CITY OF HIGHLAND
REGULAR MEETING OF THE PLANNING COMMISSION AGENDA

REGULAR MEETING

September 19, 2023
6:00 p.m.
City Hall
Donahue Council Chambers
27215 Base Line
Highland, California

MEMBERS

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

STAFF

Lawrence A. Mainez, Community Development Director
Kim Stater, Assistant Community Development Director
Angela Tafolla, Assistant Planner
Travis Trejo, 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

CITY OF HIGHLAND • 27215 BASE LINE • HIGHLAND, CALIFORNIA 92346 • (909) 864-6861☎ • (909) 862-3180 🖷

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 September 19, 2023 to publiccomment@cityofhighland.org. If you are submitting a public comment pertaining to an item on the September 19, 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
September 19, 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 September 19, 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 July 18, 2023 Regular Meeting. (Continued from the August 15, 2023 meeting)

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

2. Minutes from the August 15, 2023 Regular Meeting.

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

PUBLIC HEARINGS

3. Conditional Use Permit (CUP 23-011) and Design Review Application (DRA 23-001) proposing the construction of a 3,906 square foot office/workshop building and establish a vehicle tow yard on a vacant, one (1) acre parcel. (24989 5th Street, Applicant: Javier Gonzales)

RECOMMENDATION: Staff recommends the Planning Commission:

1. Adopt Resolution No. 2023-____, approving Conditional Use Permit (CUP 23-011) to entitle a vehicle tow yard and office building, subject to the Conditions of Approval and Findings of Fact;

2. Adopt Resolution No. 2023-____, approving Design Review Application (DRA 23-001) for the related Site Plan, Landscape Plan, Grading Plan, and Building Elevations, subject to the Conditions of Approval and Findings of Fact; and

3. Direct staff to file a Notice of Exemption with the County Clerk of the Board of Supervisors.

4. Conditional Use Permit (CUP 23-013), Design Review Application (DRA 23-003), and a Notice of Exemption for the construction of a 4,690 square foot metal building related to the expansion of an existing major auto repair facility located 27178 3rd Street. Assessor's Parcel Numbers: 1192-641-25. (Applicant: Dib Saleh)

RECOMMENDATION: Staff recommends the Planning Commission:

1. Adopt Resolution No. 2023-____, approving Conditional Use Permit (CUP 23-013) and Design Review Application (DRA 23-003) for the construction of a 4,690 square foot metal building related to the expansion of an existing major auto repair facility on a 0.92-acre parcel, subject to the Conditions of Approval and Findings of Fact; and

2. Direct staff to file a Notice of Exemption with the County Clerk of the Board of Supervisors.

5. Conditional Use Permit CUP-23-003 for the development of a 53,665 square foot speculative industrial warehouse building, Variance VAR-23-001 to allow the building to exceed the maximum building height permitted in the Business Park Zone by 10', Design Review DRA-23-004 for the project's Site Plan, Building Elevations, Conceptual Grading Plan, Public Art Piece, Conceptual Landscape Plan, and Mitigated Negative Declaration.(

2.86 acre site on the south side of 5th Street, approximately 250 feet west of Central Avenue, Applicant: Patriot USICV)

RECOMMENDATION: Staff recommends the Planning Commission:

1. Adopt Resolution No. 2023 - _____, approving Conditional Use Permit CUP-23-003 for the development of a 53,665 square foot warehouse/distribution facility and related improvements;

2. Adopt Resolution No. 2023 - ____ approving Variance VAR-23-001, allowing an increase in the maximum building height for the subject warehouse from 35 feet to 45 feet tall, 10 feet greater than permitted in the Business Park Zone;

3. Adopt Resolution No. 2023- ___ approving Design Review Application DRA-23-004 for the Site Plan, Building Elevations, Conceptual Grading Plan, Public Art Piece and Conceptual Landscape Plan, subject to the Conditions of Approval, and the Findings of Fact; and

4. Adopt Resolution No. 2023-___, approving a Mitigated Negative Declaration and direct Staff to File and Notice of Determination with San Bernardino County Clerk of the Board of Supervisors;

6. Development of a 220-unit, 4-story multi-family apartment complex utilizing a Density Bonus for eleven (11) affordable units under Section 16.40.090 *Development Density* of the Highland Municipal Code. Entitlements include Design Review Application (DRA 23-002) of the project plans, Lot Line Adjustment (LLA 23-003) to relocate the existing parcel boundaries and create separate parcels for a multi-phase development, Variance (VAR 23-003) to construct a perimeter fence/wall 29% taller than the maximum height permitted for residential projects, and a Conditions, Covenants and Restrictions---Density Bonus and Inclusionary Housing Agreement to demonstrate compliance with Highland Municipal Code Chapters 16.40 *Development Density* and 16.50 *Inclusionary Housing*.(West side of Sterling Avenue, 250 feet north of 9th Street, Applicant: Helios Holdings, LLC)

RECOMMENDATION: Staff recommends the Planning Commission recommend the City Council:

1. Adopt Resolution No. 2023 - _____ approving "Conditions, Covenants and Restrictions--Density Bonus and Inclusionary Housing Agreement" to facilitate the development of a 220-unit multi-family housing project utilizing Density Bonus provisions and establishing the Inclusionary Housing Unit requirements for the project;

2. Adopt Resolution No. 2023-____ approving Design Review Application (DRA 23-002) for the site plan, landscape plan, grading plan, and building elevations related to the construction of a 220-unit, 4-story apartment complex, subject to the Conditions of Approval.

3. Adopt Resolution No. 2023-____ approving Lot Line Adjustment (LLA 23-003) to relocate the existing parcel boundaries and create separate parcels for a multi-phase development; subject to the Conditions of Approval and Findings of Fact;

4. Adopt Resolution No. 2023-____ approving Variance (VAR 23-003) to allow an increase in the maximum height for the perimeter fence/wall from 6-feet to 7.75-feet, 29% greater than the maximum height permitted in the for residential projects; subject to the Findings of Fact; and

5. Adopt Resolution No. 2023-____ adopting the associated Mitigated Negative Declaration (ENV 23-005), and direct Staff to file a Notice of Determination with the County Clerk of the Board.

7. Specific Plan Revision (SPR 23-001) proposing an amendment to the Greenspot Village & Marketplace Specific Plan (SPR 06-001), to increase the maximum dwelling unit count from 946 to 1,218 dwelling units, and Design Review Application (DRA 23-009), proposing the construction of a 272-unit multi-family residential development. (Planning Area 3 of the Greenspot Village & Marketplace Specific Plan, Applicant Rexco Development)

RECOMMENDATION: Staff recommends the Planning Commission adopt Resolution No.____ recommending the City Council:

1. Make a finding under Public Resources Code Section 21166 and the corresponding CEQA Guidelines Section 15162 that there are no substantial changes or new information of substantial importance that would trigger the preparation of a subsequent EIR and further finding that the project is exempt from further environmental review under Government Code Section 65457;

2. Introduce Ordinance No.____ to amend the Greenspot Village & Marketplace Specific Plan (SPR 23-001); and

3. Adopt City Council Resolution No. 2023-____ to approve Design Review Application (DRA 23-009), subject to the Conditions of Approval and Findings of Fact.

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 14th of September 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: September 14, 2023

Camille Goritz Administrative Assistant III

STAFF REPORT

TO THE PLANNING COMMISSION

DATE: September 19, 2023

FROM: Lawrence Mainez, Community Development Director

PREPARED BY: Camille Goritz, Administrative Assistant III

SUBJECT: Minutes from the July 18, 2023 Planning Commission Regular Meeting. (Continued from August 15, 2023)

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.

PREVIOUS ACTION: The Planning Commission reviewed the minutes at the August 15, 2023 meeting. There were several requested amendments. These were made and attached here for your review.

Approved _____	Motion _____	Second _____	Agenda Item No. 1
Denied _____	Ayes _____		
Continued _____	Noes _____		File No. _____
Tabled _____	Abstain _____		
	Absent _____		

Recording Secretary

Community Development Director

PLANNING COMMISSION REGULAR MEETING MINUTES
July 18, 2023 – 6:00 P.M.

CALL TO ORDER

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

Present:	Chair	Randall Hamerly
	Vice Chair	Chandra Thomas
	Commissioner	Jarrod Miller
	Commissioner	Jessica Sutorus

Staff Present: Lawrence Mainez, Community Development Director
Kim Stater, Assistant Community Development Director
Ash Syed, Associate Planner
Ben Booth, Senior Engineer
Matt Wirz, Building Official
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 June 20, 2023 Regular Meeting.

   A MOTION was made by Commissioner Miller, seconded by Vice Chair Thomas to approve as submitted. Motion carried, 4-0.

2. Minutes from the July 5, 2023 Regular Meeting.

   A MOTION was made by Vice Chair Thomas, seconded by Commissioner Sutorus to approve as submitted. Motion carried, 4-0.

PUBLIC HEARINGS

3. Design Review Application (DRA 23-008) for the Site Plan, Landscape Plan, and Building Elevations related to the construction of a 3,596 square-foot drive-thru carwash with 16 vacuum stations and Lot Line Adjustment (LLA 23-002) to relocate the southern property boundary. (southwest corner of Boulder Avenue and Greenspot Road, APN: 1201-361-29 & 1201-361-30, Boulder Holdings, LLC)

   Associate Planner Syed presented the staff report.

Applicant Vance Shannon stated we are grateful to be here presenting Quick Quack tonight. I have a three-minute video presentation that will help everyone understand the company a bit better. The presentation was about water savings, charitable giving, etc. and I can elaborate on any questions you had.

Commissioner Miller asked what additional benefits does this project bring to the Greenspot area given we already have two car washes in this area?

Vance Shannon stated we are the fourth largest car wash in the nation. It's quick, it is a great operation, it is a great-looking building for that particular location. People want convenience now. We have a million members, and we have 200 stores, so it's 5,000 members for every store we open.

Vice Chair Thomas asked how many employees will be on the site?

Applicant Vance Shannon stated two to three employees.

Chair Hamerly asked are those three parking spaces designated for the employees?

Associate Planner Syed stated the three parking spaces required on the site are per the parking regulations, per washing stall. There is one washing stall in this facility.

Chair Hamerly asked if this parcel would have shared access and through access from the southern boundary or access directly to Boulder Avenue?

Applicant Vance Shannon stated yes, there will be.

Chair Hamerly opened the public hearing.

Vice Chair Thomas stated a concern I had on the site plan was the queuing, it looked short and could have some backup into that area along Greenspot Road.

Applicant Vance Shannon stated the car wash is less than 3 minutes, and we can load a car every 24 seconds into the washing station. We can wash 55 cars in an hour. We usually see 350-400 cars a day. Queuing is never an issue.

Chair Hamerly asked to the south of the trash enclosure, there an item marked that shows a loading zone, what is being loaded there?

Applicant Vance Shannon stated we have deliveries once a month such as detergents. There will not be retail on site.

Vice Chair Thomas stated on the color exhibits on the east elevation since that is visible to cars and the que, I would like to see some type of embellishments, awnings, or lattice since there isn't anything on the walls currently. What is the back door leading to?

Applicant Vance Shannon stated that door is leading to the mechanical room. I think should add canopies over or awnings over those windows. There are elevation changes, there are pop outs from the equipment room.

Vice Chair Thomas stated I like the yellow color, its vibrant. I do not like the green color, but I understand it is consistent with Quick Quack's branding.

Applicant Vance Shannon stated we are very charitable as well; we gave 15,000 children eyeglasses that wouldn't be able to afford them. We wash cars to change lives for the better. Washing cars is our business, but truly like a high school fundraiser, just on a much bigger scale.

Chair Hamerly asked does the grey clouds color go on the doors?

Applicant Vance Shannon stated yes, it does. They are really nice buildings.

Commissioner Sutorus stated I do use this type of car wash, and we have not approved one in City of Highland yet, so this is a great thing for the city. I also am very appreciative of the car wash itself because I want customers to go to a car wash and not wash their cars in their driveways because pollution, runoff, and storm drain issues.

Chair Hamerly stated the east elevation the awnings should match, and staff will make a note of that to ensure it is added.

Vice Chair Thomas asked at the vacuum's location, are there trash cans in that area?

Applicant Vance Shannon stated there are orange balls at each vacuum station and those are trash cans. We call it the duck pond.

Chair Hamerly stated next, we will go over landscaping plans. The comment about additional screening to the western property line, was that the blank area that was immediately adjacent to the car wash?

Landscape Architect Rice stated the comment does relate to the area between the substation and the showroom. Condition 21 is not about the street trees; I am trying to step down the height of the building to the surroundings.

Commissioner Miller asked are the trees Mexican fan palms on the property?

Landscape Architect Rice stated yes, they are. They are along Greenspot Road.

Commissioner Sutorus asked are there other species you can select that are not invasive species?

Landscape Architect Rice stated yes, we can find another species to put there.

Commissioner Miller stated on the grading plan, regarding the temporary infiltration basin, its outlet looks like it's going to drain back to the southerly property line. Based on the way the

site plan looked laid out on Google Earth, it looks like that is an existing slope all along the south side of that wall. I'm not sure there's going to be conveyance capacity there. The storm water treatment system looks like you are going with an underground storm chamber system. I recommend pretreatment given the land use occurring here. I would also recommend a 100-year mitigation based on the lack of downstream receiving facilities.

Chair Hamerly stated regarding the infiltration basin, it is marked on here as a temporary. Is that because it's on the other property?

Applicant Vance Shannon stated it probably is because we don't know what's going to be built there yet.

Senior Engineer Booth stated regarding the temporary infiltration basin, Engineering does condition projects to have a temporary sedimentation basin during construction that does not impact the area where the ultimate infiltration will be.

Chair Hamerly directed staff recommendations on the height of the awning, landscape modifications, and storm flow.

Chair Hamerly closed the public hearing.

A MOTION was made by Commissioner Amaya, seconded by Commissioner Sutorus, to:

1. Adopt Resolution No. 2023-030 approving Design Review Application (DRA 23-008) for the Site Plan, Grading Plan, Landscape Plan, and Building Elevations related to the construction of a 3,596 square-foot drive-thru carwash with 16 vacuum stations, subject to the Conditions of Approval and the Findings of Fact;

2. Adopt Resolution No. 2023-031 approving Lot Line Adjustment (LLA 23-002) to relocate the southern property boundary, subject to the Conditions of Approval, and the Findings of Fact; and

3. Direct staff to file a Notice of Exemption with the County Clerk of the Board of Supervisors. Motion carried, 4-0.

RESOLUTION NO. 2023-030

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF HIGHLAND, CALIFORNIA, APPROVING DESIGN REVIEW APPLICATION (DRA 23-008) FOR THE SITE PLAN, LANDSCAPE PLAN, AND BUILDING ELEVATIONS PERTINING TO THE CONSTRUCTION OF A 3,596 SQUARE-FOOT DRIVE-THRU CARWASH WITH 16 VACUUM STATIONS ON A 1.38 ACRE SITE AT THE SOUTHWAST CORNER OF BOULDER AVENUE AND GREENSPOT ROAD. RELATED ENTITLEMENTS INCLUDE LOT LINE ADJUSTMENT (LLA 23-002).

RESOLUTION NO. 2023-031

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF HIGHLAND, CALIFORNIA, APPROVING LOT LINE ADJUSTMENT (LLA 23-002) TO RELOCATE THE SOUTHERN THE BOUNDARY LINE BETWEEN TWO (2) PARCELS IN ASSOCIATION WITH DESIGN REVIEW APPLICATION (DRA 23-008) FOR THE CONSTRUCTION OF A 3,596 SQUARE-FOOT DRIVE-THRU CARWASH WITH 16 VACUUM STATIONS ON A 1.38 ACRE SITE AT THE SOUTHWAST CORNER OF BOULDER AVENUE AND GREENSPOT ROAD.

4. Design Review Application (DRA 21-009) for a 4-story, 40-unit apartment development Including Site Plan, Building Elevations, Rough Grading Plan, and Conceptual Landscape Plan. (Northside of Base Line, .75 west of Victoria Ave, APN: 1191-181-01&1191-191-06, Applicant: Francisco Javier Hernandez)

Assistant Community Development Director Stater presented the staff report.

Chair Hamerly stated regarding the private open space component, for the upper-level units where there's a 100 square foot requirement per unit, how is that calculated?

Assistant Community Development Director Stater stated it is not intended to include the wall thickness.

Chair Hamerly stated all the balcony elements are four feet, but it is measured from the wall to the outermost element. I am wondering if that still is maintaining the 100 square minimum?

Applicants Engineer Oscar stated during the plan check process we can make sure it is code, but now I see that it is going to be undersized and will not meet the 100 sqaure foot requirement.

Chair Hamerly opened the public hearing.

Commissioner Miller stated it looked like the site plan overlapped into Warm Creek.

Assistant Community Development Director Stater stated they own the property in Warm Creek and have been in contact with Flood Control to ensure to stop at the appropriate location.

Commissioner Miller asked is Warm Creek proposed to be improved at all based on the new Specific Plan for the Airport?

Assistant Community Development Director Stater stated it is outside the project area. I don't know how they would connect.

Commissioner Miller stated I would recommend getting the 100-year water surface for Warm Creek and set the pad elevations a foot above the 100-year water surface if possible. It looks

like you've already been in contact with Flood Control, which is great. Typical design standard is to set your pad above the 100-years.

Senior Engineer Booth stated within that area of Warm Creek I am not familiar with any improvements that Flood Control has been proposing.

Chair Hamerly stated I know these are not full construction documents, but the material that is being used for the roof deck was not specified. There will be furniture on the roof deck so the finish surface must be durable scratch material.

Chair Hamerly stated I could only locate where the Brisbane box and the purple leaf palm were on the plan. The rest of the species could not be distinguished from the plan that was provided due to graphics and scale.

City Landscape Architect Rice stated I agree, I can only locate two species. This is reflected in our conditions as well providing the plans no smaller than 20 scale. The Brisbane box is the parking lot tree and in the back of the property, there's some trees in planter islands in the parking spaces.

Chair Hamerly stated moving onto floor plans, the closet areas indicated at 50 square feet and the walls are a single line, so I'm assuming that those are stucco covered that, that is a gross area. That should be reflected on the final construction documents on how you access those closets because it just it's reading as a placeholder right now. What is happening on the stairwells?

Applicant's Engineer Oscar stated one side of the tower has windows and the other side is closed shutter.

Chair Hamerly asked on exhibit 2.4 where it shows connecting balcony, it is connecting at the roof level, correct?

Assistant Community Development Director Stater stated yes, correct.

Chair Hamerly asked if the HVAC was going to be visible from the roof deck or are they screened?

Assistant Community Development Director Stater stated I read it as screened.

Chair Hamerly stated there are some gaps between the tower and the gabled roofs that needs railing, but it needs a 42-inch barrier so that nobody can access those roofs at the corners between the tower and the gabled roofs. Going back to 2.4 there is a gap between the stair tower and the planter. Also, the roof area that the gable is sloping down into the side of the stair tower. On 3.1 on the south elevation, there's a gate showing on the opening between the two halves of the building, are those securing the interior courtyard from the street?

