must occur).								
Source: Ibid. page 33 – Table 11								

Mitigation Measures: No mitigation is required.

b) *Generation of excessive groundborne vibration or groundborne noise levels?*

Less than Significant Impact.

⁶² Ibid. page 32.

Construction Vibration

Construction can generate varying degrees of ground vibration, depending on the construction procedures and equipment. Operation of construction equipment generates vibrations that spread through the ground and diminish with distance from the source. Construction on the project site would have the potential to result in varying degrees of temporary ground-borne vibration, depending on the specific construction equipment used and the operations involved.

The FTA has published standard vibration velocities for construction equipment operations. In general, the FTA architectural damage criterion for continuous vibrations (i.e., 0.2 in/sec) appears to be conservative. The types of construction vibration impacts include human annoyance and building damage. Human annoyance occurs when construction vibration rises significantly above the threshold of human perception for extended periods of time. Building damage can be cosmetic or structural. Ordinary buildings that are not particularly fragile would not experience any cosmetic damage (e.g., plaster cracks) at distances beyond 30 feet. This distance can vary substantially depending on the soil composition and underground geological layer between vibration source and receiver. In addition, not all buildings respond similarly to vibration generated by construction equipment. For example, for a building that is constructed with reinforced concrete with no plaster, the FTA guidelines show that a vibration level of up to 0.20 in/sec is considered safe and would not result in any construction vibration damage.

Table 30, Typical Construction Equipment Vibration Levels, lists vibration levels at 25 feet for typical construction equipment. Ground-borne vibration generated by construction equipment spreads through the ground and diminishes in magnitude with increases in distance. As indicated in **Table 30**, based on FTA data, vibration velocities from typical heavy construction equipment operations that would be used during Project construction range from 0.003 to 0.089 in/sec PPV at 25 feet from the source of activity.

Table 30: Typical Construction Equipment Vibration Levels

Equipment	Peak Particle Velocity at 25 Feet (in/sec)	Peak Particle Velocity at 30 Feet (in/sec) ¹
Large Bulldozer	0.089	0.0677
Caisson Drilling	0.089	0.0677
Loaded Trucks	0.076	0.0578
Jackhammer	0.035	0.0266
Small Bulldozer/Tractors	0.003	0.0023
Notes:		
1. Calculated using the following formula: $PPV_{equip} = PPV_{ref} \times (25/D)^{1.5}$, where: PPV_{equip} = the peak particle velocity in in/sec of the equipment adjusted for the distance; PPV_{ref} = the reference vibration level in in/sec from Table 7-4 of the Federal Transit Administration, <i>Transit Noise and Vibration Impact Assessment Manual</i> , 2018; D = the distance from the equipment to the receiver.		
Source: Ibid. page 34 – Table 12.		

As noted above, the nearest structure to the Project construction site is approximately 30 feet away. **Table 30** shows that at 30 feet, the vibration velocities from construction equipment would not exceed 0.0677 in/sec PPV, which is below the FTA's 0.20 in/sec PPV threshold for building damage and below the 0.4 in/sec PPV annoyance threshold. It is also acknowledged that construction activities would occur throughout the project site and would not be concentrated at

the point closest to the nearest structure. Therefore, vibration impacts associated with Project construction would be less than significant.

Operational Vibration

The Project would include truck movement activity at the Project site. These movements would generally be low-speed (i.e., less than 15 miles per hour) and would occur over new, smooth surfaces. For perspective, Caltrans has studied the effects of propagation of vehicle vibration on sensitive land uses and notes that “heavy trucks, and quite frequently buses, generate the highest earthborn vibrations of normal traffic.” Caltrans further notes that the highest traffic-generated vibrations are along freeways and state routes. Their study finds that “vibrations measured on freeway shoulders (five meters from the centerline of the nearest lane) have never exceeded 0.08 inches per second, with the worst combinations of heavy trucks and poor roadway conditions (while such trucks were moving at freeway speeds). This level coincides with the maximum recommended safe level for ruins and ancient monuments (and historic buildings)”. Since the Project’s truck movements would be at low speed (not at freeway speeds) and would be over smooth surfaces (not under poor roadway conditions), Project-related vibration associated with truck activity would not result in excessive ground-borne vibrations; no vehicle-generated vibration impacts would occur. In addition, there are no sources of substantial ground-borne vibration associated with the Project, such as rail or subways. The Project would not create or cause any vibration impacts due to operations.

Mitigation Measures: No mitigation is required.

- 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. The closest airport is the San Bernardino International Airport and it is located approximately 0.5-mile southwest of the Project site. The Project site is located outside of the 65 dBA CNEL noise level contour boundary of the airport. No exterior or interior noise mitigation is required to satisfy the policies in the Highland GP and MC. Additionally, there are no private airstrips located within the Project vicinity. Therefore, the Project would not expose people working in the Project area to excessive airport- or airstrip-related noise levels and no mitigation is required. A less than significant impact would occur in this regard.

Mitigation Measures: No mitigation is required.

Cumulative Impacts

Cumulative Construction Noise

The Project’s construction activities would not result in a substantial temporary increase in ambient noise levels. Construction noise would be periodic and temporary noise impacts that would cease upon completion of construction activities. The Project would contribute to other proximate construction project noise impacts if construction activities were conducted concurrently. As discussed above, Project

construction noise levels would not be significant, and the Project would not represent a noticeable increase over the ambient conditions. Therefore, the Project's construction noise would not represent a substantial noise increase in excess of City standards and would not be cumulatively considerable.

Construction activities at other planned and approved projects near the Project site would be required to comply with applicable City rules related to noise and would take place during daytime hours on the days permitted by the Highland MC, and projects requiring discretionary City approvals would be required to evaluate construction noise impacts, comply with the City's standard conditions of approval, and implement mitigation, if necessary, to minimize noise impacts. Construction noise impacts are by nature localized. Based on the fact that noise dissipates as it travels away from its source, noise impacts would be limited to the Project site and vicinity. Therefore, Project construction would not result in a cumulatively considerable contribution to significant cumulative impacts, assuming such a cumulative impact existed, and impacts in this regard are not cumulatively considerable.