Assistant Community Development Director Stater stated yes, it is securing it from Base Line.

Chair Hamerly closed the public hearing.

A MOTION was made by Vice Chair Thomas, seconded by Commissioner Sutorus to adopt Resolution No. 2023 – 032 to Approve Design Review Application (DRA 21-009), subject to the Conditions of Approval and Findings of Fact and direct staff to file a Notice of Exemption with the County Clerk of the Board. Motion carried, 4-0.

RESOLUTION NO. 2023 – 032

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF HIGHLAND, CALIFORNIA, APPROVING DESIGN REVIEW APPLICATION DRA-21-009 INCLUDING THE SITE PLAN, BUILDING ELEVATIONS, ROUGH GRADING PLAN, AND CONCEPTUAL LANDSCAPE PLAN FOR 'HACIENDA APARTMENTS' A 40-UNIT MULTI-FAMILY RESIDENTIAL DEVELOPMENT LOCATED ON THE NORTH SIDE OF BASE LINE APPROXIMATELY .75 MILE WEST OF VICTORIA AVENUE, HIGHLAND. ASSESSOR'S PARCEL NO. 1191-181-01 & 1191-191-06.

ANNOUNCEMENTS

Community Development Director Mainez announced that Costco Corporation will be coming to City of Highland off of Greenspot Road. National Night Out is scheduled August 1, 2023 at 5:30 p.m.

ADJOURN

There being no further business, Chair Hamerly declared the meeting adjourned at 8:20 p.m.

Submitted by:

Camille Goritz, Administrative Assistant III
Community Development Department

Approved by:

Randall Hamerly, Chair
Planning Commission

STAFF REPORT

TO THE PLANNING COMMISSION

DATE: September 19, 2023

FROM: Lawrence Mainez, Community Development Director

PREPARED BY: Camille Goritz, Administrative Assistant III

SUBJECT: Minutes from the August 15, 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. 2
Denied _____	Ayes _____		
Continued _____	Noes _____		File No. _____
Tabled _____	Abstain _____		
	Absent _____		

Recording Secretary

Community Development Director

PLANNING COMMISSION REGULAR MEETING MINUTES
August 15, 2023 – 6:00 P.M.

CALL TO ORDER

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

Present:	Chair	Randall Hamerly
	Vice Chair	Chandra Thomas
	Commissioner	Jarrod Miller
	Commissioner	Jessica Sutorus

Staff Present: Lawrence Mainez, Community Development Director
Kim Stater, Assistant Community Development Director
Ash Syed, Associate Planner
Matt Bennett, Assistant Public Works Director
Matt Wirz, Building Official
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 July 18, 2023 Regular Meeting.

A MOTION was made by Commissioner Miller, seconded by Vice Chair Thomas to continue the minutes to the September 5, 2023 meeting. Motion carried, 3-0.

PUBLIC HEARING

2. Conditional Use Permit (CUP 22-005A) and Design Review Application (DRA 22-011A) *(Amending Conditional Use Permit (CUP 22-005) and Design Review Application (DRA 22-011)* for the construction of a 154,876 square foot warehouse building with 17 loading docks, 120 parking spaces, and associated improvements. **[Revision to the 146,670 square foot warehouse originally approved for this site on December 20, 2022. Resolutions No. 2022-047, 48, 49, 50, and 51]**

Associate Planner Syed presented the staff report.

Chair Hamerly stated on the 8-foot screening walls there is an exhibit in the plans that show the section through the truck bays. It looks like the wall height is being measured where the truck bay is, if it is being screened it should be measured on the higher-grade side.

Associate Planner Syed stated yes when we calculate the height on the block walls we start from the higher grade.

Chair Hamerly opened the public hearing.

Applicant George Garcia stated our project is consistent with what we provided before. I accept the Conditions of Approval.

Chair Hamerly stated on the site plan, the primary point of access along 3rd Street appears to be the auto and truck entry at the eastern edge of the site. The proposed monument sign is at the southwest corner, it would only be visible to eastbound traffic, they may want to rotate to 90 degrees or perpendicular to 3rd Street. Where is the cargo container going to be stored?

Associate Planner Syed stated that was a leftover condition from the pervious design. Since then, it has been removed and there is no truck parking on the dock. These conditions for storage containers would not affect the parking because in the old design the proposed access parking was in the trucking area for dual use for trailers to be stored or passenger vehicle parking.

Applicant George Garcia stated it would be our preference to be dual use.

Assistant Community Development Director Stater stated the only other option is to block the truck bay if there is going to be long term storage.

Applicant George Garcia asked how many stalls do we have?

Chair Hamerly stated 33 stalls. It is conditioned to the 120 parking stalls because it has been modified from the 133. The condition would have to remain as is, but again it is a conflicting restriction because of the limit.

Associate Planner Syed stated we will leave the condition as is.

Vice Chair Thomas stated it is lacking the design elements that we have recently seen in some of the other warehouses that were approved.

Associate Planner Syed stated this is what was originally approved in December 2022. Nothing has changed besides the site plan. Overall, the style has been consistent.

Chair Hamerly stated right now it is a 45.6 maximum height and it looks like the base of those dimensions from finish floor. Overall building height needs to be taken from grade. The grading plan shows there is a grade differential of approximately 2.5 feet, at the northeast corner of the building there is 1171.5 on the interior and 1169 on the exterior. That is the closest the finish floor gets to grade.

Chair Hamerly stated Vice Chair Thomas is describing the key corners of the building, the northeast and southeast elevations.

Vice Chair Thomas stated other projects that have come to Planning Commission, the designs have had much larger pronounced area. Looking at this it seems like it is just the color differentiation to that area. Is there a limit on the height?

Applicant's Representative Jacob Huber stated as you previously discussed we do have a variance for the height. We are trying to keep the height limited so we don't want the steps to be so pronounced.

Chair Hamerly stated at the main entry at the northeast corner elevations the steps and the ramps are not showing up. Maybe widen the steps so they are matching the width of the entry door or come out with an awning, something to enhance it.

Applicant's Representative Jacob Huber stated we do try to widen the stairs to be more monumental. We try to stay away from having concrete panels, we try to open it up with handrails.

Chair Hamerly stated the stairs are a little bit wider than the doors itself.

Applicant's Representative Jacob Huber stated on this one we run into space issue because there is grade differential between the finish floor and surface.

Vice Chair Thomas asked does the tenant have a branded color?

Applicant George Garcia stated the tenant does not, so we will explore a color for the tenant.

Chair Hamerly stated the wall elevations that are being represented are precast panels, would they be level, or would they follow the slope of the site?

Associate Planner Syed stated they are supposed to be staggered like that.

Commissioner Miller stated it looks like the size of the grading plan is significant reading the Conditions of Approval. Looks like this will be a manufacturing facility, there may be industrial stormwater permit that is required prior to occupancy. The general drainage systems on the property has an overflow pipe that then drains back to a proposed existing catch basin. The Conditions of Approval references the 5th Street corridor improvement project by Granite Construction. Can the city speak to the status of that project?

Assistant Public Works Director Bennett stated the construction on Palm Avenue closed south at 5th Street is the Granite Construction. That portion of work with be completed by mid-September. The catch basin that is being connected by this system is blocked by an Edison facility. The delay for Edison to complete the project is going to be beyond 2024 completion. We have informed the development team that completion of the project cannot be done under the contract with Granite Construction.

Commissioner Miller asked will they know what they need to include when they send out bid requests so they can avoid a change order later?

Assistant Public Works Director Bennett stated yes, we are working with them.

Chair Hamerly stated the there was a number of Conditions of Approval regarding the enhanced planting and shading referencing to the added vines. Are the vines going to cover the perimeter walls?

City Landscape Architect Rice stated not sure, this was requested by the Applicant's Landscape Architect. They are one-gallon vines.

Chair Hamerly asked should we change condition #19 to include 5 gallons for the vines?

City Landscape Architect Rice stated yes.

Applicant's Representative Jacob Huber stated yes, the vines are going to cover the screen walls facing the street to soften the view.

Chair Hamerly asked based on the Conditions of Approval that were proposed by City Landscape Architect Rice is the final layout of lighting and the landscape placement would be cross referenced to each other?

Associate Planner Syed stated yes, correct.

Chair Hamerly stated we should define what long term is regarding Conditions of Approval #4 is so there is a time included in that instead of saying long term.

Community Development Director Mainez stated the purpose was more permanent. We can make sure the Condition is clearer next time.

Chair Hamerly stated based on the comments of the elevations that Vice Chair Thomas had made, would it be better for the plans to come back to Planning Commission or make a directive to staff?

Vice Chair Thomas stated I trust staff to handle it.

Chair Hamerly stated motion will read the Conditions of Approval as modified because there is amendments.

Chair Hamerly closed the public hearing.

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

1. Adopt Resolution No. 2023-033 approving amended Conditional Use Permit (CUP-22-005A) for the development of a 154,876 square foot warehouse building and related improvements; and

2. Adopt Resolution No. 2023-034 approving Design Review Application (DRA 22-011A) for the Site Plan, Building Elevations, Grading Plan and Conceptual Landscape Plan, subject to the Conditions of Approval as modified, and the Findings of Fact. Motion carried, 3-0.

RESOLUTION NO. 2023-033

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF HIGHLAND, CALIFORNIA, ADOPTING CONDITIONAL USE PERMIT (CUP 22-005A) FOR THE ENTITLEMENT OF A 154,876 SQUARE FOOT WAREHOUSE BUILDING WITH 17 LOADING DOCKS, 120 PARKING SPACES, AND ASSOCIATED IMPROVEMENTS. [REVISION TO THE 146,670 SQUARE FOOT WAREHOUSE ORIGINALLY APPROVED FOR THIS SITE ON DECEMBER 20, 2022. RESOLUTIONS NO. 2022-047, 48, 49, 50, AND 51]

RESOLUTION NO. 2023-034

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF HIGHLAND, CALIFORNIA, APPROVING DESIGN REVIEW APPLICATION (DRA 22-011A) FOR THE SITE PLAN, BUILDING ELEVATIONS, ROUGH GRADING PLAN AND CONCEPTUAL LANDSCAPE PLAN PERTINING TO THE DEVELOPMENT OF A 154,876 SQUARE FOOT WAREHOUSE, LOCATED ON THE EAST SIDE OF CENTRAL AVENUE, NORTH OF 3RD STREET, AND SOUTH OF 5TH STREET. [REVISION TO THE 146,670 SQUARE FOOT WAREHOUSE ORIGINALLY APPROVED FOR THIS SITE ON DECEMBER 20, 2022. RESOLUTIONS NO. 2022-047, 48, 49, 50, AND 51]

ANNOUNCEMENTS

The Planning Commissions next regular meeting is scheduled September 5, 2023.

ADJOURN

There being no further business, Chair Hamerly declared the meeting adjourned at 7:03 p.m.

Submitted by:

Camille Goritz, Administrative Assistant III
Community Development Department

Approved by:

Randall Hamerly, Chair
Planning Commission

STAFF REPORT

TO THE PLANNING COMMISSION

DATE: September 19, 2023

FROM: Lawrence A. Mainez, Community Development Director

REVIEWED BY: Kim Stater, Assistant Community Development Director KS

PREPARED BY: Travis Trejo, Assistant Planner TT

SUBJECT: Conditional Use Permit (CUP 23-011) and Design Review Application (DRA 23-001) proposing the construction of a 3,906 square foot office/workshop building and establish a vehicle tow yard on a vacant, one (1) acre parcel.

LOCATION: 24989 5th Street, San Bernardino, CA 92410
Assessor's Parcel Number: 0279-141-06

OWNER: Javier Gonzalez

RECOMMENDATION: Staff recommends the Planning Commission:

1. Adopt Resolution No. 2023-____, approving Conditional Use Permit (CUP 23-011) to entitle a vehicle tow yard and office building, subject to the Conditions of Approval and Findings of Fact;

2. Adopt Resolution No. 2023-____, approving Design Review Application (DRA 23-001) for the related Site Plan, Landscape Plan, Grading Plan, and Building Elevations, subject to the Conditions of Approval and Findings of Fact; and

2. Direct staff to file a Notice of Exemption with the County Clerk of the Board of Supervisors.

FISCAL IMPACT: The Applicant submitted the required deposit for processing the entitlements. Staff time spent working on the applications is charged to this balance. In

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

addition, the developer will be required to pay Development Impact Fees (DIF) to offset the costs of public facilities and infrastructure and construct on-site 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 August 16, 2023. The notice was also advertised in the San Bernardino Sun newspaper on August 25, 2023.

PUBLIC COMMENT: At the time of preparing this report, staff had not received any written comments.

DESCRIPTION OF SITE: The project site is located along the south side of 5th Street, a roadway defined in the General Plan as a "major highway", approximately 600 feet east of the Tippecanoe Avenue intersection (Exhibit A – Area Map). The property is composed of a single parcel approximately 1 acre in size. The existing site is currently vacant as no formal development was proposed by the previous owner. Aside from a 5-foot tall chain-link fence located at the northwest property boundary and along the 5th Street frontage, no other onsite improvements had previously been initiated. The site offers a depth of approximately 425 feet and a width of approximately 100 feet. The northerly property line along 5th Street will be relocated to accommodate approximately fifteen (15) feet of street dedication as part of this project.

Surrounding Land Uses

North: Nonconforming Single-Family Residence
South: Nonconforming Single-Family Residence
East: Tow Yard
West: Nonconforming Single-Family Residence

Location	General Plan	Zoning
Site:	Business Park (BP)	Business Park (BP)
North:	Business Park (BP)	Business Park (BP)
South:	Business Park (BP)	Business Park (BP)
East:	Business Park (BP)	Business Park (BP)
West:	Business Park (BP)	Business Park (BP)

The site is relatively flat with a slope of approximately zero to five percent (0% - 5%). On-site drainage flows to the south toward the rear of the site. The location is also approximately three (3) miles southwest of the San Andreas Earthquake Fault and does not fall within the Alquist-Priolo Earthquake Fault Zone. Additionally, the project site is not located within a FEMA flood zone or a High Fire Severity Area.

PROJECT REVIEW: The Applicant has proposed a towing business with a 3,906 square foot office/workshop building toward the north end of the site and impound vehicle storage/parking spaces toward the south end. The specific use is permitted in the Business Park (BP) Zone through the approval of a Conditional Use Permit and Subsequent Design Review Application. Similar to the tow yard on the adjacent site, 25003 5th Street, also owned by the Applicant, the towing business will establish a contract with the San Bernardino County Sheriff's Department to provide vehicle towing services. While the two towing businesses will be owned by the same property owner, they will operate independently under separate business licenses and will not share any internal vehicular site access. The Applicant will be operating two (2) tow trucks and employing four (4) tow truck drivers. The proposed hours of operation for the towing business will be 8am to 5pm, seven (7) days a week, with an overnight attendant available to tend to emergency calls from local law enforcement agencies.

Conditional Use Permit

Site Plan

The proposed layout of the building features 3,906 square feet of interior space, a storage/workshop area toward the south side, and an office/reception area toward the north side. Onsite guest parking will be located just outside the office area, to the north of the building. Per the Highland Municipal Code Section 16.24.040 Employment District development standards, the project is subject to a 20-foot setback area along each side of the property. However, where onsite parking is proposed within the dedicated landscaped setback area, the portion may be split into 10-feet of landscaping at the property line and an additional 10-feet of landscaping along the building front. The proposed site design satisfies said criteria with 20-feet of fully landscaped setbacks along the 5th Street frontages to the north and a split landscaping arrangement along the remaining perimeter of 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 B – Site Plan).

Access

The site will consist of both vehicular and pedestrian accessibility. Both vehicles and pedestrians will access the property from 5th Street on the north side. The Applicant will be responsible for constructing the vehicle ramps, sidewalks, curbs, and gutters as part of this development. As depicted on the Site Plan, there is a 12-foot wide gravel easement along western boundary of the site. This driveway provides supplementary access to Parcel No. 0279-141-28, the landlocked parcel to the south of the subject property that is otherwise accessed primarily through an easement driveway from Tippecanoe Avenue.

Parking

There are nine (9) parking spaces for customers proposed on this site in addition to forty (40) spaces dedicated for the storage of towed, Class-C, passenger vehicles at the rear of the property. The nine (9) spaces dedicated for customers accommodate one (1) handicap space with an adjacent 9-foot wide crosshatch pathway for ADA accessibility.

The dedicated office toward the northern portion of the building features 1,344 square feet of interior space. With a requirement of 1 space per 250 square feet of interior office space, there are a minimum of six (6) standard 9-foot wide parking spaces for this use, satisfying the parking requirement. Additionally, the remaining 2,310 square foot storage/workshop area on the southern portion of the building has a requirement of 1 parking space per 1,000 square feet of interior space. Thus, the three (3) available parking spaces remaining on the site satisfies the three (3) dedicated parking spaces required for this use.

No landscape islands have been proposed within the parking arrangement as the nine (9) spaces have been configured in a string of five (5) spaces along the 5th Street frontage and four (4) spaces along the building. Accent landscaping has been proposed in the front setback area along the 5th Street frontage. Additionally, the trash enclosure has been proposed on the west side of the property, just south of the proposed building.

Design Review Application

Elevations

The Applicant is proposing rectangular, pre-fabricated metal office/workshop building with a modern design and various warm tones. The south, east, and west building facias will feature Sherwin Williams "Foothills" brown metal siding with Sherwin Willaims "Colonial Revival Stone" taupe colored man-doors and rollup vehicle doors. The northern frontage will feature the "Foothills" brown metal siding around the main door and window trims with Omega "Cornico Beige" stucco along the upper portions of the fascia and "Eldorado Stone" veneer around the primary entrance. While the building will stand 18-feet in height and feature a flat roof, there will be an accent 3-foot tall parapet at the northern fascia of the building (Exhibit C – Elevations).

Landscape

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 Holly Oak, Coast Live Oak, and Paper Bark trees are evergreen varieties that provide a fuller appearance for aesthetic relief along a tow yard's frontage year round. Chinese

Elm, Southern Magnolia, and Western Redbud trees are deciduous varieties that add some diversity along the northerly landscape planter. Additionally, there are several types of background shrubs that include African Fortnight Lilly and Kangaroo Paw, Midground shrubs that include Heavenly Bamboo and Dwarf Bottle Brush, and Foreground shrubs that include Pink Mist and Prostrate Myoporum. Lastly, the rest of the groundcover placed in the landscape planters and setback areas includes Sweet Olive, New Zealand Flax, and India Hawthorn, all of which are considered to be drought tolerant with low water consumption rates (Exhibit D – Landscape Plan).