Cumulative Operational Noise

Cumulative Off-Site Traffic Noise

Cumulative noise impacts describe how much noise levels are projected to increase over existing conditions with the development of the Project and other foreseeable projects. Cumulative noise impacts would occur primarily as a result of increased traffic on local roadways due to buildout of the Project and other projects in the vicinity. Cumulative increases in traffic noise levels were estimated by comparing the Existing and Opening Year Without Project scenarios to the Opening Year Plus Project scenario. The traffic analysis considers cumulative traffic from future growth assumed in the transportation model, as well as cumulative projects.

A project's contribution to a cumulative traffic noise increase would be considered significant when the combined effect exceeds perception level (i.e., auditory level increase) threshold. The following criteria is used to evaluate the combined and incremental effects of the cumulative noise increase.

- ***Combined Effect.*** The cumulative with Project noise level ("Opening Year With Project") would cause a significant cumulative impact if a 3.0 dB increase over "Existing" conditions occurs and the resulting noise level exceeds the applicable exterior standard at a sensitive use. Although there may be a significant noise increase due to the Project in combination with other related projects (combined effects), it must also be demonstrated that the Project has an incremental effect. In other words, a significant portion of the noise increase must be due to the Project.
- ***Incremental Effects.*** The "Opening Year With Project" causes a 1.0 dBA increase in noise over the "Opening Year Without Project" noise level.

A significant impact would result only if both the combined and incremental effects criteria have been exceeded, and the resultant noise level exceeds the Normally Acceptable land use compatibility noise standard. Noise by definition is a localized phenomenon and reduces as distance from the source increases. Consequently, only the Project and growth due to occur in the general area would contribute to cumulative noise impacts.

Table 31, Cumulative Off-Site Traffic Noise Levels identifies the traffic noise effects along roadway segments in the Project vicinity for “Existing,” “Opening Year Without Project,” and “Opening Year With Project,” conditions, including incremental and net cumulative impacts. **Table 31** shows the combined and incremental effect criterion would not be exceeded along any of the Project roadway segments. As discussed above, a cumulative traffic noise impact would occur if both the combined and incremental effects criteria are exceeded, and the resultant noise level exceeds the Normally Acceptable land use compatibility standard. Therefore, cumulative traffic impacts from the Project would be less than significant.

Cumulative Stationary Noise

Stationary noise sources of the Project would not result in an incremental increase in non-transportation noise sources in the Project vicinity. Furthermore, as discussed above, operational noise caused by the Project would be less than significant. Similar to the Project, other planned and approved projects would be required to mitigate for stationary noise impacts at nearby sensitive receptors, if necessary. As stationary noise sources are generally localized, there is a limited potential for other projects to contribute to cumulative noise impacts.

No known past, present, or reasonably foreseeable projects would combine with the operational noise levels generated by the Project to increase noise levels above acceptable standards because each project must comply with applicable City regulations that limit operational noise. Therefore, the Project, together with other projects, would not create a significant cumulative impact, and even if there was such a significant cumulative impact, the Project would not make a cumulatively considerable contribution to significant cumulative operational noises.

Given that noise dissipates as it travels away from its source, operational noise impacts from on-site activities and other stationary sources would be limited to the Project site and vicinity. Thus, cumulative operational noise impacts from related projects, in conjunction with Project specific noise impacts, would not be cumulatively significant.

Table 31: Cumulative Off-Site Traffic Noise Levels

Roadway Segment		Existing ¹	Opening Year Without Project ¹	Opening Year With Project ¹	Combined Effects	Incremental Effects	Normally Acceptable Standard (dBA CNEL) ²	Cumulatively Significant Impact? ³
					Difference In dBA Between Existing and Opening Year With Project	Difference In dBA Between Opening Year Without Project and Opening Year With Project		
Palm Avenue	Meines Street to 5th Street	64.5	65.0	65.2	0.8	0.3	70	No
	5th Street to 3rd Street	67.6	66.7	66.7	-0.9	0.0	70	No
Meines Street	West of Palm Avenue	51.4	51.4	54.9	3.4	3.4	60	No
5th Street	Palm Avenue to Church Avenue	68.3	68.3	68.5	0.2	0.2	70	No

Meines Street and Palm Avenue Warehouse Project
Initial Study/Mitigated Negative Declaration

City of Highland

Roadway Segment		Existing ¹	Opening Year Without Project ¹	Opening Year With Project ¹	Combined Effects	Incremental Effects	Normally Acceptable Standard (dBA CNEL) ²	Cumulatively Significant Impact? ³
					Difference In dBA Between Existing and Opening Year With Project	Difference In dBA Between Opening Year Without Project and Opening Year With Project		
	Church Avenue to SR-210 EB Ramps at 5th Street	68.3	69.4	69.6	1.3	0.2	75	No
3 rd Street	Palm Avenue to Church Avenue	56.7	66.7	66.5	9.7	-0.2	70	No
ADT = average daily trips; dBA = A-weighted decibels; CNEL = Community Noise Equivalent Level								
Notes: 1. Traffic noise levels are at 100 feet from the roadway centerline. The actual sound level at any receptor location is dependent upon such factors as the source-to-receptor distance and the presence of intervening structures, barriers, and topography. 2. The lowest Normally Acceptable land use compatibility noise standard for developed uses along each roadway segment is conservatively used to analyze impacts 3. A significant impact would result only if both the combined and incremental effects criteria have been exceeded, and the resultant noise level exceeds the Normally Acceptable land use compatibility standard.								
Source: Ibid. page 38 – Table 13.								

4.14 POPULATION AND HOUSING

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
14. 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)?			X	
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?			X	

- 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)?*

Less than Significant Impact. As of 2022, the population of the City of Highland was 56,546 persons, with 17,127 housing units.⁶³ The Southern California Association of Government (SCAG)'s Connect SoCal projects that the City's population will grow to 68,900 persons and 21,400 housing units by 2045.⁶⁴ The Project does not involve the construction of new homes or the extension of roads. Therefore, it would not directly induce population growth in the area.

The Project would induce population growth indirectly by generating permanent employment growth in the area. The City has a significantly high unemployment rate of approximately seven percent. Therefore, the Project's permanent employment opportunities would be adequately served by the City's residents. A less than significant impact would occur.

Mitigation Measures: No mitigation is required.

- b) *Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?*

Less than Significant Impact. As discussed in Section Land use and Planning, the Project would displace persons who live in the existing single-family home located on the Project site. However, the single-family home currently non-conforming with the industrial zoning and land use designations and the property has been purchased by the Project applicant. As needed, the displaced persons could be eligible for Tenant Relocation assistance per the California Health and Safety Code. Therefore, the Project's impact would be less than significant.

⁶³ Department of Finance (DOF). (2022). Table 2: E-5 City/County Population and Housing Estimates, 1/1/2022. Available at <http://www.dof.ca.gov/Forecasting/Demographics/Estimates/E-5/> (accessed October 28, 2022).

⁶⁴ SCAG. (2020). Connect SoCal Demographics and Growth Forecast – Table 14. Available at: https://scag.ca.gov/sites/main/files/file-attachments/0903fconnectsocial_demographics-and-growth-forecast.pdf?1606001579 (accessed October 28, 2022).

Mitigation Measures: No mitigation is required.

Cumulative Impacts

As concluded above, the Project would not significantly induce population grow or displace substantial amount of housing. Therefore, no cumulative impacts associated with population and housing would result from Project implementation.

4.15 PUBLIC SERVICES

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
15. PUBLIC SERVICES. Would the project:				
a) Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
i) Fire protection?			X	
ii) Police protection?			X	
iii) Schools?				X
iv) Parks?				X
v) Other public facilities?			X	

- 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:*

i) *Fire protection?*

Less than Significant Impact. Fire suppression, prevention, and emergency medical services are provided to the City by the California Department of Forestry and Fire Protection or CAL FIRE. The Project site would be primarily served by Highland Fire Department Station 541, located 1.32 kilometers north of the Project site at 26974 Base Line Street.

The Project would be designed and constructed in accordance with the latest CBC and California Fire Code standards. Pursuant to Highland MC Chapter 2.46, Fire and Medical Services Mitigation Fee, the Project Applicant would pay its fair share of additional cost of maintaining emergency fire and emergency medical services and attendant facilities via a mitigation fee. Furthermore, the Project's interior and perimeter roadways would be designed to allow adequate emergency access. Therefore, a less than significant impact would occur, and no mitigation is required.

Mitigation Measures: No mitigation is required.

ii) Police protection?

Less than Significant Impact. The City contracts with the San Bernardino County Sheriff's Department for its law enforcement and police protection services.⁶⁵ The City's main station is located at 26985 East Base Line near City Hall. The station is currently staffed with 34 sworn officers, as well as nine non-sworn civilian employees. The Project is not a residential project so it would not result in permanent increase of residents in the City. Accordingly, it is not anticipated that the Project's demand for additional police protection services would be significant. Nevertheless, the project would pay all applicable development impact fees to the City, which would assist the City's payment for any additional police facilities. Therefore, the Project's impact to police protection services would be less than significant.

Mitigation Measures: No mitigation is required.

iii) Schools?

Less than Significant Impact. The Project site is located in the San Bernardino City Unified School District (SBCUSD). The nearest school from the Project site is Cypress Elementary School, located approximately 0.38-mile northwest from the Project site. As previously discussed, the Project would not result in the permanent increase of people to the City. Therefore, the project is not expected to increase the number of students in the area. Regardless, the Project would comply with Highland GP Policies 4.9-2 and 4.9-3 and pay applicable school impact fees that would be allocated by the SBCUSD to offset any impacts. Therefore, impacts would be less than significant, and no mitigation is required.

Mitigation Measures: No mitigation is required.

iv) Parks?

Less than significant Impact. The closest park to the Project site is the Highland Community Park located across the City Creek channel to the northwest. The Project would not contribute to the population growth of the City and therefore would not result in the need for additional parks services. Furthermore, the Project is an industrial project and therefore exempt from payment of fees pursuant Highland MC § 16.40.200.B Park and recreation facilities. Therefore, impacts would be less than significant, and no mitigation is required.

Mitigation Measures: No mitigation is required.

v) Other public facilities?

Less than Significant Impact. Other public facilities in the area would not be adversely impacted because the Project would not produce a substantial increase in population that would require additional public facilities.

Mitigation Measures: No mitigation is required.

⁶⁵ City of Highland. (2006) City of Highland General Plan – *Public Services and facilities Element*. p. 4-20. Available at: <https://www.cityofhighland.org/DocumentCenter/View/152/Public-Services-and-Facilities-Element-PDF> (accessed January 2023).

Cumulative Impacts

The Project, combined with other cumulative projects, would collectively increase demand for public services including, police, fire, schools, and parks. Similar to the Project, all cumulative projects would be required to adhere with the Highland GP goals and policies and pay any applicable fees pursuant to the Highland MC. Therefore, the present, and future projects in the City would not result in a cumulative impact related to the provision of public services with adherence to local regulation and payment of development impact fees.

4.16 RECREATION

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
16. 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?				X
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?				X

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?*

No Impact. The Project would induce population growth that would require the need to develop additional parks or recreational facilities, nor would it include recreational facilities that might have an adverse physical effect on the environment. Therefore, no impact would occur.

Mitigation Measures: No mitigation is required.

Cumulative Impacts

The Project would not result in an increased use of recreational facilities nor requires construction or expansion of existing recreational facilities. Therefore, no cumulative impacts on recreational facilities would result from Project implementation.

4.17 TRANSPORTATION

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
17. TRANSPORTATION. Would the project:				
a) Conflict with an program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?			X	
b) Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?			X	
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?			X	
d) Result in inadequate emergency access?				

A Traffic Study was prepared for the Project on May 2023 by Kimley-Horn and Associates, and is included in this IS/MND as **Appendix J**. The results of the Traffic Study are summarized below.