As mentioned, the full project frontage along 5th Street will be landscaped with a twenty (20) foot planter area. There are additional 10-foot deep landscape planters alongside the building where the respective setback areas were reduced to 10-feet of landscaping, as permitted by the Business Park (BP) development standards in Chapter 16.24 of the Highland Municipal Code.

The Landscape Plan was reviewed by the City's Landscape Architect and found to be suitable for tow yard 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 entrance 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 to clarify easement in function and use- currently it appears to be used as a drive- but plans show trees in the center with a wall shifted closer to the structure rather than the property line creating a narrow alley – WQMP plan shows an additional wall at property line and state area is for storm water bmp- please note requirement for easement and clarify use on plans.

2. Applicant to provide elevation with point of view from 5th street including conceptual landscape and block walls for verification of site impact to neighboring parcels.

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 were applicable.

4. All shrubs shall be a minimum of 5 gallon with "accents" on 5th street frontage having a mix of 15-gallon specimens and 5 gallon specimens in a percentage of 30% -15 gallon and 70% - 5 gallon.

5. Applicant shall note Street trees for 5th Street shall be coordinated with City Landscape Architect for final species selection.

6. Applicant shall include additional species of vines and espalier plant material in areas against walls for additional texture in addition to shrub planting where screening is required.

7. Applicant shall verify meeting minimum 15% landscape coverage for total site, please include total site sq. ft. versus total Landscape area on planting plan.

8. Applicant shall verify shading requirement for parking lots are met with an exhibit documenting areas and coverage.

9. Provide a concrete header where frontage landscape meets adjacent neighboring parcels to protect the integrity of the proposed planting, and to define the limits of maintenance responsibility.

Walls and Fences

The project will construct a 6-foot tall CMU wall along the western boundary of the property, adjacent to the 12-foot wide access easement with gravel paving, as depicted on the Landscape Plan. Additionally, the project has been conditioned to construct a 6-foot tall CMU wall along the southern boundary and install a 6-foot tall tubular steel fence along the eastern property line to fully shield and secure the impound vehicle storage area.

Specific Use Development Standards

The subject site shall be fully paved with asphalt and will not feature any unimproved surfaces aside from the onsite buildings, required landscaping, and existing gravel easement that runs along the west side of the property. The office/workshop building on the site, located at the north end of the property, will feature three (3) roll-up style garage doors that open toward the interior of the lot so that entrances to individual vehicle spaces will not face the public right-of-way. The Applicant does not intend to use the site for any vehicle repairs. However, in the event that a towed vehicle requires minor automotive repairs for drivability, the work will be done within the warehouse and away from the public's view. With regard to the storage of vehicles on the property, the parking spaces fronting 5th Street will be dedicated to customer and employee parking only. Tow trucks, as well as impounded vehicles that are not expected to be retrieved by the respective owners, will be stored at the rear of the site, behind the power-operated gate and out of the public's view.

Grading Plan

The site is relatively flat, sloping down slightly to the southwest. Once graded, the elevation will fall approximately two (2) feet from the north to south. Roof drains and catch basins are located throughout the property bringing surface water to the

stormwater management basin located underground, below the impound lot at the south end of the site.

The project will be required to install curb, gutters and sidewalk along the 5th Street frontage. Overhead utilities will need to be undergrounded along the project frontage and any existing utility poles on-site must be removed. The project will tie into existing water, sewer, and gas lines along 5th Street (Exhibit E – Grading Plan).

Signs

The Applicant will submit elevations for a building-mounted sign as well as a streetside monument sign consistent with the regulations per the Chapter 16.56 of the Highland Municipal Code along with an application for an Accessory Sign Review at a later date.

ENVIRONMENTAL REVIEW: This project is Categorically Exempt from environmental proceedings pursuant to Section 15301, Class 32, In-Fill Developments, of the California Environmental Quality Act (CEQA) Guidelines, since:

(a) The project is consistent with the applicable general plan designation and all applicable general plan policies as well as with applicable zoning designation and regulations.

(b) The proposed development occurs within 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.

(d) Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality.

(e) The site can be adequately served by all required utilities and public services.

SUMMARY:

Staff has reviewed the project specifics to ensure that any and all visual impacts and environmental concerns related to the use, its operational characteristics, and development standards are addressed accordingly.

The City of Highland General Plan designates the project site as Business Park (BP). The Applicant's proposal for a towing business is consistent with the land use designation via the approval of Conditional Use Permit (CUP 23-011) and Design Review Application (DRA 23-001) with appropriate and reasonable conditions and findings. Staff recommends the Planning Commission approved the proposed development.

EXHIBITS:

A) Area Map
B) Site Plan
C) Elevations
D) Landscape Plan
E) Grading Plan

ATTACHMENTS:

1) Resolution No. 2023-____ for Conditional Use Permit (CUP 23-011)
   Exhibit 1: Site Plan
   Exhibit 2: Conditions of Approval (CUP 23-011)
2) Resolution No. 2023-____ for Design Review Application (DRA 23-001)
   Exhibit 1: Project Plans
   Exhibit 2: Conditions of Approval (DRA 23-001)

Exhibit A:

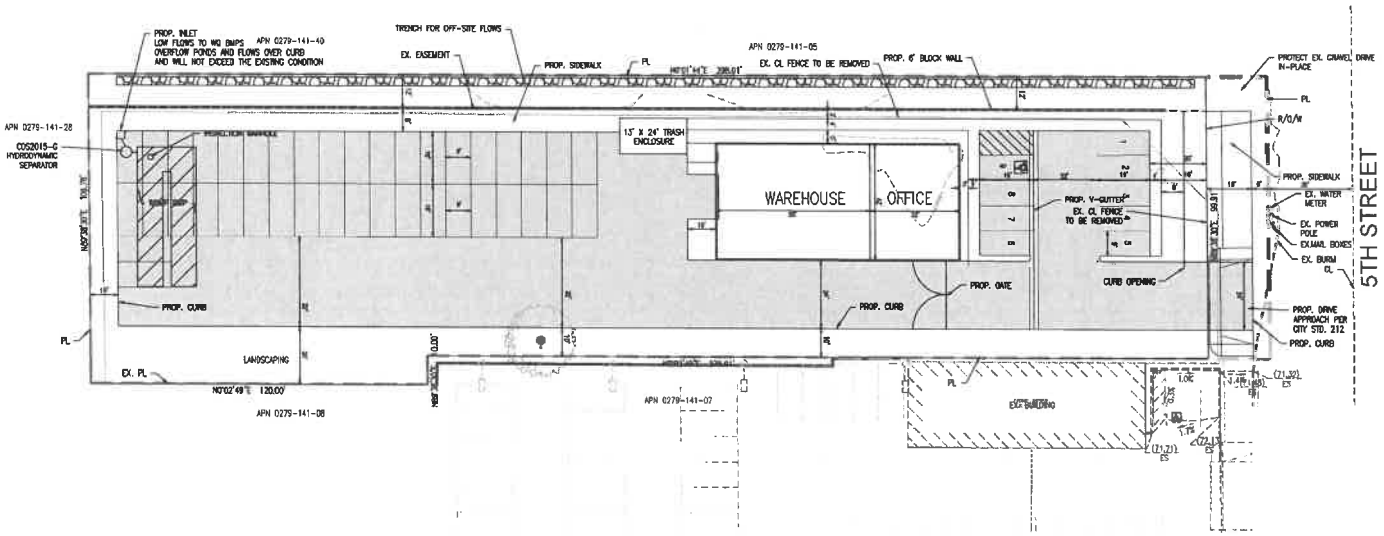
Area Map

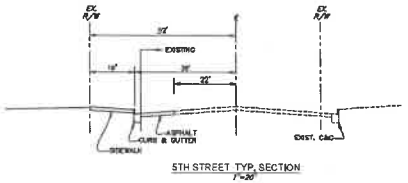

N
Tippecanoe Ave
5th St
5th St

Exhibit B:

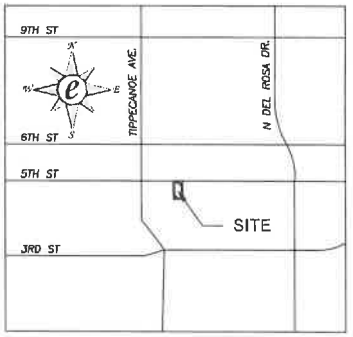
Site Plan

5TH ST TOW YARD
SITE PLAN
24989 5TH STREET





5TH STREET TYP. SECTION
1"=20'



VICINITY MAP
N.T.S.

APPLICANT	MR. KEVIN KENT, PRESIDENT TK MANAGEMENT SERVICES, LLC (626) 808-5067 Kevin.tkmanagementservices@hotmail.com
CIVIL ENGINEER	ENCOMPASS ASSOCIATES, INC. 5899 COUSINS PLACE RANCHO CUCAMONGA, CA 91737 AARON SKEERS 909.684.0093
LAND SURVEYOR	KELSOE & ASSOCIATES, INC. 1535 FIRST ST. NORCO CA 92860 ROBERT KELSOE 951-739-2164

UTILITY PURVEYOR CONTACT INFORMATION

ELECTRICITY	SOUTHERN CALIFORNIA EDISON 909-307-9749
NATURAL GAS	SOUTHERN CALIFORNIA GAS 909-335-7772
WATER & SANITARY SEWER	EAST VALLEY WATER DISTRICT 909-884-4056
CABLE TV	TIME WARNER CABLE 909-721-8589
TELEPHONE	VERIZON 909-748-5649

LEGEND

TB	–	TRACT BOUNDARY
PL	–	PROPERTY LINE
R/W	–	RIGHT OF WAY
CL	–	CENTERLINE
EP	–	EDGE OF PAVEMENT
TC	–	TOP OF CURB
FL	–	FLOWLINE
FS	–	FINISHED SURFACE
GB	–	GRADE BREAK
INV	–	PIPE INVERT
FG	–	FINISH GRADE
ES	–	EXISTING SURFACE
EG	–	EXISTING GROUND
PAD	–	PAD ELEVATION
FF	–	FINISH FLOOR ELEVATION
GF	–	GARAGE FLOOR ELEVATION
HP	–	HIGH POINT
TRW	–	TOP OF RETAINING WALL
TF	–	TOP OF FOOTING
97.81	–	INDICATES PROPOSED ELEVATION
(97.51)	–	INDICATES EXISTING ELEVATION
SD		PROPOSED STORM DRAIN
SD		EXISTING STORM DRAIN
W		PROPOSED WATER LINE
W		EXISTING WATER LINE
F		PROPOSED FIRE LINE
F		EXISTING FIRE LINE
S		PROPOSED SEWER LINE
S		EXISTING SEWER LINE
		PROPERTY LINE
		RIGHT-OF-WAY
		CENTERLINE
		BLOCK WALL
0.67		INDICATES EXTRA DEPTH FOOTING
		ADA PATH OF TRAVEL
		IMPROVEMENT LIMITS
		CONCRETE
		AC PAVEMENT

SITE INFORMATION
PARCEL
- 24989 5TH ST.
- APN 0279-141-06
- 0.8800 AC
- UN-DEVELOPED
- PROPOSED OFFICE WAREHOUSE

GRAPHIC SCALE
0 10 20
(IN FEET)
1 INCH = 20 FT.

ENCOMPASS ASSOCIATES, INC.
CIVIL ENGINEERS
5899 COUSINS PLACE
RANCHO CUCAMONGA, CA 91737
(909) 684-0093

OWNER / DEVELOPER
JAVIER GONZALEZ
34 S. VISTA PLACE
UPLAND CA 91786
G24TOW2009@YAHOO.COM
760-595-6628

SITE PLAN
24989 5TH STREET

VERSION HISTORY

SHEET
1 OF 2

Exhibit C:

Elevations

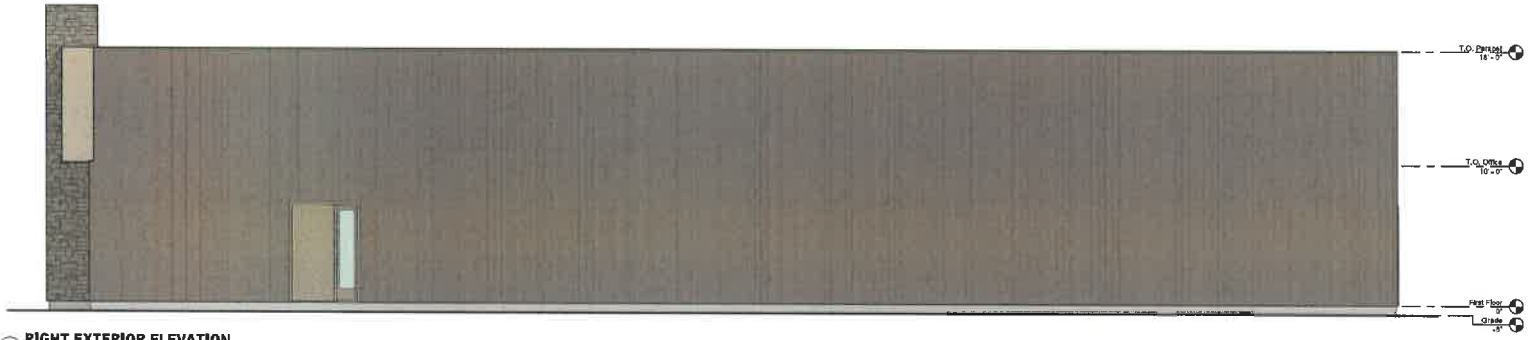
Preliminary - Not For Construction



1 FRONT EXTERIOR ELEVATION
1/4" = 1'-0"



2 REAR EXTERIOR ELEVATION
1/4" = 1'-0"



3 RIGHT EXTERIOR ELEVATION
1/4" = 1'-0"



4 LEFT EXTERIOR ELEVATION
1/4" = 1'-0"

REV. #	DATE	COMMENTS

Graphic Design
Diane Pheasant Nicoll Lane
Santa Ynez Valley, CA 93463
805.245.6222 - dianepheasant@gmail.com

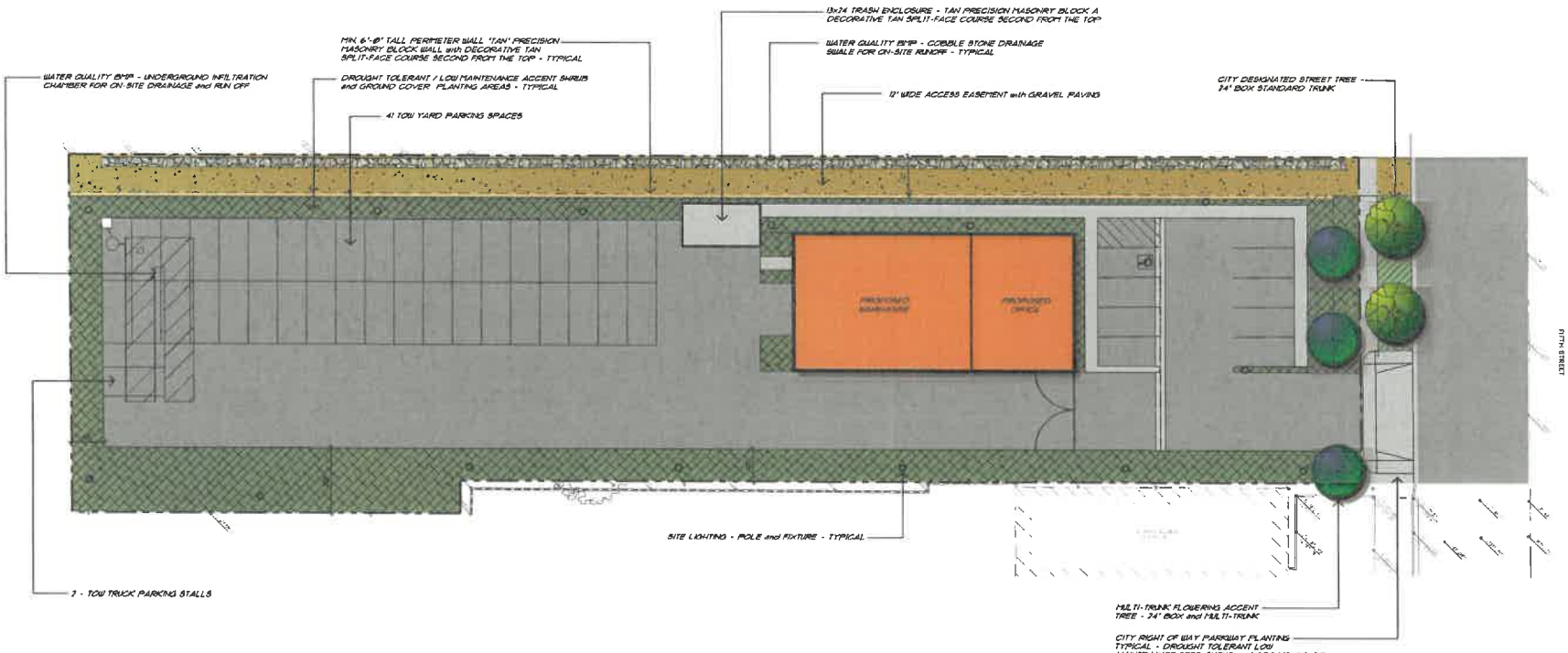
5th Street Tow Yard Project
1/4" = 1'-0"
9/8/2023
DRAWN: Mark Gulizia
CHK'D: Mark Gulizia

EXTERIOR BUILDING ELEVATIONS

A201

Exhibit D:

Landscape Plan



WATER USE CALCULATIONS

MAWA (Annual Gallons Allowed)

MAWA = ETo x Ø.62 ((Ø.7 X AREA)) + (Ø.3) X SLA)

MAWA = 55.6 x Ø.62 x (Ø.7 x 11,512 SF) + (Ø.3 x Ø) = 277,789 / YEAR

ETWU (Estimated Total Water Use in gallons per year)

$$MAWA = ETo \times Ø.62 \frac{((PF \times AREA)) + (1-ET.AF) \times SLA)}{IE} = MAWA$$

$$MAWA = 55.6 \times Ø.62 \times \frac{(Ø.45 \times 6,736\ SF) + (1 \times Ø)}{Ø.85} = 122,931 / YEAR \text{ (SHRUB)}$$

$$MAWA = 55.6 \times Ø.62 \times \frac{(Ø.45 \times 4,776\ SF) + (1 \times Ø)}{Ø.85} = Ø / YEAR \text{ (COBBLE)}$$

MAWA = TOTAL = 122,931 / YEAR

PROPOSED IRRIGATION SYSTEM

THE PROPOSED IRRIGATION SYSTEM SHALL CONSIST OF AN AUTOMATIC SMART IRRIGATION CONTROLLER ALONG with a SUB-SURFACE DRIP IRRIGATION SYSTEM, A MASTER CONTROL VALVE and A RAIN SENSOR TO MAKE UP THE MOST EFFICIENT IRRIGATION SYSTEM POSSIBLE WHICH WILL EXCEED THE THE STATE and CITY WATER CONSERVATION REQUIREMENTS PER ORDINANCE.

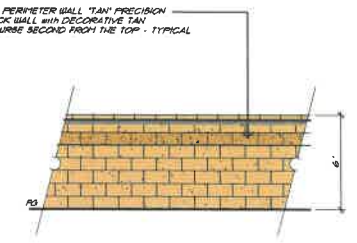
SUGGESTED PLANTING PALETTE

BOTANICAL NAME	COMMON NAME	SIZES	QUANTITY	WUCOLS
TREES 15 GALLON & 24" BOX				
A. CERCIS OCCIDENTALIS	WESTERN REDBUD TREE	15 GAL	-	L
B. MAGNOLIA G. 'SAMUEL SOMMER'	SOUTHERN MAGNOLIA	24" BOX	-	M
C. MELALEUCA LINARIFOLIA	PAPER BARK TREES	24" BOX	-	L
D. QUERCUS AGRIFOLIA	COAST LIVE OAK	24" BOX	-	L
E. QUERCUS ILEX	HOLLY OAK TREE	24" BOX	-	L
F. ULMUS PARVIFOLIA	CHINESE ELM TREE	24" BOX	-	M
SHRUBS 1 & 5 GALLON				
1. ANIGOZANTHOS FLAVIDUS	KANGARO PAW	5 GAL	-	L
2. ARBUTUS UNEDO	STRAWBERRY TREE	5 GAL	-	L
3. CISTUS PURPUREUS	ORCHID ROCKROSE	5 GAL	-	L
4. MUHLENBERGIA C. 'REGAL MIST'	PINK MIST	1 GAL	-	M
5. DIANELLA REVOLUTA 'LITTLE REV.'	DIANELLA	5 GAL	-	M
6. CALLISTEMON 'LITTLE JOHN'	DWARF BOTTLEBRUSH	5 GAL	-	L
7. RHAPHIOLEPIS I. 'CLARA'	INDIA HAWTHORN	5 GAL	-	L
8. OSMANTHUS FRAGRANS	SWEET OLIVE	5 GAL	-	M
9. LIGUSTRUM JAPONICUM	WAXLEAF PRIVET	5 GAL	-	M
10. SALVIA GREGGII 'ALBA'	AUTUMN SAGE 'WHITE'	5 GAL	-	L
11. NANDINA DOMESTICA	HEAVENLY BAMBOO	5 GAL	-	M
12. HYPOGRAM P. 'PUTAH CREEK'	PROSTRATE HYPOGRAM	1 GAL	-	M
13. PHORMIUM T. 'TRI-COLOR'	NEW ZEALAND FLAX	5 GAL	-	M
14. DIETES HYBRIDS	AFRICAN FORTNIGHT LILY	5 GAL	-	M
VINES:				
V-1 PARTHENOSISUS TRICUSPIDATA	BOSTON IVY	1 GAL.		

GROUND COVERS

HYPOGRAM PARVIFOLIM 'PUTAH CREEK' — PROSTRATE HYPOGRAM FROM 1-GAL'S AT 36" O.C.

SHRUB PLANTING AREA with WOOD MULCH — 4" THICK LAYER OF WOOD MULCH THROUGHOUT THE ENTIRE PLANTING AREA



PERIMETER WALL ELEVATION (A)

SCALE 1/16" = 1'-0"

DATE	REMARKS
12.23.22	IN-HOUSE BASE UPDATE 12.30.22
1/26.23	IN-HOUSE BASE UPDATE 1/26.23
2/16.23	IN-HOUSE BASE UPDATE 2/16.23
3/7.23	IN-HOUSE BASE UPDATE 3/7.23
3/28.23	CITY REQ. BASE UPDATE 3/28.23

PREPARED BY:
PATRICK J. DIAZ
Landscape Architect, LA #3880
3451 Coral Way, Pomona, CA 91767
909-576-4818 Email: patrickjdiaz1@gmail.com

OWNER / CLIENT:
OFFICE and TOW YARD
24999 FIFTH STREET
HIGHLAND, CA 92410

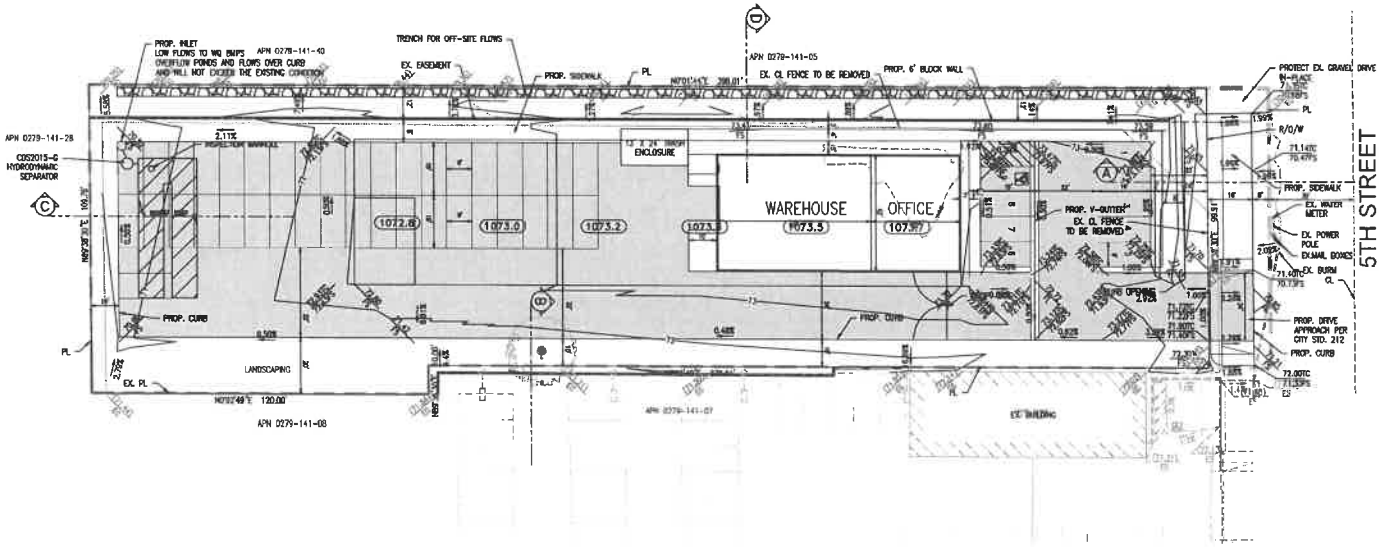
SHEET TITLE:
PRELIMINARY
LANDSCAPE SITE PLAN

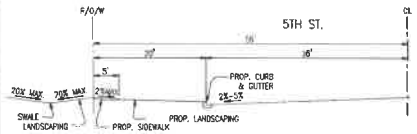
DATE: MAY 8, 2023
PROJECT NO.: .
DRAWN BY: PJD
CHECKED BY: PJD
SHEET NO.: L1

Exhibit E:

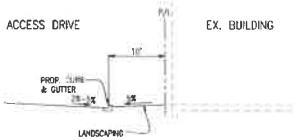
Grading Plan

5TH ST TOW YARD
CONCEPTUAL GRADING PLAN
24989 5TH STREET

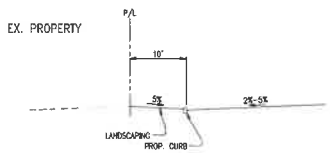




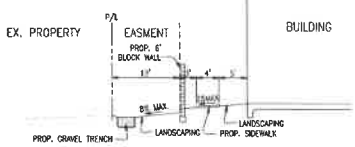
SECTION-A NORTH BOUNDARY ELEVATION
H = 1"=10'
V = 1"=10'



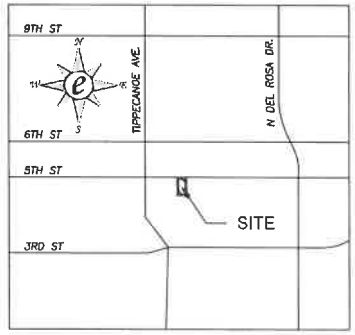
SECTION-B EAST BOUNDARY ELEVATION
H = 1"=10'
V = 1"=10'



SECTION-C SOUTH BOUNDARY ELEVATION
H = 1"=10'
V = 1"=10'



SECTION-D WEST BOUNDARY ELEVATION
H = 1"=10'
V = 1"=10'



VICINITY MAP
N.T.S.

APPLICANT:	MR. KEVIN KENT, PRESIDENT TK MANAGEMENT SERVICES, LLC (626) 608-5067 Kevin.tkmanagementservices@hotmail.com
CIVIL ENGINEER:	ENCOMPASS ASSOCIATES, INC. 5699 COUSINS PLACE RANCHO CUCAMONGA, CA 91737 AARON SKEERS 909.694.0093
LAND SURVEYOR:	KELSOE & ASSOCIATES, INC. 1935 FIRST ST. NORCO CA 92860 ROBERT KELSOE 951-736-2164

UTILITY PURVEYOR CONTACT INFORMATION

ELECTRICITY	SOUTHERN CALIFORNIA EDISON 909-307-6749
NATURAL GAS	SOUTHERN CALIFORNIA GAS 909-335-7772
WATER & SANITARY SEWER	EAST VALLEY WATER DISTRICT 909-889-8998
CABLE TV	TIME WARNER CABLE 909-721-8589
TELEPHONE	VERIZON 800-745-6649

LEGEND

TB	–	TRACT BOUNDARY
PL	–	PROPERTY LINE
R/W	–	RIGHT OF WAY
CL	–	CENTERLINE
EP	–	EDGE OF PAVEMENT
TC	–	TOP OF CURB
FL	–	FLOWLINE
FS	–	FINISHED SURFACE
GB	–	GRADE BREAK
INV	–	PIPE INVERT
FG	–	FINISH GRADE
ES	–	EXISTING SURFACE
EG	–	EXISTING GROUND
PAD	–	PAD ELEVATION
FF	–	FINISH FLOOR ELEVATION
GF	–	GARAGE FLOOR ELEVATION
HP	–	HIGH POINT
TRW	–	TOP OF RETAINING WALL
TF	–	TOP OF FOOTING
97.61	–	INDICATES PROPOSED ELEVATION
(97.61)	–	INDICATES EXISTING ELEVATION
SD		PROPOSED STORM DRAIN
SD		EXISTING STORM DRAIN
W		PROPOSED WATER LINE
W		EXISTING WATER LINE
F		PROPOSED FIRE LINE
F		EXISTING FIRE LINE
S		PROPOSED SEWER LINE
S		EXISTING SEWER LINE
		PROPERTY LINE
		RIGHT-OF-WAY
		CENTERLINE
		BLOCK WALL
0.03		INDICATES EXTRA DEPTH FOOTING
		ADA PATH OF TRAVEL
		IMPROVEMENT LIMITS
		CONCRETE
		AC PAVEMENT

SITE INFORMATION
PARCEL
- 24989 5TH ST.
- APN 0279-141-05
- 0.8900 AC
- UN-DEVELOPED
- PROPOSED OFFICE WAREHOUSE

GRAPHIC SCALE
0 10 20
(IN FEET)
1 INCH = 20 FT.

ENCOMPASS ASSOCIATES, INC.
CONSULTING CIVIL ENGINEERS
5699 COUSINS PLACE
RANCHO CUCAMONGA, CA 91737
(909) 694-0093

OWNER / DEVELOPER
JAVIER GONZALEZ
34 S. VISTA PLACE
UPLAND CA 91786
c241owz2008@YAHOO.COM
760-595-6628

CONCEPTUAL GRADING PLAN
24989 5TH STREET

VERSION HISTORY

SHEET
2 OF 2

Attachment 1:

Resolution No. 2023-____ for

Conditional Use Permit (CUP 23-011)

RESOLUTION NO. 2023 - ____

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF HIGHLAND, CALIFORNIA, APPROVING CONDITIONAL USE PERMIT (CUP 23-011) TO ENTITLE A 3,906 SQUARE FOOT OFFICE/ WORKSHOP BUILDING AS PART OF A TOW YARD ON A VACANT ONE (1) ACRE PARCEL LOCATED AT 24989 5TH STREET. ASSESSOR'S PARCEL NUMBER: 0279-141-06.

OWNER: JAVIER GONZALEZ

A. RECITALS

1. On February 28, 2023, the Applicant submitted an application to the City of Highland for Conditional Use Permit (CUP 23-011) proposing the entitlement of a 4,300 square foot warehouse building on a vacant one (1) acre parcel located at 24989 5th Street.

2. On June 27, 2023, the Applicant revised the proposal to the entitlement of a 3,906 square foot office/workshop building as part of a tow yard on the site.

3. On August 16, 2023, the notice of the public hearing was posted at the City's three designated posting locations. In addition, the notice was posted on the City's website, mailed to property owners within three-hundred (300) feet of the project site, and published in the San Bernardino Sun newspaper.

4. On September 19, 2023, the Planning Commission of the City of Highland conducted a public hearing on the subject Application and concluded the hearing on this date.

5. All legal prerequisites to the adoption of this Resolution have occurred.

6. Pursuant to CEQA, project is Categorically Exempt from environmental proceedings pursuant to Section 15301, Class 32, In-Fill Developments, of the California Environmental Quality Act (CEQA) Guidelines.

B. RESOLUTION

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

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

2. The City of Highland Planning Commission after due consideration, inspection, investigation and study made by itself and on its behalf, and after due

consideration of all evidence and reports offered at said hearing, including the staff report to the Planning Commission dated September 19, 2023, 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. Conditional Use Permit (CUP 23-011) Findings of Fact:

a. The proposed use is permitted within the subject district pursuant to the provisions of this section, and complies with all of the applicable provisions of this title; and is consistent with the goals, policies, and objectives of the Highland General Plan, and the applicable development policies and standards of the city.

Response: A tow yard, such as the one proposed, is permitted within the Business Park (BP) Zone upon approval of a Conditional Use Permit. Applicable provisions in Title 16, Land Use, include but are not limited to, Chapter 16.24 Employment Zones, 16.40 General Development Standards, 16.54 Parking, and 16.68 Land Divisions with respect to the Parcel Map. The project satisfies the standards established in the chapters.

The General Plan goals and policies relevant to the project include its inclusion in the 5th Street Corridor 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 project would be developed in compliance with the Highland General Plan and Municipal Code standards related to the Business Park (BP) District within the 5th Street Corridor Policy Area. It meets development code standards such as land use, setbacks, density, circulation, etc.

It has a high quality architectural design with contemporary, clean and distinctive building, a visible entrance, façade articulation, warm earth tone colors and materials that are consistent with the general vicinity and the overall 5th Street Corridor.

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

Response: The project is suitable and permitted within the Business Park (BP) zone, and proposes to establish a tow business and tow yard. There are currently nine (9) designated parking spaces located on the property, and forty (40) spaces at the rear of the site for storage of impound vehicles.

The Applicant will be operating two (2) tow trucks and employing four (4) tow truck drivers. The proposed hours of operation for the towing business will be 8am to 5pm, seven days a week, with an overnight attendant available to tend to emergency calls from local law enforcement agencies.

d. There are adequate provisions for water, sanitation, and public utilities and services to ensure public health and safety.

Response: Existing water, public utilities and services for the project are available adjacent to the site within the public right-of-way. 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 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 will be provided along 5th Street. 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: This project is Categorically Exempt from environmental proceedings pursuant to Section 15301, Class 32, In-Fill Developments, of the California Environmental Quality Act (CEQA) Guidelines, California Environmental Quality Act (CEQA) Guidelines, since:

(a) The project is consistent with the applicable general plan designation and all applicable general plan policies as well as with applicable zoning designation and regulations;
(b) The proposed development occurs within 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;
(d) Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality; and
(e) The site can be adequately served by required utilities and public services.

4. Based on the Findings of Fact set forth above, the Planning Commission approves Conditional Use Permit (CUP 23-011).

Exhibit 1 attached includes the Site Plan.

Exhibit 2 attached includes the Conditions of Approval (CUP 23-011)

C. ADOPTION OF RESOLUTION.

The City Clerk shall certify to the adoption of this Resolution and shall cause the same to be published or posted in the manner prescribed by law.

PASSED, **APPROVED,** and **ADOPTED** this 19th day of September, 2023.

ATTEST:

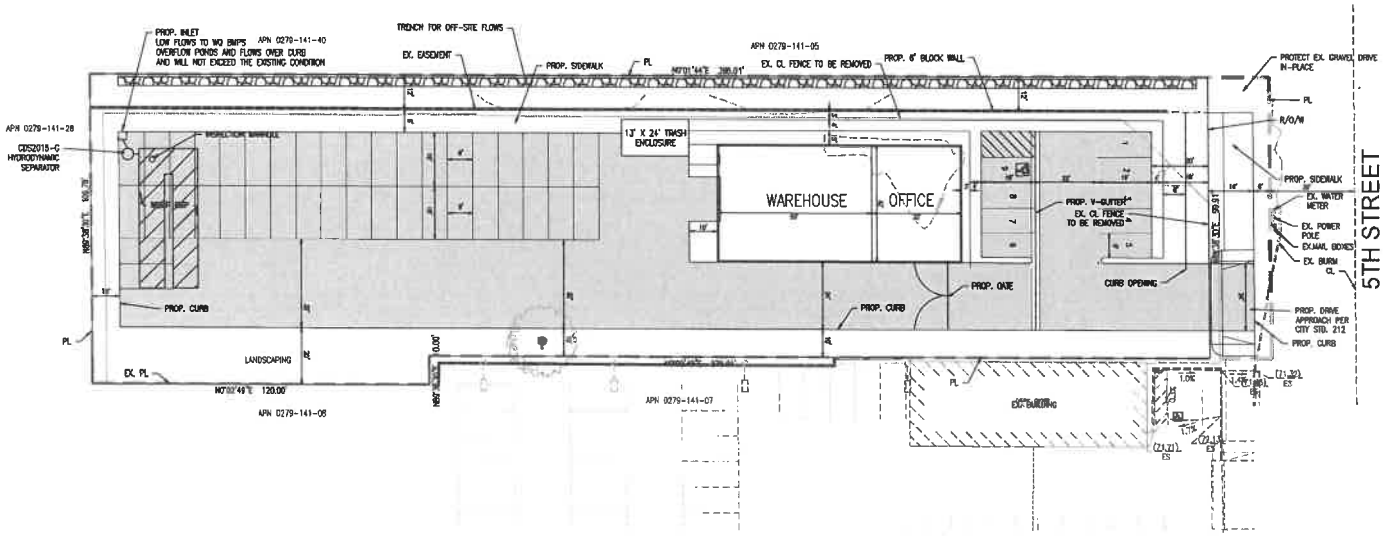
Randall Hamerly, Chairman
Planning Commission

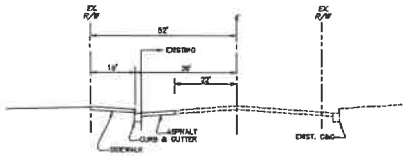
Lawrence A. Mainez
Community Development Director

Exhibit 1:

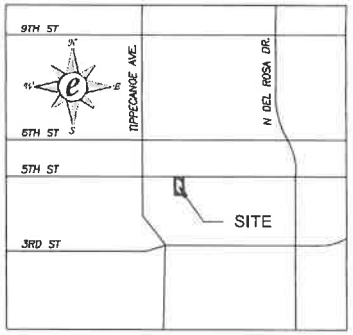
Site Plan

5TH ST TOW YARD
SITE PLAN
24989 5TH STREET





5TH STREET TYP. SECTION



VICINITY MAP
N.T.S.