- a) *Conflict with an program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?*

Less than Significant Impact. The Project and the frontage improvements to Meines Street and Palm Avenue would be designed consistently with applicable Highland GP Policies pertaining to the City's circulation system, and Highland MC design ordinances. Additionally, the proposed street improvements would be designed to not conflict with the existing pedestrian and bicycle along Palm Avenue. Therefore, a less than significant impact would occur.

Mitigation Measures: No mitigation is required.

- b) *Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?*

Less than Significant Impact. Senate Bill 743 (SB 743) was approved by California legislature in September 2013. SB 743 requires changes to California Environmental Quality Act (CEQA), specifically directing the Governor's Office of Planning and Research (OPR) to develop alternative metrics to the use of vehicular "Level of Service" (LOS) for evaluating transportation projects. OPR has prepared a technical advisory ("OPR Technical Advisory") for evaluating transportation impacts in CEQA and has recommended that Vehicle Miles Traveled (VMT) replace LOS as the primary measure of transportation impacts. The Natural Resources Agency adopted updates to CEQA Guidelines to incorporate SB 743 that requires VMT for the purposes of determining a significant transportation impact under CEQA.

Currently, the City has not adopted VMT guidelines. The County's Transportation Impact Study Guidelines (July 2019) were used as they provide details on appropriate screening thresholds that can be used to identify when a proposed land use project is anticipated to result in a less-than-significant impact without conducting a more detailed level analysis. Screening thresholds are broken down into the following criteria:

1. Project Type Screening
2. Transit Priority Area (TPA) Screening
3. Low VMT Area Screening

Projects that meet one or more of the above screening thresholds may be presumed to create a less than significant impact on transportation and circulation. The screening thresholds were reviewed and evaluated for this Project.

Project Type Screening

Projects which serve the local community and have the potential to reduce VMT should not be required to complete a VMT assessment. These projects are noted below:

- K-12 School
- Local-serving retail less than 50,000 SF
- Local Parks
- Day Care Centers
- Local Serving Gas Station
- Local Serving Banks
- Student Housing Projects
- Local Serving Community Colleges
- Projects generating less than 110 daily vehicle trips

Based on the project description and estimated trip generation, the project would not meet the Project Type Screening Criteria.

Transit Priority Area (TPA) Screening

Projects located within a TPA may be presumed to have a less-than-significant impact. A TPA is defined as a half-mile area around an existing major transit stop of an existing stop along a high-quality transit corridor. 'Major transit stop means a site containing an existing rail 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 evening peak commute periods. A 'high-quality transit corridor' means a corridor with a fixed route bus service with service intervals no longer than 15 minutes during the peak commute hours. Based on

the SBCTA VMT Screening Tool, the project is not located within a TPA. Therefore, the TPA Screening criteria is not met.

Low VMT Area Screening

Projects located within a low VMT generating area (PA VMT per employee, 4% below County baseline) may be presumed to have a less-than-significant impact. Based on review of the VMT screening criteria, the project meets the Low VMT Area Screening threshold. Therefore, the Project would result in a less-than-significant VMT impact, and no additional VMT analysis is required.

Mitigation Measures: No mitigation is required.

- c) *Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?*

Less than Significant Impact. The Project would require street frontage improvements to Meines Street and Palm Avenue to allow vehicular access to and from the Project site. More specifically, direct vehicular access provisions for the project site would be provided via two driveways on Palm Avenue and one driveway on Meines Street. Trucks would enter and exit the site via the north driveway on Palm Avenue and the driveway on Meines Street. Trucks would be restricted from making left-turns out of the site onto Palm Avenue. Passenger vehicles would have full access at all three Project driveways to enter and exit the site. The Project would also include on-site drive aisles/fire lanes that would allow the efficient and safe access for vehicles throughout the project site.

All proposed street frontage improvements and on-site internal circulation features would be designed to be both efficient and safe for vehicular traffic pursuant to relevant Highland GP policies and Highland MC § 16.40.040. Furthermore, Additionally, the Project's proposed components would not be an incompatible use that would substantially increase hazards. Therefore, a less than significant impact would occur.

Mitigation Measures: No mitigation is required.

- d) *Result in inadequate emergency access?*

Less than Significant Impact. As previously noted in Threshold c) above, the Project's design features, and street frontage improvements would be developed in compliance with all relevant design regulations pertaining to emergency access and regulations. Per Highland GP Policy 3.1.5, the Project would employ traffic control measures (e.g., install traffic signals, provide access restrictions, etc.) to ensure that Meines Street and Palm Avenue and function as intended, and would allow emergency vehicles to safely enter and exit the Project site during construction activity. As a standard practice, if road closures (complete or partial) were necessary, the City Police and Fire Departments would be notified of the construction schedule and any required detours would allow emergency vehicles to use alternate routes for emergency response. Therefore, adherence with all applicable local policies, regulations, and design standards would ensure that adequate emergency access would not be affected. Impacts would be less than significant.

Mitigation Measures: No mitigation is required.

Cumulative Impacts

A Traffic Study was conducted for the Project in accordance with the traffic study requirements of the City's 2016 Public Works Policies, Procedures and Standards and the San Bernardino Association of Governments (SANBAG) Congestion Management Program (CMP). However, the following analysis is provided for informational purposes only, as additional delay – to an intersection or roadway segment – is no longer required by or considered a significant impact under CEQA.

As discussed in the Traffic Study, the Project, in conjunction with cumulative projects, would contribute to the level of service (LOS) deficiency of two intersections by Project Opening Year 2024. To address deficiencies at the identified intersections, the Traffic Study recommended improvements that may include a combination of fee payments to established programs, construction of specific improvements, payment of a fair-share contribution toward future improvements, or a combination of these approaches. Similar to the Project, cumulative projects would be subject to similar improvements, and payment of fees to ensure that impacts to the existing circulation system are minimized.

Additionally, as discussed above, the Traffic Study also analyzed the Project's VMT impacts using the County's Transportation Impact Study Guidelines which provides options for both methodologies and VMT screening. As concluded in Threshold b), the Project is located in a Low VMT Area and therefore met the Low VMT Area Screening criteria. Therefore, a less than significant cumulative impact would occur regarding VMT.