APPLICANT: MR. KEVIN KENT, PRESIDENT
TK MANAGEMENT SERVICES, LLC
(626) 888-5867
Kevintkmanagementservices@hotmail.com

CIVIL ENGINEER: ENCOMPASS ASSOCIATES, INC.
5699 COUSINS PLACE
RANCHO CUCAMONGA, CA 91737
AARON SKEERS
909.584.0053

LAND SURVEYOR KELSOE & ASSOCIATES, INC.
1815 FIRST ST.,
NORCO CA 92860
ROBERT KELSOE
951-736-2184

UTILITY PURVEYOR CONTACT INFORMATION

ELECTRICITY	SOUTHERN CALIFORNIA EDISON 909-307-6749
NATURAL GAS	SOUTHERN CALIFORNIA GAS 909-335-7772
WATER & SANITARY SEWER	EAST VALLEY WATER DISTRICT 909-889-9986
CABLE TV	TIME WARNER CABLE 909-721-4589
TELEPHONE	VERIZON 909-748-6549

SITE INFORMATION
PARCEL
- 24989 5TH ST.
- APN 0279-141-06
- 0.9900 AC
- UN-DEVELOPED
- PROPOSED OFFICE WAREHOUSE

LEGEND

TB	–	TRACT BOUNDARY
PL	–	PROPERTY LINE
R/W	–	RIGHT OF WAY
CL	–	CENTERLINE
EP	–	EDGE OF PAVEMENT
TC	–	TOP OF CURB
FL	–	FLOWLINE
FS	–	FINISHED SURFACE
GB	–	GRADE BREAK
INV	–	PIPE INVERT
FG	–	FINISH GRADE
ES	–	EXISTING SURFACE
EG	–	EXISTING GROUND
PAD	–	PAD ELEVATION
FF	–	FINISH FLOOR ELEVATION
GF	–	GARAGE FLOOR ELEVATION
HP	–	HIGH POINT
TRW	–	TOP OF RETAINING WALL
TF	–	TOP OF FOOTING
97.61	–	INDICATES PROPOSED ELEVATION
(97.61)	–	INDICATES EXISTING ELEVATION
SD		PROPOSED STORM DRAIN
SD		EXISTING STORM DRAIN
W		PROPOSED WATER LINE
W		EXISTING WATER LINE
F		PROPOSED FIRE LINE
F		EXISTING FIRE LINE
S		PROPOSED SEWER LINE
S		EXISTING SEWER LINE
		PROPERTY LINE
		RIGHT-OF-WAY
		CENTERLINE
		BLOCK WALL
(42)		INDICATES EXTRA DEPTH FOOTING
		ADA PATH OF TRAVEL
		IMPROVEMENT LIMITS
		CONCRETE
		AC PAVEMENT

GRAPHIC SCALE
0 10 20
(IN FEET)
1 INCH = 20 FT.

ENCOMPASS ASSOCIATES, INC.
CONSULTING CIVIL ENGINEERS
5699 COUSINS PLACE
RANCHO CUCAMONGA, CA 91737
(909) 584-0053

OWNER / DEVELOPER
JAVIER GONZALEZ
34 S. VISTA PLACE
UPLAND CA 91786
G24TOW2009@YAHOO.COM
760-595-6628

SITE PLAN
24989 5TH STREET

VERSION HISTORY

SHEET
1 OF 2

Exhibit 2:

Conditions of Approval (CUP 23-011)

CITY OF HIGHLAND
PLANNING DIVISION CONDITIONS OF APPROVAL

Date:	September 19, 2023
Applicant:	Javier Gonzalez
Project No:	Conditional Use Permit (CUP 23-011)
Proposal:	Entitlement of a 3,906 square foot office/workshop building as part of a tow yard on a vacant one (1) acre parcel.
Location:	24989 5th Street, San Bernardino, CA 92410 Assessor's Parcel Number: 0279-141-06
Related Entitlements:	Design Review Application (DRA 23-001)

PLANNING CONDITIONS

These conditions of approval represent the Planning Division's conditions of approval and are meant to be one part of overall conditions of approval that include Building and Safety, the Fire Marshal, and other agency conditions of approval.

The conditions below are continuing conditions. Failure of the Applicant and/or operator to comply with any or all said conditions at any time shall result in the revocation of this permit granted to use the subject property.

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 structures authorized by this conditional use permit have occurred within thirty-six (36) months from the approval date of this conditional use permit, this conditional use permit 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 Planning Division a minimum of thirty (30) calendar days prior to the expiration of the conditional use permit. Such application shall be filed together with the City's processing fee, as established by the City Council.

2. This Conditional Use Permit (CUP 23-011) shall establish a vehicle towing business and office/workshop.

3. The hours of operation for the towing business office shall be **8am to 5pm**, seven (7) days a week, with a 24-hour attendant available to tend to emergency calls from local law enforcement agencies

4. The nine (9) exterior parking spaces located outside the security gate will be dedicated to customer and employee parking only.

5. Towed vehicles that are not expected to be retrieved by the respective owners before the end of the business day will be stored at the rear of the site, behind the existing gate and out of the public's view.

6. 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 requirements of the City's Municipal Code

7. The site shall be entirely paved, except for buildings and landscaping, as exhibited on the approved plans.

8. Trash enclosure shall be screened on at least three sides from public view by a solid wall not less than five feet in height. Permanent opaque panel gates shall be installed on all openings to the trash enclosure and meet the design criteria established by the Public Services Division.

    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.

9. Obtain all required building/occupancy permits from the Highland Building and Safety Division.

10. The Applicant is responsible for implementing all conditions of approval to the satisfaction of the Community Development Director, City Engineer, and Fire Marshal. 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.

11. 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.

12. 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.

13. The Applicant and 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.

14. Prior to issuance of a certificate of occupancy and/or final inspection for the tow yard and office by the City, all landscaping, irrigation or other construction shown on the approved landscaping and irrigation plans, shall be installed and approved by the City's Landscape Architect.

15. 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 0.0 foot candles of illumination beyond the property boundary.

16. A photometrics plan shall be submitted for review by the Planning Division prior to the issuance of a certificate of occupancy.

17. The Applicant shall submit elevations for a building-mounted sign as well as a streetside monument sign consistent with the regulations per the Chapter 16.56 of the Highland Municipal Code for the Planning Division's review prior to the issuance of occupancy.

18. Development Impact Fees shall be paid in accordance with City Policy

Attachment 2:

Resolution No. 2023-____ for

Design Review Application (DRA 23-001)

RESOLUTION NO. 2023 - ____

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF HIGHLAND, CALIFORNIA, APPROVING DESIGN REVIEW APPLICATION (DRA 23-001) FOR THE SITE PLAN, LANDSCAPE PLAN, GRADING PLAN, AND BUILDING ELEVATIONS RELATED TO THE CONSTRUCTION OF 3,906 SQUARE FOOT OFFICE/ WORKSHOP BUILDING AS PART OF A TOW YARD ON A VACANT ONE (1) ACRE PARCEL LOCATED AT 24989 5TH STREET. ASSESSOR'S PARCEL NUMBER: 0279-141-06.

OWNER: JAVIER GONZALEZ

A. RECITALS

1. On February 28, 2023, the Applicant submitted an application to the City of Highland for Design Review Application (DRA 23-001) for the site plan, landscape plan, grading plan, and building elevations related to the construction of a 4,300 square foot warehouse building on a vacant one (1) acre parcel located at 24989 5th Street.

2. On June 27, 2023, the Applicant revised the proposal to establish a tow yard and construct a 3,906 square foot office/workshop building as part of a tow yard on the site.

3. On August 16, 2023, the notice of the public hearing was posted at the City's three designated posting locations. In addition, the notice was posted on the City's website, mailed to property owners within three-hundred (300) feet of the project site, and published in the San Bernardino Sun newspaper.

4. On September 19, 2023, the Planning Commission of the City of Highland conducted a public hearing on the subject Application and concluded the hearing on this date.

5. All legal prerequisites to the adoption of this Resolution have occurred.

6. Pursuant to CEQA, project is Categorically Exempt from environmental proceedings pursuant to Section 15301, Class 32, In-Fill Developments, of the California Environmental Quality Act (CEQA) Guidelines.

B. RESOLUTION

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

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

2. The City of Highland Planning Commission after due consideration, inspection, investigation and study made by itself and on its behalf, and after due consideration of all evidence and reports offered at said hearing, including the staff report to the Planning Commission dated September 5, 2023, 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. Design Review Application (DRA 23-001) Findings of Fact:

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

      Response: The General Plan designation for the site is Business Park (BP), which allows for a "variety of light industrial, research and development and office uses that provide peasant and attractive working environments." Appropriate uses include the proposed tow yard.

      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 this title, 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 Business Park (BP) District. Per Municipal Code Section 16.24.040 Employment District Development Standards, the maximum lot coverage is 60%. The project has proposed a lot coverage of for 9.06%. It satisfies the minimum lot size, with regard to lot width and depth, as well as required building setbacks and landscape coverage.

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

      Response: The project is suitable and permitted within the Business Park (BP) zone and proposes to establish a tow yard on this vacant parcel. The formal submittal for the tow yard features nine (9) vehicle parking spaces at

the northern end of the site. There are forty (40) total spaces provided at the rear of the site for the storage of impound vehicles. A six (6) foot tall CMU wall will be constructed along the western boundary of the property adjacent to the 12-foot wide access easement with gravel paving. The project has been conditioned to include 6-foot tall tubular steel fencing around the remaining perimeter of the property in addition to the power operated access gates at the entrance to the property.

The landscaping that is proposed on the site is sparse and comprises of a variety of evergreen and deciduous trees in addition to groundcover well suited to the local climate. The Holly Oak, Coast Live Oak, and Paper Bark trees are evergreen varieties that provide a fuller appearance for aesthetic relief along a tow yard's frontage year round. Chinese Elm, Southern Magnolia, and Western Redbud trees are deciduous varieties that add some diversity and placed at various locations within the parking lot planters. Additionally, there are several types of background shrubs that include African Fortnight Lilly and Kangaroo Paw, Midground shrubs that include Heavenly Bamboo and Dwarf Bottle Brush, and Foreground shrubs that include Pink Mist and Prostrate Myoporum. Lastly, the rest of the groundcover placed in the landscape planters and setback areas includes Sweet Olive, New Zealand Flax, and India Hawthorn, all of which are considered to be drought tolerant with low water consumption rates. The Landscape Plan for the site has been reviewed by the City's Landscape Architect and directives have been included as part of the Planning Conditions of Approval.

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 project will be in compliance with the Highland Municipal Code, Fire, and Building & Safety 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 established prior to the issuance of occupancy. 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 of Fact set forth above, the Planning Commission approves Design Review Application (DRA 23-001).

Exhibit 1 attached includes the Project Plans.

Exhibit 2 attached includes the Conditions of Approval (DRA 23-001)

C. ADOPTION OF RESOLUTION.

The City Clerk shall certify to the adoption of this Resolution and shall cause the same to be published or posted in the manner prescribed by law.

PASSED, **APPROVED,** and **ADOPTED** this 19th day of September, 2023.

ATTEST:

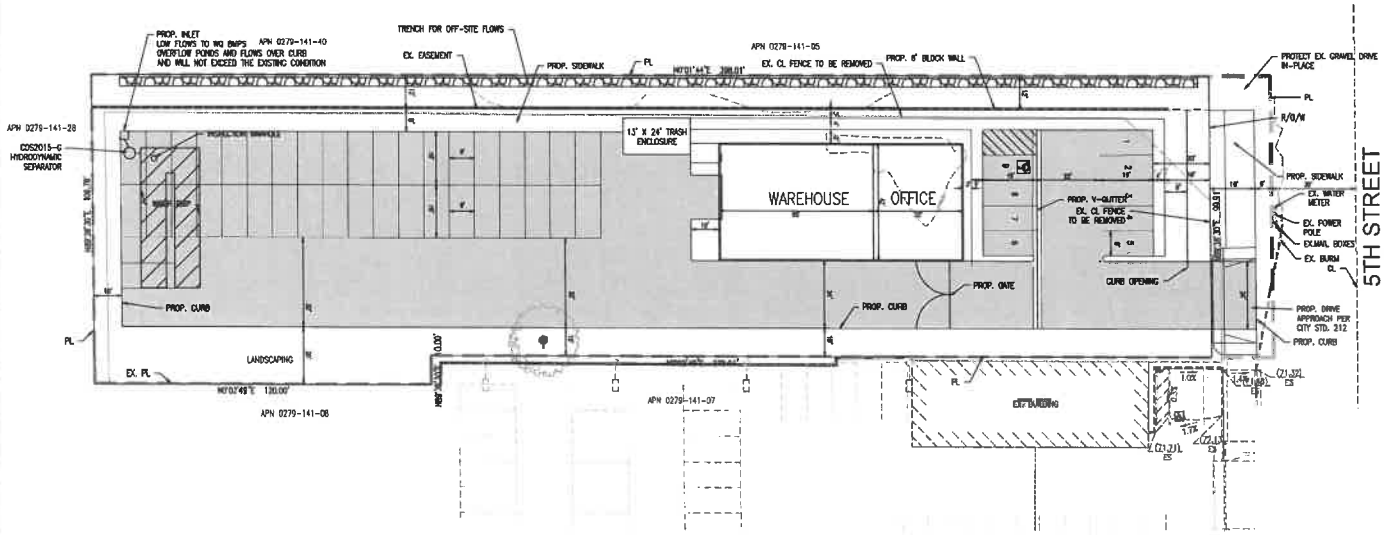
Randall Hamerly, Chairman
Planning Commission

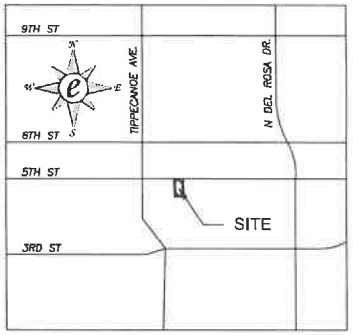
Lawrence A. Mainez
Community Development Director

Exhibit 1:

Project Plans

5TH ST TOW YARD
SITE PLAN
24989 5TH STREET



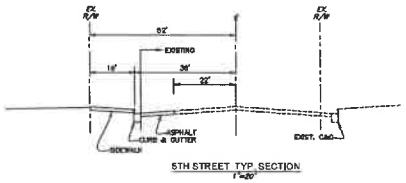


VICINITY MAP
N.T.S.

APPLICANT:	MR. KEVIN KENT, PRESIDENT TK MANAGEMENT SERVICES, LLC (626) 808-5067 Kevin.tkmanagementservices@hotmail.com
CIVIL ENGINEER:	ENCOMPASS ASSOCIATES, INC. 5899 COUSINS PLACE RANCHO CUCAMONGA, CA 91737 AARON BIKEERS 909.484.0093
LAND SURVEYOR	KELSOE & ASSOCIATES, INC. 1535 FIRST ST. NORCO CA 92860 ROBERT KELSOE 951-738-2164

UTILITY PURVEYOR CONTACT INFORMATION

ELECTRICITY	SOUTHERN CALIFORNIA EDISON 909-307-6749
NATURAL GAS	SOUTHERN CALIFORNIA GAS 909-335-7772
WATER & SANITARY SEWER	EAST VALLEY WATER DISTRICT 909-889-9501
CABLE TV	TIME WARNER'S CABLE 909-721-8589
TELEPHONE	VERIZON 909-748-8649



5TH STREET TYP. SECTION
1"=20'

SITE INFORMATION
PARCEL
- 24989 5TH ST.
- APN 0279-141-06
- 0.9800 AC
- UN-DEVELOPED
- PROPOSED OFFICE WAREHOUSE

LEGEND

TB	–	TRACT BOUNDARY
PL	–	PROPERTY LINE
R/W	–	RIGHT OF WAY
CL	–	CENTERLINE
EP	–	EDGE OF PAVEMENT
TC		TOP OF CURB
FL	–	FLOWLINE
FS	–	FINISHED SURFACE
GB	–	GRADE BREAK
INV	–	PIPE INVERT
FG	–	FINISH GRADE
ES	–	EXISTING SURFACE
EG	–	EXISTING GROUND
PAD	–	PAD ELEVATION
FF	–	FINISH FLOOR ELEVATION
GF	–	GARAGE FLOOR ELEVATION
HP	–	HIGH POINT
TRW	–	TOP OF RETAINING WALL
TF	–	TOP OF FOOTING
97.61	–	INDICATES PROPOSED ELEVATION
(97.61)	–	INDICATES EXISTING ELEVATION
SD		PROPOSED STORM DRAIN
SD		EXISTING STORM DRAIN
W		PROPOSED WATER LINE
W		EXISTING WATER LINE
F		PROPOSED FIRE LINE
F		EXISTING FIRE LINE
S		PROPOSED SEWER LINE
S		EXISTING SEWER LINE
		PROPERTY LINE
		RIGHT-OF-WAY
		CENTERLINE
		BLOCK WALL
3.0'		INDICATES EXTRA DEPTH FOOTING
		ADA PATH OF TRAVEL
		IMPROVEMENT LIMITS
		CONCRETE
		AC PAVEMENT

GRAPHIC SCALE
0 10 20
(IN FEET)
1 INCH = 20 FT.