4.18 TRIBAL CULTURAL RESOURCES

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
18. TRIBAL CULTURAL RESOURCES. Would the project:				
a) 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: i) Listed or eligible for listing in the California				
i) 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)?			X	
ii) 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?		X		

a) *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: i) Listed or eligible for listing in the California:*

i) *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. As part of the cultural resources research conducted, a records search of the NAHC Sacred Lands File (SLF) concluded a positive result for potential cultural resources within the Project site. The NAHC provided a list of Native American tribes who also have knowledge of cultural resources in the Project area.

As previously discussed in **Section 4.5, Cultural Resources**, a records search conducted by SCCIC revealed that 21 cultural resource studies have taken place within one-half mile of the Project site.

One of the previous studies assessed a small portion at the eastern edge of the Project site and one cultural resource (P-36-13750) was identified within the Project boundaries. Furthermore, 12 properties containing historic-period buildings were identified during the Field survey. As concluded in Section 4.5, Cultural Resources, P-36-13750 was not identified as a site for potential cultural resources. Furthermore, the 12 subject properties on the Project site are not listed or eligible for listing in the CRHR, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k). Therefore, a less than significant impact would occur.

Mitigation Measures: No mitigation is required.

- ii) *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 with Mitigation Incorporated. The City completed the AB 52 tribal consultation for the Project on December 2022. On December 1, 2022, the City initiated tribal consultation with interested California Native American tribes consistent with AB 52. Those tribes were the: Gabrieleno Band of Mission Indians – Kizh Nation, Yuhaaviatam of San Manuel Nation (formerly known as the San Manuel Band of Mission Indians), and Soboba Band of Luiseno Indians.

As part of the Tribal Consultation process, no tribe requested further consultation with the City. However, the Yuhaaviatam of San Manuel Nation sent the City an email expressing their interest of the Project site. Although Yuhaaviatam of San Manuel Nation did not have any concerns with the Project's implementation, they provided information supporting the need for the implementation of **MMs TCR-1** and **TRC-2** due to the potential for tribal cultural resources to be discovered during ground disturbance activities. Therefore, implementation of **MMs TCR-1** and **TCR-2** would ensure that impacts to tribal cultural resources would be reduced to a less than significant level.

Mitigation Measures:

- MM TCR-1** The Yuhaaviatam of San Manuel Nation Cultural Resources Department (YSMN) shall be contacted, as detailed in CR-1, of any pre-contact and/or historic-era cultural resources 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 resource Monitoring and Treatment Plan shall be created by the archaeologist, in coordination with YSMN, and all subsequent finds shall be subject to this Plan. This Plan shall allow for a monitor to be present that represents YSMN for the remainder of the project, should YSMN elect to place a monitor on-site.

- MM TCR-2** 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 YSMN. The Lead Agency and/or applicant shall, in good faith, consult with YSMN throughout the life of the project.

Cumulative Impacts

The Project would not result in tribal cultural resources impacts beyond what was contemplated for the Project site. Therefore, no cumulative impacts related to tribal cultural resources would result from Project implementation.

4.19 UTILITIES AND SERVICE SYSTEMS

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
19. 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?			X	
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?			X	
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?			X	
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?			X	
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?			X	

- 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?*

Less than Significant Impact.

The following utilities would be necessary for the Project site:

- Water – East Valley Water District
- Wastewater (Sewer) – East Valley Water District (EWVD)
- Drainage (Stormwater) – San Bernardino County Flood Control District (SBCFCD)
- Solid Waste – Burrtec Waste Industries, Inc. (Burrtec)
- Electricity – Southern California Edison (SCE)

- Natural Gas – Southern California Gas Company (SoCal Gas)
- Telecommunications – AT&T and Time Warner Cable

Wastewater

The Project would receive wastewater services from the EVWD. EVWD maintains the City's sewer system and accepts all sewage generated within its service boundary, including the City. EVWD's existing sewer system consists of approximately 213 miles of pipeline, 4,400 sewer manholes, and five diversion structures. Wastewater treatment is conveyed to the regional treatment plant (San Bernardino Water Reclamation Plant [SBWRP]) via its Joint Powers Agreement (JPA) with the San Bernardino Municipal Water District (SBMWD) who treats all wastewater generated within the EVWD service area. The SBWRP processes an average sewage flow of approximately 26 to 27 mgd from its service area, including the City. The plant's total sewage capacity is 33 mgd. Additionally, EVWD, constructed its Sterling Natural Resource Center (SNRC) that initially treats up to 8 MGD and is expandable to treat ultimate buildout of approximately 10 MGD. The EVWD's Sewer Master Plan addresses the current and future needs of its service area. Since the Project would be consistent with current land use designations, the EVWD would not require the construction of new or expanded wastewater facilities to serve the Project. Therefore, impacts would be less than significant.

Water⁶⁶

Water services to the Project would also be provided by the EVWD and would be subject to the Upper Santa Ana River Watershed's 2020 Integrated Regional Urban Water Management Plan (IRUWMP) for the EVWD. EVWD's water supply consists primarily of groundwater from wells in the western portion of the service area. These wells, in the San Bernardino Basin, supply approximately 80% of the total water supply. In addition to groundwater, EVWD provides treated surface water from the Santa Ana River and the State Water Project (SWP) by way of Plant 134, an 8 MGD water treatment plant. Plant 134 was originally constructed in 1996 and upgraded from 4 MGD to 8 MGD in 2013.

The Project would comply with the Highland GP Policies 4.2.1 which would require the Project Applicant to work with EVWD to meet water supply requirements which includes, but is not limited to, connection fees and monthly water service charge. Additionally, the Project applicant is required to complete a water-efficient landscape plan pursuant to Highland MC § 16.40.390 to reduce water consumption.⁶⁷ Lastly, EVWD has taken the water demand of future industrial projects (including the Project) into account towards year 2045 and indicates that no additional or new water facilities would be needed. Imported water is also available to EVWD and is available for purchase from Valley District which would be used to supplement EMVD's water supply. Therefore, the Project's use of water services would be less than significant.

⁶⁶ Water Systems Consulting, Inc. (2022). 2020 IRUWMP – EVWD 2020 UWMP. Available at: https://eastvalley.org/DocumentCenter/View/2734/Part-2-Chapter-6_EVWD-2020-UWMP_Final (accessed January 2023).

⁶⁷ City of Highland. (2022). Highland MC – Section 16.40.390 Water efficient landscape requirements. Available at: <https://www.codepublishing.com/CA/Highland/#!/html/Highland16/Highland1640.html> (accessed January 2023).

Electricity, Natural Gas, Telecommunications

SCE would provide electricity services to the Project; SoCal Gas would provide natural gas services to the Project; and AT&T or Time Warner would provide telecommunication services to the Project. Implementation of the Project would not require the relocation existing utility facilities nor create the need to construct additional electricity, natural gas, and telecommunication facilities to meet the Projects utility demand. The Project Applicant would also be subject to all applicable connection fees pursuant to the Highland MC. Therefore, the Project's use of electricity, natural gas, and telecommunications would be less than significant. Refer to Section 4.6 Energy, for more information regarding the Project's impact concerning electricity and natural gas.

Mitigation Measures: No mitigation is required.

- b) *Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?*

Less than Significant Impact. As previously noted above, the Project would be served with potable water by EVWD, which is 26.54 million gallons of water per year (m/gal/yr) and is comprised of groundwater, imported water and surface water. Based on the data reflected in the 2020 IRUWMP, EVWD is projected to have a water production potential of 24,923 acre-feet per year (AFY) to 28,188 AFY in a single dry year and multiple projected dry years, with a 3,677 AFY water supply surplus.⁶⁸ Therefore, the Project would have sufficient water supplies throughout future operations during normal, dry, and multiple dry years due to EVWD's excess water supply. Additionally, a will-serve letter provided by EVWD confirmed that there would be sufficient water resources to supply the Project. Impacts would be less than significant.

Mitigation Measures: No mitigation is required.

- c) *Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?*

Less than Significant Impact. As discussed above, the EVWD would have sufficient wastewater treatment facilities and capacity to service the Project. The Project also proposes sewer improvements to and from the Project site. service the Project. A due diligence report conducted for the Project concluded that no issues with the capacity of downstream facilities would occur with implementation with the Project. The Project Applicant would also pay a pass-through fee to the City of San Bernardino required for treatment. Therefore, the EVWD has adequate capacity to serve the Project's projected demand, and impacts would be less than significant.

Mitigation Measures: No mitigation is required.

⁶⁸ Water Systems Consulting, Inc. (2022). 2020 IRUWMP – EVWD 2020 UWMP. Available at: https://eastvalley.org/DocumentCenter/View/2734/Part-2-Chapter-6_EVWD-2020-UWMP_Final (accessed January 2023).

- d) *Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?*

Less than Significant Impact. Solid waste service for the City is provided by the Mid-Valley and San Timoteo landfills. The San Timoteo landfill is located in the City of Redlines, approximately seven miles to the south, and it is the closest landfill to the Project site. According to CalRecycle, the San Timoteo landfill has a maximum permitted throughput of 2,000 tons per day. The landfill has a maximum permitted capacity of 23,685,785 cubic yards, and a remaining capacity of 12,360,396 cubic yards.⁶⁹

The Project would generate solid waste in both short-term construction and long-term operation phases. According to CalRecycle's Estimated Solid Waste Generation Rates, the Project is anticipated to generate the following pounds of waste:⁷⁰

Warehouse: 13.82 lb/emp/day

- Proposed Industrial building = 13.82/285 emp/day
= 3,939 lbs/day

As previously shown, the Project's total anticipated solid waste would be approximately 3,939 lbs per day or 1.97 tons per day. When compared to the San Timoteo landfill, the Project's solid waste generation would equate to 0.09 percent of the landfill's maximum permitted throughput. Therefore, the Project would not generate solid waste in excess of State or local standards, and impacts would be less than significant.

Mitigation Measures: No mitigation is required.

- e) *Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?*

Less than Significant Impact. The Project is required to adhere to all applicable Highland MC ordinances pertaining to waste reduction, recycling, and management which includes, but is not limited to, Highland MC Chapter 8.13 Mandatory Organic Waste Disposal Reduction and Chapter 8.12, Integrated Waste Management. The Project would also implement BMPs pursuant to the Project's WQMP and SWPPP that would help reduce solid waste generation and runoff via stormwater. Therefore, with adherence of applicable State, and local regulations, impacts would be less than significant.

Mitigation Measures: No mitigation is required.

Cumulative Impacts

The context for accessing cumulative impacts to utilities varies depending on project's location to each service area and the capacity of the utility. Long-term maintenance and expansion of both wet and dry utilities would be required as the region continues to grow. Development of public utility infrastructure is

⁶⁹ CalRecycle. (2023). *San Timoteo Sanitary Landfill (36-AA-0087)*. Available at: <https://www2.calrecycle.ca.gov/SolidWaste/SiteActivity/Details/1906?siteID=2688> (accessed January 2023).

⁷⁰ CalRecycle. (1993). *Estimated Solid Waste Generation Rates*. Available at: <https://www2.calrecycle.ca.gov/WasteCharacterization/General/Rates> (accessed January 2023).

part of an extensive planning process involving utility providers and jurisdictions with discretionary review authority. Projects are required to coordinate with the City and service provider to ensure that adequate utility resources are available to serve the cumulative demand of planned and future projects. Therefore, each individual project would be subject to review for utility capacity to avoid unanticipated interruptions in service or inadequate supplies. Coordination with service providers would also allow for the provision utility services. Furthermore, all projects are subject to applicable development impact fees, connection fees, and service fees designed to maintain and incrementally expand infrastructure to meet existing and growing demand.

The Project would require both wet and dry utilities for construction and operational activities. As concluded in the analysis above, the Project would have a less than significant impact to existing utilities and service systems. Therefore, the Project would not create a significant impact on utilities and services, no significant cumulative impacts would occur.