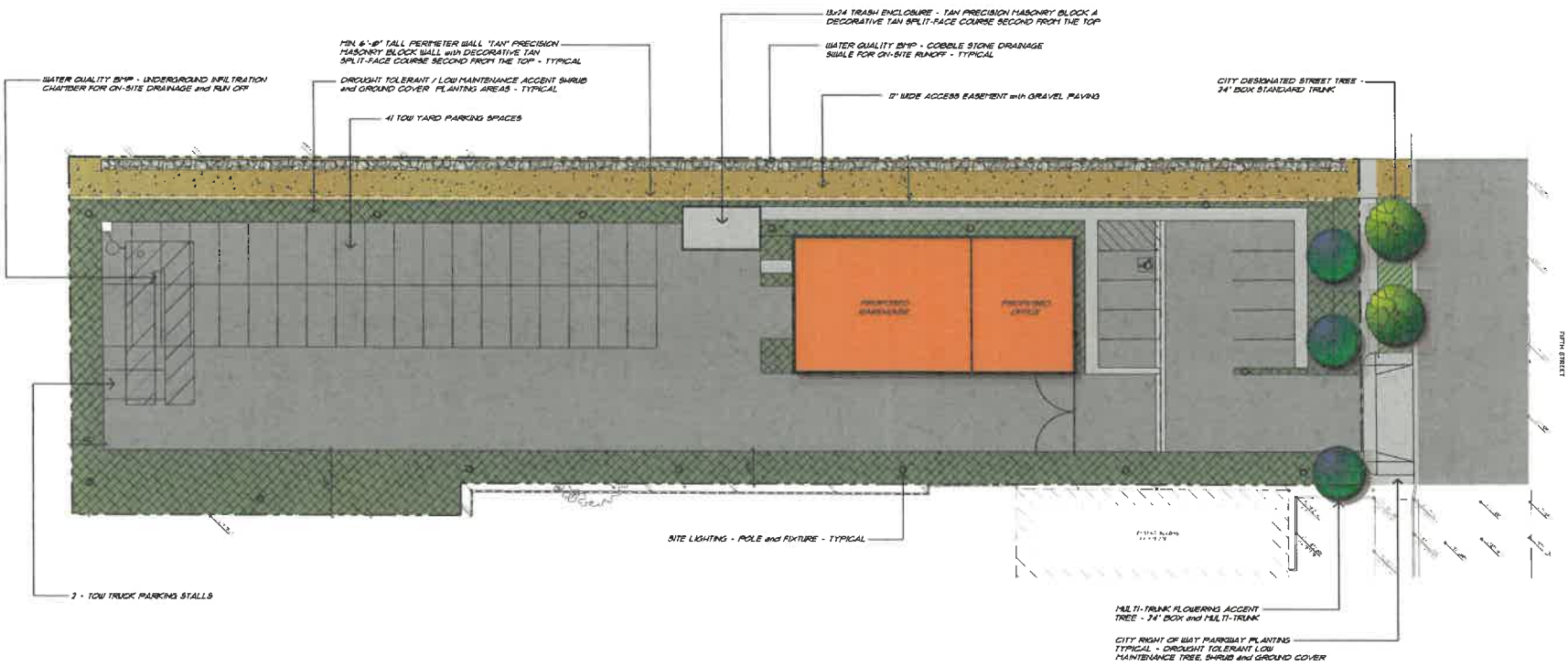
ENCOMPASS ASSOCIATES, INC.
CONSULTING CIVIL ENGINEERS
5899 COUSINS PLACE
RANCHO CUCAMONGA, CA 91737
(909) 484-0093

OWNER / DEVELOPER
JAVIER GONZALEZ
34 S. VISTA PLACE
UPLAND CA 91786
G241DW2000@YAHOO.COM
760-595-6628

SITE PLAN
24989 5TH STREET

VERSION HISTORY

SHEET
1 OF 2



WATER USE CALCULATIONS

MAWA (Annual Gallons Allowed)

MAWA = ETo x Ø.62 ((Ø.7 X AREA)) + ((Ø.3) X SLA)

MAWA = 55.6 x Ø.62 x (Ø.7 x 11,512 SF) + (Ø.3 x Ø) = 277,789 / YEAR

ETWU (Estimated Total Water Use in gallons per year)

$$MAWA = ETo \times Ø.62 \frac{((PF \times AREA)) + ((1-ETAF) \times SLA)}{IE} = MAWA$$

$$MAWA = 55.6 \times Ø.62 \times \frac{(Ø.45 \times 6,736\ SF) + (1 \times Ø)}{Ø.85} = 122,931 / YEAR \text{ (SHRUB)}$$

$$MAWA = 55.6 \times Ø.62 \times \frac{(Ø.45 \times 4,776\ SF) + (1 \times Ø)}{Ø.85} = Ø / YEAR \text{ (COBBLE)}$$

MAWA = TOTAL = 122,931 / YEAR

PROPOSED IRRIGATION SYSTEM

THE PROPOSED IRRIGATION SYSTEM SHALL CONSIST OF AN AUTOMATIC SMART IRRIGATION CONTROLLER ALONG with a SUB-SURFACE DRIP IRRIGATION SYSTEM, A MASTER CONTROL VALVE and A RAIN SENSOR TO MAKE UP THE MOST EFFICIENT IRRIGATION SYSTEM POSSIBLE WHICH WILL EXCEED THE THE STATE and CITY WATER CONSERVATION REQUIREMENTS PER ORDINANCE.

SUGGESTED PLANTING PALETTE

BOTANICAL NAME	COMMON NAME	SIZES	QUANTITY	WUCOLS
TREES 15 GALLON & 24" BOX				
A. CERCIS OCCIDENTALIS	WESTERN REDBUD TREE	15 GAL	-	L
B. MAGNOLIA G. 'SAMUEL SOMMER'	SOUTHERN MAGNOLIA	24" BOX	-	M
C. MELALEUCA LINARIFOLIA	FLAMER BARK TREES	24" BOX	-	L
D. QUERCUS AGRIFOLIA	COAST LIVE OAK	24" BOX	-	L
E. QUERCUS ILEX	HOLLY OAK TREE	24" BOX	-	L
F. ULMUS PARVIFOLIA	CHINESE ELM TREE	24" BOX	-	M
SHRUBS 1 & 5 GALLON				
1. ANIGOZANTHOS FLAVIDUS	KANGARO PAW	5 GAL	-	L
2. ARBUTUS UNEDO	STRAWBERRY TREE	5 GAL	-	L
3. CISTUS PURPUREUS	ORCHID ROCKROSE	5 GAL	-	L
4. MAHLENBERGIA C. 'REGAL MIST'	PINK MIST	1 GAL	-	M
5. DIANELLA REVOLUTA 'LITTLE REV.'	DIANELLA	5 GAL	-	M
6. CALLISTEMON 'LITTLE JOHN'	DWARF BOTTLEBRUSH	5 GAL	-	L
7. RHAPHIOLEPIS I. 'CLARA'	INDIA HAWTHORN	5 GAL	-	L
8. OSMANTHUS FRAGRANS	SWEET OLIVE	5 GAL	-	M
9. LIGUSTRUM JAPONICUM	WAXLEAF PRIVET	5 GAL	-	M
10. SALVIA GREGGII 'ALBA'	AUTUMN SAGE 'WHITE'	5 GAL	-	L
11. NANDINA DOMESTICA	HEAVENLY BAMBOO	5 GAL	-	M
12. MYOPORUM P. 'PUTAH CREEK'	PROSTRATE MYOPORUM	1 GAL	-	M
13. PHORMIUM T. 'TRI-COLOR'	NEW ZEALAND FLAX	5 GAL	-	M
M. DIETES HYBRIDS	AFRICAN FORTNIGHT LILY	5 GAL	-	M
VINES:				
V-1 PARTHENOSISUS TRICUSPIDATA	BOSTON IVY	1 GAL.		

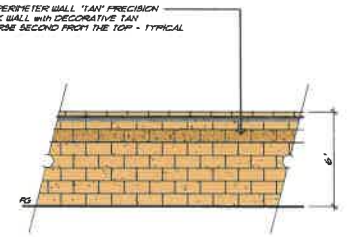
GROUND COVERS

MYOPORUM PARVIFOLIM 'PUTAH CREEK'

SHRUB PLANTING AREA with WOOD MULCH

PROSTRATE MYOPORUM FROM 1-GAL.'S AT 36" O.C.

4" THICK LAYER OF WOOD MULCH THROUGHOUT THE ENTIRE PLANTING AREA



PERIMETER WALL ELEVATION (A)

SCALE 1/16" = 1'-0"

DATE	REMARKS
12.9.22	IN-HOUSE BASE UPDATE 12.9.22
4.18.23	IN-HOUSE BASE UPDATE 4.18.23
5.16.23	IN-HOUSE BASE UPDATE 5.16.23
7.18.23	IN-HOUSE BASE UPDATE 7.17.23
9.26.23	CITY REQ. BASE UPDATE 9.25.23

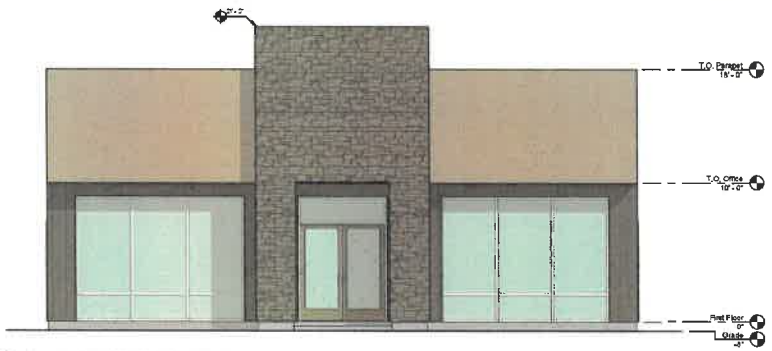
PREPARED BY:
PATRICK J DIAZ
Landscape Architect LA #3880
3453 Coral Way Pomona, CA 91767
909-576-1878 Email patrickjdiaz@gmail.com

OWNER / CLIENT:
OFFICE and TOW YARD
24896 FIFTH STREET
HIGHLAND, CA 92410

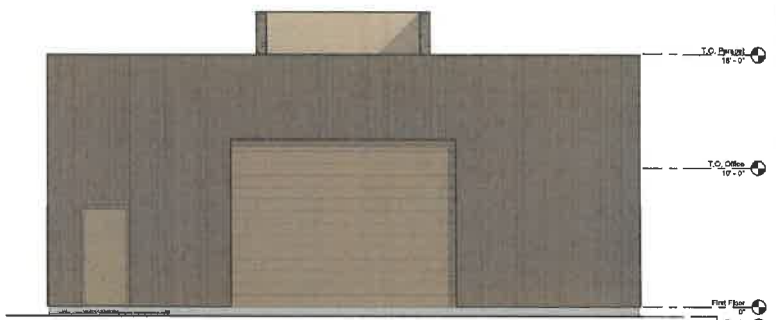
SHEET TITLE:
PRELIMINARY
LANDSCAPE SITE PLAN

DATE: MAY 8, 2023
PROJECT NO: -
DRAWN BY: P.J.D.
CHECKED BY: P.J.D.
SHEET NO: L 1

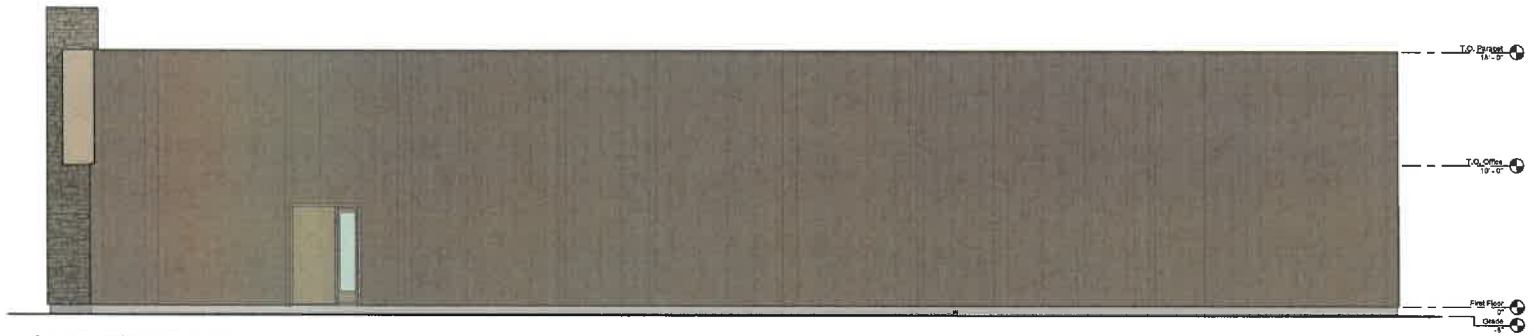
Preliminary - Not For Construction



1 FRONT EXTERIOR ELEVATION
1/4" = 1'-0"



2 REAR EXTERIOR ELEVATION
1/4" = 1'-0"



3 RIGHT EXTERIOR ELEVATION
1/4" = 1'-0"



4 LEFT EXTERIOR ELEVATION
1/4" = 1'-0"

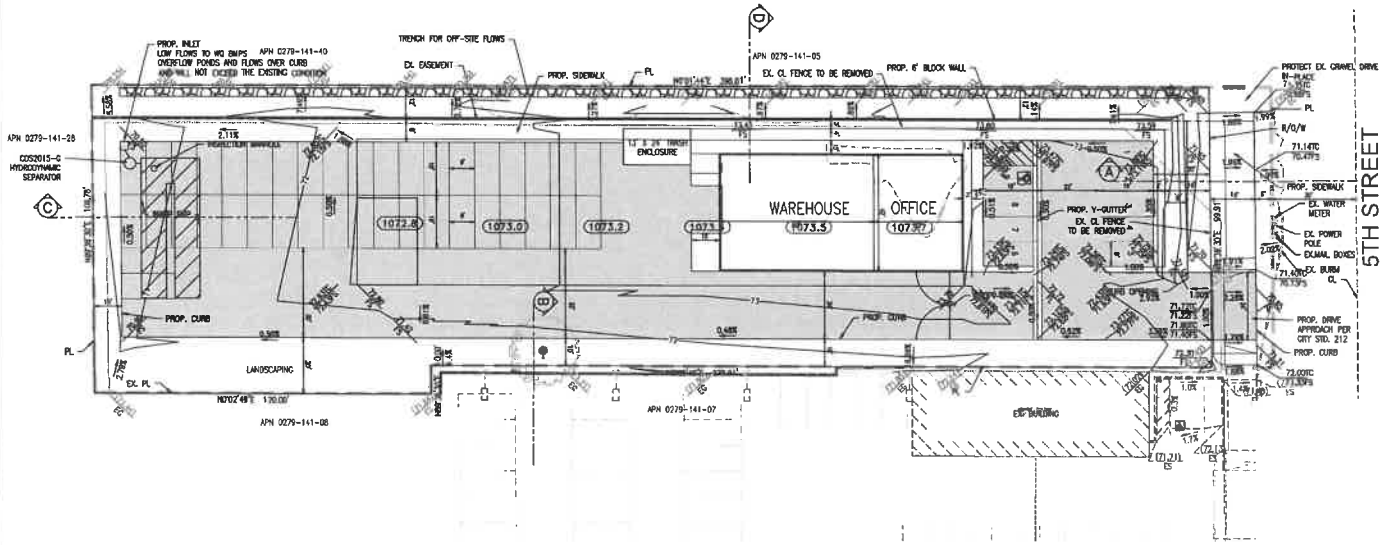
SEV. #	DATE	COMMENTS

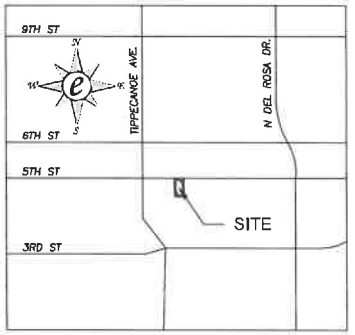
15th Street Tow Yard Project
Addr. 2468 W 5th St
San Bernardino, CA 92410
Arch. Mark Gulizia
Dwn. Mark Gulizia
Date 6/8/2023

EXTERIOR BUILDING ELEVATIONS

A201

5TH ST TOW YARD
CONCEPTUAL GRADING PLAN
24989 5TH STREET



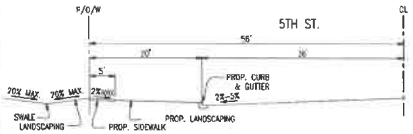


VICINITY MAP
N.T.S.

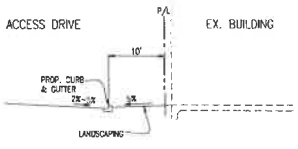
APPLICANT	MR. KEVIN KENT, PRESIDENT TK MANAGEMENT SERVICES, LLC (626) 808-5067 Kevin.timmingsenvironmentalservices@hotmail.com
CIVIL ENGINEER	ENCOMPASS ASSOCIATES, INC. 5899 COUSINS PLACE RANCHO CUCAMONGA, CA 91737 AARON SKEERS 909.664.0093
LAND SURVEYOR	KELSOE & ASSOCIATES, INC. 1835 FIRST ST. NORCO CA 92860 ROBERT KELSOE 951-739-2184

UTILITY PURVEYOR CONTACT INFORMATION

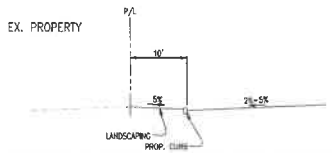
ELECTRICITY	SOUTHERN CALIFORNIA EDISON 909-307-8745
NATURAL GAS	SOUTHERN CALIFORNIA GAS 909-335-7772
WATER & SANITARY SEWER	EAST VALLEY WATER DISTRICT 909-888-9556
CABLE TV	TIME WARNER CABLE 909-721-4589
TELEPHONE	VERIZON 909-748-5649



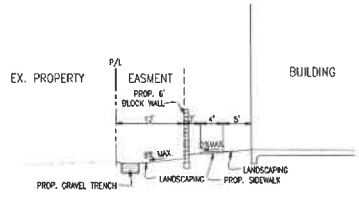
SECTION-A NORTH BOUNDARY ELEVATION
H = 1"=10'
V = 1"=10'



SECTION-B EAST BOUNDARY ELEVATION
H = 1"=10'
V = 1"=10'



SECTION-C SOUTH BOUNDARY ELEVATION
H = 1"=10'
V = 1"=10'



SECTION-D WEST BOUNDARY ELEVATION
H = 1"=10'
V = 1"=10'

LEGEND

TB	-	TRACT BOUNDARY
PL	-	PROPERTY LINE
R/W	-	RIGHT OF WAY
CL	-	CENTERLINE
EP	-	EDGE OF PAVEMENT
TC	-	TOP OF CURB
FL	-	FLOWLINE
FS	-	FINISHED SURFACE
GB	-	GRADE BREAK
INV	-	PIPE INVERT
FG	-	FINISH GRADE
ES	-	EXISTING SURFACE
EG	-	EXISTING GROUND
PAD	-	PAD ELEVATION
FF	-	FINISH FLOOR ELEVATION
GF	-	GARAGE FLOOR ELEVATION
HP	-	HIGH POINT
TRW	-	TOP OF RETAINING WALL
TF	-	TOP OF FOOTING
97.61	-	INDICATES PROPOSED ELEVATION
(97.81)	-	INDICATES EXISTING ELEVATION
SD		PROPOSED STORM DRAIN
SD		EXISTING STORM DRAIN
W		PROPOSED WATER LINE
W		EXISTING WATER LINE
F		PROPOSED FIRE LINE
F		EXISTING FIRE LINE
S		PROPOSED SEWER LINE
S		EXISTING SEWER LINE
		PROPERTY LINE
		RIGHT-OF-WAY
		CENTERLINE
		BLOCK WALL
0.25		INDICATES EXTRA DEPTH FOOTING
		ADA PATH OF TRAVEL
		IMPROVEMENT LIMITS
		CONCRETE
		AC PAVEMENT

SITE INFORMATION
PARCEL
- 24989 5TH ST.
- APN 0279-141-08
- 0.9800 AC
- UN-DEVELOPED
- PROPOSED OFFICE WAREHOUSE

GRAPHIC SCALE
0 10 20
(IN FEET)
1 INCH = 20 FT.

ENCOMPASS ASSOCIATES, INC.
CONSULTING CIVIL ENGINEERS
5899 COUSINS PLACE
RANCHO CUCAMONGA, CA 91737
(909) 664-0093

OWNER / DEVELOPER
JAVIER GONZALEZ
34 S. VISTA PLACE
UPLAND, CA 91786
GZ4TOW2009@YAHOO.COM
760-595-6628

CONCEPTUAL GRADING PLAN
24989 5TH STREET

VERSION HISTORY

SHEET
2 OF 2

Exhibit 2:

Conditions of Approval (DRA 23-001)

CITY OF HIGHLAND
PLANNING DIVISION CONDITIONS OF APPROVAL

Date:	September 19, 2023
Applicant:	Javier Gonzalez
Project No:	Design Review Application (DRA 23-001)
Proposal:	Construction of a 3,906 square foot office/workshop building as part of a tow yard on a vacant one (1) acre parcel.
Location:	24989 5th Street, San Bernardino, CA 92410 Assessor's Parcel Number: 0279-141-06
Related Entitlements:	Conditional Use Permit (CUP 23-011)

PLANNING CONDITIONS

These conditions of approval represent the Planning Division's conditions of approval and are meant to be one part of overall conditions of approval that include Building and Safety, the Fire Marshal, and other agency conditions of approval.

The conditions below are continuing conditions. Failure of the Applicant and/or operator to comply with any or all said conditions at any time shall result in the revocation of this permit granted to use the subject property.

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 structures authorized by this conditional use permit have occurred within thirty-six (36) months from the approval date of this conditional use permit, this conditional use permit 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 Planning Division a minimum of thirty (30) calendar days prior to the expiration of the conditional use permit. Such application shall be filed together with the City's processing fee, as established by the City Council.

2. This Design Review Application (DRA 23-001) shall pertain to the construction and operation of a vehicle towing business and office/workshop.

3. The exterior of the building shall feature modern design and various warm tones.

a. The south, east, and west building facias shall feature Sherwin Williams "Foothills" brown metal siding with Sherwin Willaims "Colonial Revival Stone" taupe colored man-doors and rollup vehicle doors.

b. The northern frontage will feature the "Foothills" brown metal siding around the main door and window trims with Omega "Cornico Beige" stucco along the upper portions of the fascia and "Eldorado Stone" veneer around the primary entrance.

4. The hours of operation for the tow yard shall be **8am to 5pm**, seven (7) days a week

5. The nine (9) primary parking spaces located toward the northern boundary of the property will be dedicated to customer and employee parking only.

6. Towed vehicles that are not expected to be retrieved by the respective owners before the end of the business day will be stored in the forty (40) impound spaces at the rear of the site, behind the existing gate and out of the public's view.

7. All permanent parking areas shall be paved and permanently maintained with asphalt or concrete and designated with clearly painted lines.

8. Trash enclosure shall be screened on at least three sides from public view by a solid wall not less than five feet in height. Permanent opaque panel gates shall be installed on all openings to the trash enclosure and meet the design criteria established by the Public Services Division.

    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.

9. Obtain all required building/occupancy permits from the Highland Building and Safety Division.

10. The Applicant is responsible for implementing all conditions of approval to the satisfaction of the Community Development Director, City Engineer, and Fire Marshal. 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.

11. 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.

12. 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.

13. The Applicant and 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.

14. Prior to issuance of a certificate of occupancy and/or final inspection for the tow yard and office/workshop by the City, all landscaping, irrigation or other construction shown on the approved landscaping and irrigation plans, shall be installed and approved by the City's Landscape Architect.

15. 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.

16. A photometrics plan shall be modified and resubmitted for review by the Planning Division prior to the issuance of a certificate of occupancy.

17. A 6-foot tall CMU wall shall be constructed along the western boundary of the property adjacent to the 12-foot wide access easement with gravel paving.

18. A 6-foot tall CMU wall shall be constructed along the southern boundary of the property to shield impounded vehicles from the residence to the south.

19. A 6-foot tall tubular steel fence shall be installed around the southern and eastern property lines.

Landscaping

20. Applicant to clarify easement in function and use- currently it appears to be used as a drive- but plans show trees in the center with a wall shifted closer to the structure rather than the property line creating a narrow alley – WQMP plan shows an additional wall at property line and state area is for storm water bmp- please note requirement for easement and clarify use on plans.

21. Applicant to provide elevation with point of view from 5th street including conceptual landscape and block walls for verification of site impact to neighboring parcels.

22. 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 were applicable.

23. All shrubs shall be a minimum of 5 gallon with "accents" on 5th street frontage having a mix of 15-gallon specimens and 5 gallon specimens in a percentage of 30% -15 gallon and 70% - 5 gallon.

24. Applicant shall note Street trees for 5th Street shall be coordinated with City Landscape Architect for final species selection.

25. Applicant shall include additional species of vines and espalier plant material in areas against walls for additional texture in addition to shrub planting where screening is required.

26. Applicant shall verify meeting minimum 15% landscape coverage for total site, please include total site sq. ft. versus total Landscape area on planting plan.

27. Applicant shall verify shading requirement for parking lots are met with an exhibit documenting areas and coverage.

28. Provide a concrete header where frontage landscape meets adjacent neighboring parcels to protect the integrity of the proposed planting, and to define the limits of maintenance responsibility.

STAFF REPORT

TO THE PLANNING COMMISSION

DATE: September 19, 2023

FROM: Lawrence A. Mainez, Community Development Director

REVIEWED BY: Kim Stater, Assistant Community Development Director KS

PREPARED BY: Travis Trejo, Assistant Planner TT

SUBJECT: Conditional Use Permit (CUP 23-013), Design Review Application (DRA 23-003), and a Notice of Exemption for the construction of a 4,690 square foot metal building related to the expansion of an existing major auto repair facility located 27178 3rd Street. Assessor's Parcel Numbers: 1192-641-25

OWNER/APPLICANT: Dib Saleh

RECOMMENDATION: Staff recommends the Planning Commission:

1. Adopt Resolution No. 2023-____, approving Conditional Use Permit (CUP 23-013) and Design Review Application (DRA 23-003) for the construction of a 4,690 square foot metal building related to the expansion of an existing major auto repair facility on a 0.92 acre parcel, subject to the Conditions of Approval and Findings of Fact; and

2. Direct staff to file a Notice of Exemption with the County Clerk of the Board of Supervisors.

FISCAL IMPACT: The Applicant submitted the required deposit for processing the entitlements. Staff time spent working on the applications is charged to this balance.

PUBLIC NOTICE: As required by the City Council, notice of the public hearing was posted at the City's three designated posting locations. In addition, the notice was posted on the City's website, mailed to property owners within three-hundred (300) feet of the project site, and published in the San Bernardino Sun newspaper on September 8, 2023. No further notice is required.

Approved _____	Motion _____	Second _____	Agenda Item No. 4
Denied _____	Ayes _____		
	Noes _____		File No. _____
Continue _____	Abstain _____		
	Absent _____		

Recording Secretary

Community Development Director

PUBLIC COMMENT: At the time of preparing this report, Staff received no written comments.

DESCRIPTION OF SITE: The project site is located along the north side of 5th Street, a roadway defined in the General Plan as a "major highway", mid-block between Palm Avenue and Central Avenue (Exhibit A – Area Map). The property features an existing 2,800 square foot steel building consisting of four (4) 700 square foot vehicle bays with 15 foot tall roll-up style doors. There is also an existing 870 square foot converted single-family residence that was constructed in 1964 and is currently being utilized as an office by the Royal Coach Auto Body business on the site.

The existing office building features a light taupe stucco exterior and a low-pitch brown shingle roof with a white door and new white vinyl framed windows. The steel building is consistent with the taupe color scheme with "Roman Column" exterior paneling and "Dusted Olive" colored accent trim. The building can be accessed through two (2) separate man-door entrances located along the northern and southern ends as well as the roll-up style vehicle doors on the eastern and western building fronts. The building has been occupied by Royal Coach Auto Body since 2017.

Royal Coach Auto Body is a full service vehicle collision center that specializes in major vehicle body work including chassis reconstruction, body panel restoration and replacement, and painting. While there is no actual mechanical or engine work being done by the business, the extent of the body work conducted by Royal Coach Auto Body is classified as major auto repair. Hours of operation for the current business are 8am to 5pm, Monday through Friday, and 8am to 12pm on Saturdays.

Surrounding Land Uses

North: Peta's Car Care
South: Matich Contractors Yard & Semi Truck Storage (Within SB International Airport)
East: Jay's Auto Body & Repair
West: AAA Storage of Highland

Location	General Plan	Zoning
North:	Business Park (BP)	Business Park (BP)
South:	*City of San Bernardino*	*Alliance California (Specific Plan 95-01)*
East:	Business Park (BP)	Business Park (BP)
West:	Business Park (BP)	Business Park (BP)

The developed site is relatively flat with a slope of approximately zero to five percent (0% - 5%). On-site drainage flows to the south toward the proposed underground infiltration chamber. The location is also approximately two (2) miles southwest of the San Andreas Earthquake Fault and does not fall within the Alquist-Priolo Earthquake

Fault Zone. Additionally, the project site is not located within a FEMA flood zone or a High Fire Severity Area.

PROJECT REVIEW/ANALYSIS: The 0.92 acre site is partially improved, with paving completed only on the southern half where Royal Coach Auto Body conducts business. The northern half of the site is undeveloped and features a variety of bushes and shrubs. This is where the new 4,690 square foot building for a separate future tenant is proposed. The site offers drive access to and from 3rd Street to the south. There is currently an existing six (6) foot tall chain link fence along the sides and rear of the site that will be removed and replaced with a six (6) foot tall CMU wall. The chain link fence and gate along the 3rd Street frontage will be replaced with six (6) foot tall tubular steel.

Conditional Use Permit

Site Plan

The expansion of the major auto repair facility will feature six (6) vehicle bays accessible through the 12-foot tall rollup doors along the eastern frontage. There will be a dedicated foyer/customer entrance area with an adjacent restroom at the north end of the of the building as well as two (2) additional restrooms located along the south side (Exhibit B – Site Plan). Services provided will include oil changes, tire rotations, brake fluid flushes and brake pad replacements. The proposed hours of operation for the business will be 8am to 5pm, Monday through Friday and 8am to 12pm on Saturdays.

Parking

The existing building onsite features a 2,800 square foot layout along with four (4) vehicle service bays and the separate 870 square foot office, as previously mentioned. The proposed expansion adds 4,690 square feet of auto repair interior floor area with six (6) vehicle service bays, bringing the total auto repair square footage on the site to 7,490 square feet and ten (10) service bays. With a requirement of one (1) space per 250 square feet of office space, 500 square feet of auto repair square footage, and two (2) spaces per vehicle service bay, the forty (40) total parking spaces provided satisfies the parking requirement of thirty-nine (39) spaces for this site.

The thirty-eight (38) standard spaces, two (2) ADA accessible spaces, and two (2) loading areas have been proposed in a single-loaded, double aisle formation along the northern and eastern boundary of the site. Separated by 5-foot wide landscape planters, the parking spaces are split into clusters of 4, 5, 6, 7, and 8 with ADA accessible spaces located toward the southern end of the site near the office building.

Access

The site will continue to provide both vehicular and pedestrian accessibility from 3rd Street to the south. Sidewalks, curbs, and gutters have already been constructed along the 3rd Street frontage and the addition of the 4,690 square foot building to the site is anticipated to have minimal overall impacts to ingress and egress along 3rd Street.

Design Review Application

Elevations

The new 4,690 square foot steel building will feature an overall height of eighteen (18) feet at the ridge and a low pitch roof with a height of sixteen (16) feet at the eaves, a design mirroring the existing 2,800 square foot building onsite. The southern portion of the new building containing the restrooms will have a height of nine (9) feet.

For the new building, the Applicant is proposing the same overall color scheme as the existing metal building as well. Consistent with the taupe theme, the 4,690 square foot building will feature "Roman Column" exterior paneling with "Navajo White" accents and "Dusted Olive" colored exterior metal brows along the eastern building frontage and southeast corner. (Exhibit 3 – Elevations).

Landscape

According to the City of Highland Municipal Code, developments within the Business Park Zone zone must include a 20-foot landscaped front setback area. This landscaping must consist predominantly of plant materials except for necessary walkways and driveways. The existing office building on the site is already set back 53 feet from the 3rd Street frontage and features a fully landscaped front yard area with Hong Kong Orchid Trees and Kentucky bluegrass, which will remain as-is.

The landscaping that is proposed as part of the expansion of the site is sparse and comprises of Shoestring Acacia and Hong Kong Orchid trees as well as Cimarron Texas Ranger and Purple Needle Grass within the landscape planters in the parking area. Around the trash enclosure at the center of the site are Dwarf Bottlebrush and Blue Bells Emu Bush. Lastly, within the diamond planters along the northern and eastern property boundaries are Rosemary and Sage groundcover (Exhibit D – Landscape Plan). The City's Landscape Architect reviewed the proposed landscape plan and provided the following comments/corrections that have been included as part of the Planning Conditions of Approval:

1) Applicant shall depict traffic sight lines at all vehicular ingress/egress points to allow proper analysis and verification that proposed landscape and perimeter walls do not interfere with clear lines of sight

2) Applicant shall include a mix of larger tree sizes with the minimum size being24" box- 50% of total, 36" box 30% of total, and 48" box 20% of total.

3) Applicant shall add additional trees to parking area to limit heat gain from proposed large concrete paving area. Applicant shall achieve 50% shading at maturity for parking areas.

4) Applicant shall work with the City Landscape Architect to select optimal trees for scale and shading of the sidewalk along 3rd Street.

5) Applicant shall add landscape coverage calculations including overall percentage of landscape versus total lot size to planting concept.

Vehicle Repair Development Standards

According to the City of Highland Municipal Code, major auto repair facilities must satisfy additional design criteria with regard to paving, enclosures, and onsite parking prior to Planning Commission review. The subject site shall feature a fully paved site, enclosed building(s), and dedicated parking areas for customers separate from vehicle storage. The process of vehicle repairs and rehabilitation will occur entirely within the two (2) buildings on the site with garage bay doors facing east, away from the public's view from the 3rd Street right of way. Lastly, the forty (40) total proposed vehicle spaces on the site have been arranged in a single loaded aisle formation. Along the northern property line, there are nine (9) stalls with the remaining thirty-one (31) spaces along the eastern boundary with clusters of 4, 5, 6, 7, and 8 spaces separated by 5-foot wide landscape planters. Further development standards regarding storage, litter, and hazardous waste elimination have also been conditioned to be addressed and satisfied by the Applicant.

Signs

As aforementioned, a single pole sign at the southern end of the site, along the 3rd Street frontage, is being utilized by the existing Royal Coach Auto Body business on the site. The project has been conditioned so that prior to the issuance of the building permit for the 4,690 square foot building, the existing pole sign shall be removed. The Applicant shall then submit revised plans for a new monument sign , in accordance with the City's sign code, containing the business names of both auto repair tenants for Staff's review.

ENVIRONMENTAL REVIEW: Pursuant to CEQA, this project is Categorically Exempt from environmental proceedings pursuant to Section 15301, Class 32, In-Fill Developments, of the California Environmental Quality Act (CEQA) Guidelines, since:

a) The project is consistent with the applicable general plan designation and all applicable general plan policies as well as with applicable zoning designation and regulations;
b) The proposed development occurs within 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;
d) Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality; and
e) The site can be adequately served by all required utilities and public services.

SUMMARY: The City of Highland General Plan designates the project site as Business Park (BP). The Applicant's proposal for the expansion of the existing major auto repair entitlement is consistent with the requirements and development standards per Section 16.44.240 of the Highland Municipal Code for "Vehicle Repair Facilities" via the approval of a Conditional Use Permit and Design Review Application. Staff recommends the Planning Commission approve the proposed project, subject to the conditions of approval and findings of fact.

EXHIBITS:

1) Area Map
2) Photos of Existing Site

ATTACHMENTS:

1) Resolution No. 2023-____ for Conditional Use Permit (CUP 23-013) and Design Review Application (DRA 23-003)
    Exhibit A: Site Plan
    Exhibit B: Elevations
    Exhibit C: Landscape Plan
    Exhibit D: Grading Plan
    Exhibit E: Conditions of Approval

Exhibit 1:

Area Map

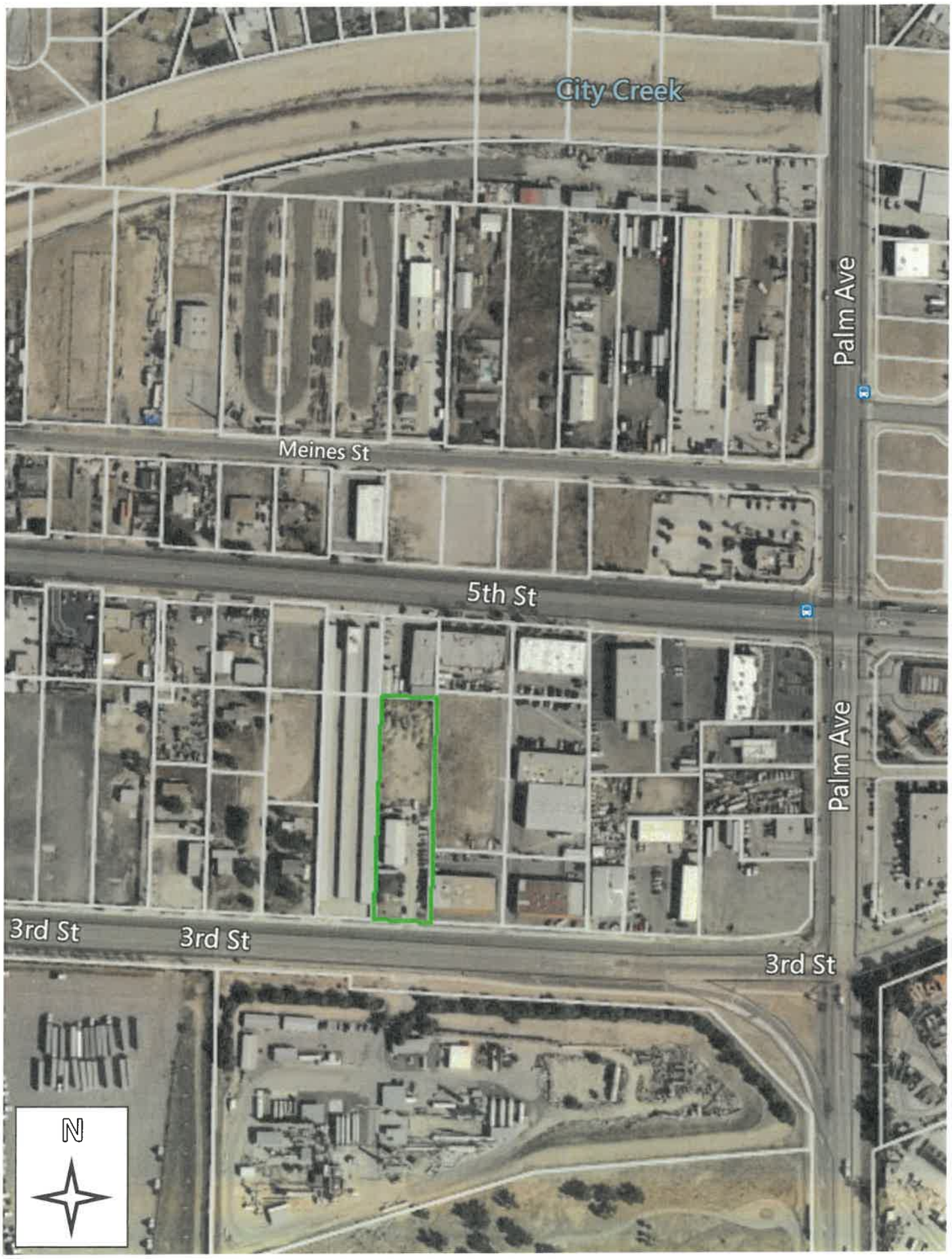

City Creek
Palm Ave
Meines St
5th St
Palm Ave
3rd St
3rd St
3rd St
N

Exhibit 2:

Photos of Existing Site


AUTO
BODY







Attachment 1:

Resolution No. 2023-____ for

Conditional Use Permit (CUP 23-013) and

Design Review Application (DRA 23-003)

RESOLUTION NO. 2023-____

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF HIGHLAND, CALIFORNIA, APPROVING CONDITIONAL USE PERMIT (CUP 23-013) AND DESIGN REVIEW APPLICATION (DRA 23-003) FOR THE CONSTRUCTION OF A 4,690 SQUARE FOOT METAL BUILDING RELATED TO THE EXPANSION OF AN EXISTING MAJOR AUTO REPAIR FACILITY ON A 0.92 ACRE PARCEL LOCATED AT 27178 3RD STREET.