4.20 WILDFIRE

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
20. 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?				X
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?				X
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?				X
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?				X

a) *Substantially impair an adopted emergency response plan or emergency evacuation plan?*

No Impact. CAL FIRE's VHFHSZ in Local Responsibility Areas Map (LRA) for the City shows that the Project site is not located in or near a State Responsibility Area (SRA). The nearest SRA to the Project site is located approximately 1.1 miles southeast, generally located between I-210 and Orange Street. The Project site is located in an LRA and not classified as a high or very high FHSZ. The closest VHFHSZ is located approximately 2.3 miles northeast of the Project site. Review of Highland GP Public Health and Safety Element, Figure 6-6, supports the finding that the Project site is located in or near an SRA and the Project site is not with a VHFHSZ. Therefore, no impact associated with the substantial impairment of an adopted emergency response plan would occur.

Mitigation Measures: No mitigation is required.

b) *Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?*

No Impact. Refer to response a). The Project is not located in or near an SRA and the Project site does not contain lands classified as VHFHSZ. The Project site is relatively flat and near urban development. Therefore, the Project would not exacerbate wildfire risks, and thereby expose

project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire. Therefore, no impact would occur.

Mitigation Measures: No mitigation is required.

- c) *Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?*

No Impact. Refer to response a). The Project site is not located in or near an SRA and the Project site does not contain lands classified as VHFHSZ. The Project would include construction of a warehouse and associated infrastructure improvements. Development of the Project would not increase the risk of fire nor would it require the installation/maintenance of infrastructure near or in a SRA that would exacerbate fire risk. Therefore, no impact would occur.

Mitigation Measures: No mitigation is required.

- d) *Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?*

No Impact. Refer to response a). The Project site is not located in or near an SRA and the Project site does not contain lands classified as VHFHSZ. The Project site is located in an urbanized area and therefore would not 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 associated areas within a SRA. Therefore, no impact would occur.

Mitigation Measures: No mitigation is required.

Cumulative Impacts

As concluded above, Project site is not located in or near an SRA and the Project site does not contain lands classified as VHFHSZ. Accordingly, the Project, related to wildfire hazards, would not contribute to an increase in other impacts including pollution, flooding, and emergency access and evacuation. Since the Project would not have any wildfire-related impacts, the Project would also not contribute to any potential cumulative impacts.

4.21 MANDATORY FINDINGS OF SIGNIFICANCE

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
21. MANDATORY FINDINGS OF SIGNIFICANCE. Does the project:				
a) 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?		X		
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)?		X		
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?		X		

- a) *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. All impacts concerning the substantial degradation to the quality of the environment, including impacts to the habitat of a fish or wildlife species, fish and wildlife populations, plant and animal communities, rare and endangered plant or animal species, and historical and prehistorical resources were evaluated as part of this IS/MND. As concluded in **Section 4.4, Biological Resources**, **Section 4.5, Cultural Resources** and **Section 4.17, Tribal Cultural Resources**, impacts would be less than significant with the implementation of **MMs BIO-1, CUL-1, GEO-1, TCR-1, and TCR-2**. Therefore, with the implementation of mitigation measures, the Project would not substantially degrade the quality of the environment as impacts would be reduce to a less than significant level.

Mitigation Measures: See **MMs BIO-1, CUL-1, GEO-1, TCR-1, and TCR-2** in their respective sections.

- 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. As discussed throughout this IS/MND, the Project would not have impacts that would be cumulatively considerable. In all instances where the Project has the potential to contribute to a cumulatively considerable impact to the environment, mitigation has been imposed to reduce potential effects to less than significant levels. As such, incorporation of **MM HRA-1** (refer to Section 4.8, Greenhouse Gas Emissions), the Project would reduce potential significant greenhouse gas effects.

Mitigation Measures: See **MM HRA-1** in Section 4.8, Greenhouse Gas Emissions of this IS/MND.

- c) *Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?*

Less than Significant with Mitigation Incorporated. The Project's potential to result in environmental effects that could adversely affect human beings, either directly or indirectly, has been discussed throughout this IS/MND in each respective section. No portion of the proposed Project is anticipated to have or cause a cumulative environmental effect that would cause substantial effects on human beings with implementation of **MM HRA-1**. A less than significant impact is anticipated to occur.

Mitigation Measures: See **MM HRA-1** in Section 4.8, Greenhouse Gas Emissions of this IS/MND.

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Exhibit 2:

Mitigation Monitoring and Reporting Program

Mitigation Measures	Responsibility for Implementation	Timing	Responsibility for Monitoring	Monitor (Signature Required) (Date of Compliance)
BIOLOGICAL RESOURCES				
MM BIO-1: If construction occurs between February 1 st and August 31 st , a pre-construction clearance survey for nesting birds should be conducted within three (3) days of the start of any vegetation removal or ground disturbing activities to ensure that no nesting birds will be disturbed during construction. The biologist conducting the clearance survey should document a negative survey with a brief letter report indicating that no impacts to active avian nests will occur. If an active avian nest is discovered during the pre-construction clearance survey, construction activities should stay outside of a no-disturbance buffer. The size of the no-disturbance buffer will be determined by the wildlife biologist and will depend on the level of noise and/or surrounding anthropogenic disturbances, line of sight between the nest and the construction activity, type and duration of construction activity, ambient noise, species habituation, and topographical barriers. Limits of construction to avoid an active nest will be established in the field with flagging, fencing, or other appropriate barriers; and construction personnel will be instructed on the sensitivity of nest areas. A biological monitor should be present to delineate the boundaries of the buffer area and to monitor the active nest to ensure that nesting behavior is not adversely affected by the construction activity. Once the young have fledged and left the nest, or the nest otherwise becomes inactive under natural conditions, construction activities within the buffer area can occur.	Project Applicant; Biological monitor	Prior to construction start	City of Highland	
CULTURAL RESOURCES				
MM CUL-1: Historical and Archaeological Resources a) If archaeological resources are unearthed by project construction activities, these shall be evaluated by a qualified archaeologist and tribal monitor/consultant. If the resources discovery of any tribal cultural or archaeological resources, construction activities in the immediate vicinity of the find shall cease until the find can be assessed. If all finds are Native American in origin, interested Tribes (as a result of correspondence with area Tribes) shall coordinate with the landowner regarding treatment and curation of these resources. Typically, the Tribe will request preservation in place or recovery for educational purposes. Work may continue on other parts of the project while evaluation takes place. b) Preservation in place shall be the preferred manner of treatment. If preservation in place is not feasible, treatment may include implementation of archaeological data recovery excavation to remove the resource along the subsequent laboratory processing and analysis. All Tribal Cultural Resources shall be returned to the Tribe. Any historic	Project Applicant; Qualified Archeologist	During construction activities	City of Highland	

Mitigation Measures	Responsibility for Implementation	Timing	Responsibility for Monitoring	Monitor (Signature Required) (Date of Compliance)
archaeological material that is not Native American in origin shall be curated at a public, non-profit institution with a research interest in the materials, if such an institution agrees to accept the material. If no institution accepts the archaeological material, they shall be offered to the Tribe or a local school or historical society in the area for educational purposes. c) Archaeological and Native American monitoring and excavation during construction projects shall be consistent with current professional standards. All feasible care to avoid any unnecessary disturbance, physical modification, or separation of human remains and associated funerary objects shall be taken. Principal personnel shall meet the Secretary of the Interior standards for archaeology and have a minimum of 10 years' experience as a principal investigator working with Native American archaeological sites in southern California. The Qualified Archaeologist shall ensure that all other personnel are appropriately trained and qualified.				
MM CUL-2: In the event that cultural resources are discovered during project activities, all work in the immediate vicinity of the find (within a 60-foot buffer) shall cease and a qualified archaeologist meeting Secretary of Interior standards shall be hired to assess the find. Work on the other portions of the project outside of the buffered area may continue during this assessment period. Additionally, the Yuhaaviatam of San Manuel Nation Cultural Resources Department (YSMN) shall be contacted, as detailed within TCR-1, regarding any pre-contact and/or historic-era finds and be provided information after the archaeologist makes his/her initial assessment of the nature of the find, so as to provide Tribal input with regards to significance and treatment. If significant pre-contact and/or historic-era cultural resources, as defined by CEQA (as amended, 2015), are discovered and avoidance cannot be ensured, the archaeologist shall develop a Monitoring and Treatment Plan, the drafts of which shall be provided to YSMN for review and comment, as detailed within TCR-1. The archaeologist shall monitor the remainder of the project and implement the Plan accordingly. If human remains or funerary objects are encountered during any activities associated with the project, work in the immediate vicinity (within a 100-foot buffer of the find) shall cease and the County Coroner shall be contacted pursuant to State Health and Safety Code §7050.5 and that code enforced for the duration of the project.	Project Applicant; Qualified Archaeologist	During construction activities	City of Highland	
GEOLOGY AND SOILS				

Mitigation Measures	Responsibility for Implementation	Timing	Responsibility for Monitoring	Monitor (Signature Required) (Date of Compliance)
MM GEO-1: In the event that paleontological resources are found during excavation or grading activities, a Paleontological Construction Monitoring and Compliance Plan will be prepared and implemented to reduce potential impacts to paleontological resources to less than significant which includes the following: ▪ Prior to substantial excavations into older finer-grained Quaternary deposits, the Applicant shall retain a paleontological monitor, trained, and equipped to allow the rapid removal of fossils with minimal construction delay, to the site full-time during the interval of substantial earth-disturbing activities. ▪ Should fossils be found within an area being cleared or graded, earth-disturbing activities shall be diverted elsewhere until the monitor has completed salvage. If construction personnel make the discovery, the grading contractor shall immediately divert construction and notify the monitor of the find. ▪ All recovered fossils shall be prepared, identified, and curated for documentation in the summary report and transferred to an appropriate depository (i.e., San Bernardino County Museum). ▪ A summary report shall be submitted to the City of Highland. Collected specimens shall be transferred with a copy of the report to the San Bernardino County Museum. ▪ The construction can re-commence with approval of the City of Highland.	Project Applicant; Qualified Archaeologist	During construction activities	City of Highland	
GREENHOUSE GAS EMISSIONS				
HRA-1: Only electric-powered off-road equipment (e.g., yard trucks/hostlers, forklifts, indoor material handling equipment, etc.) shall be utilized onsite for daily warehouse and business operations. The Project developer/facility owner shall disclose this requirement to all tenants/business entities prior to the signing of any lease agreement. In addition, the limitation to use only electric-powered off-road equipment shall be included in all leasing agreements. Prior to issuance of a Business License for a new tenant/business entity, the Project developer/facility owner and tenant/business entity shall provide to the City of Highland Planning Department and Business License Department a signed document (verification document) noting that the Project development/facility owner has disclosed to the tenant/business entity the requirement to use only electric-powered equipment for daily operations. This verification document shall be signed by authorized agents for the Project developer/facility owner and tenant/business entities. In addition, if applicable, the tenant/business entity shall provide documentation (e.g.,	Project Applicant; Facility Owner	Prior to issuance of a Business Licence	City of Highland	

Mitigation Measures	Responsibility for Implementation	Timing	Responsibility for Monitoring	Monitor (Signature Required) (Date of Compliance)
purchase or rental agreement) to the City of Highland Planning Department and Business License Department to verify, to the City's satisfaction, that any off-road equipment utilized will be electric-powered.				
TRIBAL CULTURAL RESOURCES				
MM TCR-1: The Yuhaaviatam of San Manuel Nation Cultural Resources Department (YSMN) shall be contacted, as detailed in CUL-2, of any pre-contact and/or historic-era cultural resources 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 resource Monitoring and Treatment Plan shall be created by the archaeologist, in coordination with YSMN, and all subsequent finds shall be subject to this Plan. This Plan shall allow for a monitor to be present that represents YSMN for the remainder of the project, should YSMN elect to place a monitor on-site.	Project Applicant; Qualified Archaeologist	During construction activities	City of Highland	
MM TCR-2: 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 YSMN. The Lead Agency and/or applicant shall, in good faith, consult with YSMN throughout the life of the project.	Project Applicant; City of Highland	During construction and operations	City of Highland	