ASSESSOR'S PARCEL NUMBER: 1192-641-25.

OWNER: DIB SALEH

A. RECITALS

1. On April 3, 2023, the Applicant submitted an application for Design Review Application (DRA 23-003) to construct a 4,690 square foot metal building related to the expansion of an existing major auto repair facility on a 0.92 acre parcel.

2. On August 15, 2023, the Applicant submitted an application for Conditional Use Permit (CUP 23-013) to expand the use to major auto repair and allow flexibility for potential future tenants.

3. On September 8, 2023, the notice of the public hearing was posted at the City's three designated posting locations. In addition, the notice was posted on the City's website, mailed to property owners within three-hundred (300) feet of the project site, and published in the San Bernardino Sun newspaper.

4. On September 19, 2023, the Planning Commission of the City of Highland conducted a public hearing on the subject applications and concluded the hearing on this date.

5. All legal prerequisites to the adoption of this Resolution have occurred.

6. Pursuant to CEQA, project is Categorically Exempt from environmental proceedings pursuant to Section 15301, Class 32, In-Fill Developments, of the California Environmental Quality Act (CEQA) Guidelines.

B. RESOLUTION

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

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

2. The City of Highland Planning Commission after due consideration, inspection, investigation and study made by itself and on its behalf, and after due consideration of all evidence and reports offered at said hearing, including the staff report to the Planning Commission dated September 19, 2023, 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. Findings of Fact for Conditional Use Permit (CUP 22-008):

   a. The proposed use is permitted within the subject district pursuant to the provisions of this section, and complies with all of the applicable provisions of this title; and is consistent with the goals, policies, and objectives of the Highland General Plan, and the applicable development policies and standards of the city.

      Response: A major auto repair facility, such as the one proposed, is permitted within the General Plan's Business Park (BP) zone and land use designation upon approval of a Conditional Use Permit. Applicable provisions in the Highland Municipal Code, Title 16, *Land Use*, include but are not limited to, Chapter 16.24 *Employment Zones*, 16.40 *General Development Standards*, 16.54 *Parking,* and 16.44.240 *Vehicle Repair Facilities*. The subject site shall feature full paving, enclosed building(s), and dedicated parking areas for customers separate from vehicle storage. The process of vehicle repairs and rehabilitation will occur entirely within the two (2) buildings on the site with garage bay doors facing east, away from the public's view from the 3rd Street right of way. Lastly, the forty (40) total proposed vehicle spaces on the site have been arranged in a single loaded aisle formation. Along the northern property line, there are nine (9) stalls with the remaining thirty-one (31) spaces along the eastern boundary with clusters of 4, 5, 6, 7, and 8 spaces separated by 5-foot wide landscape planters. Further development standards regarding storage, litter, and hazardous waste elimination have also been conditioned to be addressed and satisfied by the Applicant.

      The General Plan goals and policies relevant to the project include its inclusion in the 5th Street Corridor Policy Area, and general standards applicable to the Land Use Element, Circulation Element, and Community Design Element. The project meets all relevant goals and policies.

   b. The proposed use would not impair the integrity and character of the district in which it is to be established or located.

Response: The project would be developed in compliance with the Highland General Plan and Municipal Code standards related to major auto repair facilities in the Business Park (BP) District within the 5th Street Corridor Policy Area. It meets development code standards such as land use, setbacks, density, lighting, parking, circulation, etc. It has a design consistent with the existing building on the site as well as adjacent auto repair and service related uses along the 5th Street Corridor.

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

Response: The project site is appropriate for a major auto repair facility as this portion of the 5th Street Corridor is geared toward more intense, Business Park (BP) and light Industrial (I) uses. Further, the 5th Street Corridor envisions undeveloped and partially vacant parcels to be built out with research and development, office-based firms, business support services, and commercial uses requiring large parcels. The proposed expansion of the existing major auto repair use is consistent with this vision.

Additionally, per Municipal Code Section 16.44.240 for Vehicle Repair Development Standards, the subject site shall feature a fully paved site, enclosed building(s), and dedicated parking areas for customers separate from vehicle storage. The process of vehicle repairs and rehabilitation will occur entirely within the two (2) buildings on the site with garage bay doors facing east, away from the public's view from the 3rd Street right of way. Lastly, the forty (40) total proposed vehicle spaces on the site have been arranged in a single loaded aisle formation. Along the northern property line, there are nine (9) stalls with the remaining thirty-one (31) spaces along the eastern boundary with clusters of 4, 5, 6, 7, and 8 spaces separated by 5-foot wide landscape planters. The proposed addition meets the minimum lot size, lot width and depth as well as required building setbacks.

d. There are adequate provisions for water, sanitation, and public utilities and services to ensure public health and safety.

Response: The project site is already being served by water, sewer, public utilities, as well as served by the City of Highland Fire and Police Departments. There are adequate provisions for water, sanitation, and public utilities and services to ensure public health and safety.

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 expansion of a major auto repair facility in this portion of the city will not be detrimental to the public health, safety, welfare, or materially injurious to properties and improvements in the vicinity. The subject site is partially developed and has been occupied by the "Royal Coach Auto Body" business since 2017. The proposed 4,690 building will be oriented and designed to look the same as the existing 2,800 square foot building already on the site with roll-up style garage doors that open toward the interior of so that entrances to individual vehicle bays shall not face the public right-of-way. The conditions of approval have been provided to ensure compliance with the specific use site development standards.

f. The proposed use would not result in a significant effect on the environment.

Response: This project is Categorically Exempt from environmental proceedings pursuant to Section 15301, Class 32, In-Fill Developments, of the California Environmental Quality Act (CEQA) Guidelines, since the project consists of the buildout of an existing parcel that is already being operated by a major auto repair use. The addition of the 4,690 square foot building will not exceed the lot coverage limit or protrude into setback areas established for the Business Park (BP) zone. Additionally, the exterior of the new building will be consistent with the appearance of the existing building on site.

4. Design Review Application (DRA 23-003) Findings of Fact:

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

Response: The project is located within the Business Park (BP) land use designation and proposes to expand operations for an already established and operating major auto repair facility. The existing 870 square foot office building on the site is considered legal, non-conforming as it was constructed in 1964, prior to the City's incorporation, but does not comply with the current building setback requirements for the Business Park (BP) zone. The existing 2,800 square foot auto repair building was constructed in 2001 and does satisfy all development standards and setback criteria. The proposed 4,690 square foot auto repair expansion building will also be compliant with all Business Park (BP) development criteria pertaining to height, setbacks, parking and lot coverage.

b. That the proposed use is in accordance with the objectives of this title, and the purposes of the land use district in which the site is located.

Response: The expansion of an auto repair use in this portion of the city is consistent with the general surroundings of this site. The proposed use is

appropriate in nature and in keeping with the development standards of the Business Park (BP) zoning classification. The subject site will feature full paving, enclosed building(s), and dedicated parking areas for customers separate from vehicle storage. The process of vehicle repairs and rehabilitation will occur entirely within the two (2) buildings on the site with garage bay doors facing east, away from the public's view from the 3rd Street right of way. Lastly, the forty (40) total proposed vehicle spaces on the site have been arranged in a single loaded aisle formation. Along the northern property line, there are nine (9) stalls with the remaining thirty-one (31) spaces along the eastern boundary with clusters of 4, 5, 6, 7, and 8 spaces separated by 5-foot wide landscape planters. Further development standards regarding storage, litter, and hazardous waste elimination have also been conditioned to be addressed and satisfied by the Applicant.

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

Response: The project is suitable and permitted within the General Business Park (BP) zone and proposes to expand a major auto repair use.

The proposed expansion is suitable for the Business Park (BP) land use and zoning designation. The new building adds 4,690 square feet of auto repair interior floor area with six (6) vehicle service bays, bringing the total auto repair square footage on the site to 7,490 square feet and ten (10) service bays. With a requirement of one (1) space per 250 square feet of office space, 500 square feet of auto repair square footage, and two (2) spaces per vehicle service bay, the forty (40) total parking spaces provided satisfies the parking requirement of thirty-nine (39) spaces for this site. A six (6) foot tall CMU wall will be constructed around the perimeter of the property and six (6) foot tall tubular steel fencing will be installed along the 3rd Street frontage.

The landscaping that is proposed as part of the expansion of the site is sparse and comprises of Shoestring Acacia and Hong Kong Orchid trees as well as Cimarron Texas Ranger and Purple Needle Grass within the landscape planters in the parking area. Around the trash enclosure at the center of the site are Dwarf Bottlebrush and Blue Bells Emu Bush. Lastly, within the diamond planters along the northern and eastern property boundaries are Rosemary and Sage groundcover. The City's Landscape Architect reviewed the proposed landscape plan and provided the following comments/corrections that have been included as part of the Planning Conditions of Approval.

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 expansion of a major auto repair use in this portion of the city will not be detrimental to the public health, safety, welfare, or materially injurious to properties and improvements in the vicinity. The subject site will be fully paved with asphalt and will not have any unimproved surfaces except for onsite buildings and required landscaping. Additionally, the access to the vehicle bays opens along the interior of the site so that vehicles in service will not be visible from the public right-of-way. Conditions of approval have been provided to ensure compliance with the specific use site development standards.

4. Based on the Findings of Fact set forth above, the Planning Commission approves Conditional Use Permit (CUP 23-013) and Design Review Application (DRA 23-003) to construct a 4,690 square foot metal building for the expansion of an existing major auto repair facility.

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.

Exhibit A includes the Site Plan

Exhibit B includes the Elevations

Exhibit C includes the Landscape Plan

Exhibit D includes the Grading Plan

Exhibit E includes the Conditions of Approval

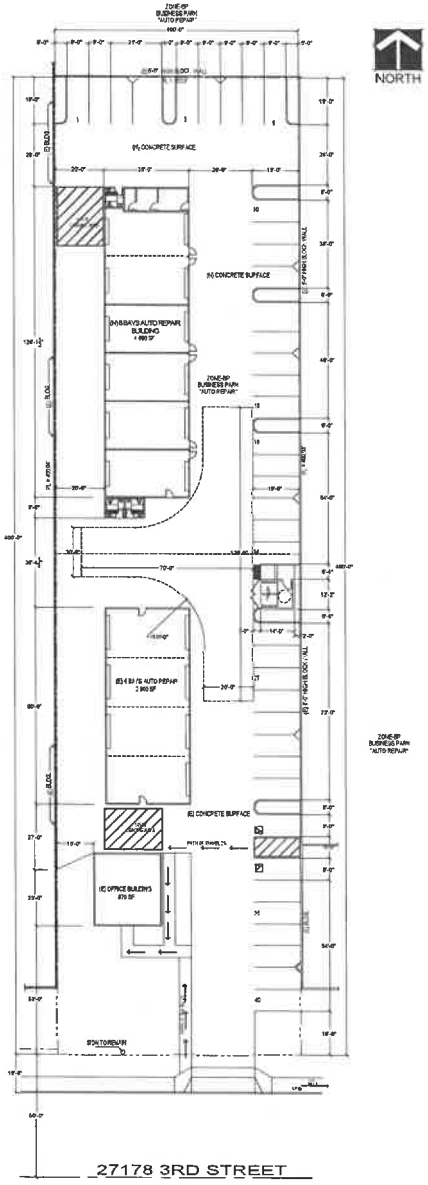
PASSED, **APPROVED,** and **ADOPTED** this 19th day of September 2023.

ATTEST:

Randall Hamerly, Chairman Planning Commission	Lawrence A. Mainez Community Development Director

Exhibit A:

Site Plan





VICINITY MAP N.T.S.

PROPERTY OWNER:

DIB SALEH
27178 3RD STREET
HIGHLAND CA 92346
TEL 909-800-2979
EMAIL: SAMISALEH1105@GMAIL.COM

PROPERTY ADDRESS:

27178 3RD STREET
HIGHLAND CA 92346
APN 1192-041-25-1000

APPLICANT / MAP DESIGNER:

ELIAS ALFATA
6372 GARDEN HILLS WAY
RIVERSIDE CA 92506
TEL 951-454-0912
EMAIL, GEDRIVERSIDE@GMAIL.COM

UTILITIES:

WATER & SEWER: CITY OF HIGHLAND 909/864-6861
GAS: KANSAS GAS SERVICE 800/427-2200
ELECTRICITY: CITY OF HIGHLAND 909/864-6861
TRASH BURRTEC 909/889-1969

PROJECT DETAILS:

CONSTRUCT A 4,690 SF AUTO REPAIR BUILDING
PROPOSED METAL BUILDING TO MATCH EXISTING
NEW BUILDING TO MATCH IN HEIGHT THE EXISTING.
SITE OFFER AN AUTO REPAIR BUILDING 2,800 SF
CONSTRUCT NEW TRASH ENCLOSURE PER CITY DWG
NEW PARKING AREA SURFACE TO BE CONCRETE

SITE DATA:

LOT SIZE	40,000 SF = 0.92 AC
(E) AUTO REPAIR BUILDING:	2,800 SF
(N) AUTO REPAIR BUILDING	4,690 SF
PROPOSED BUILDING HEIGHT:	26'-9"
TYPE OF CONSTRUCTION:	5B
OCCUPANCY GROUP	F-1
EXISTING ZONING:	BP-BUSINESS PARK
PROPOSED ZONING	BP-BUSINESS PARK
PROPOSED USE:	AUTO REPAIR

BUILDING DATA:

NEW AUTO REPAIR BUILDING:	4,690 SF
OCCUPANCY GROUP:	F-1
SPRINKLER SYSTEM	YES
BUILDING HEIGHT	26'-9"

PARKING ANALYSIS:

(E) OFFICES	870 / 250 =	3 SPACES
(E) AUTO REPAIR BUILDING	2,800 / 500 =	6 SPACES
(E) AUTO REPAIR W/ 4-BAYS:	4 X 2 =	8 SPACES
(N) AUTO REPAIR BUILDING:	4,690 / 500 =	9 SPACES
(E) AUTO REPAIR W/ 4-BAYS:	6 X 2 =	12 SPACES
TOTAL PARKING REQUIRED		38 SPACES
TOTAL PARKING PROVIDED		40 SPACES
HANDICAP PARKING "VAN ACCESSIBLE":		1 SPACE
HANDICAP PARKING ACCESSIBLE:		1 SPACE
LOADING AREA PROVIDED	18' X 20'	2 SPACES

ALFA DESIGN
6372 GARDEN HILLS WAY
RIVERSIDE, CA. 92506
gedriverside@gmail.com
TEL: 951 . 454 . 0912

REVISION	BY
1 -	EA
2 -	EA
3	EA
4	EA

JOB LOCATION
27178 3rd Street
San Bernardino 92346
APN: 1192-041-25-1000

OWNER
DIB SALEH
3723 Palm Crest Dr
Riverside Ca 92337
909/ 800-2979

APPLICANT
ELIAS ALFATA
6372 GARDEN HILLS WY
Riverside Ca 92506
951-454-0912
gedriverside@gmail.com

TITLE SHEET & SITE PLAN
AUTO REPAIR

SCALE 1"=20'-0"
DATE 03/02/2023
DESIGNER ELIAS ALFATA
ENGINEER MIKE MEDOFER
REVIEWED BY ELIAS ALFATA

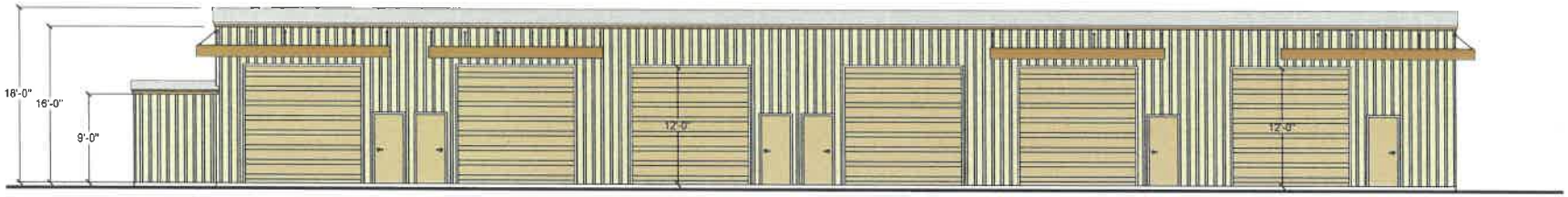
JOB No 23-271

SHEET A1-0
OF SHEETS -

Exhibit B:

Elevations

BUILDING EXTERIOR COLOR SELECTION
ROOF COVER, ENTRY DOORS & ROLL UP DOORS
NAVAJO WHITE SW-6126
EXTERIOR CANOPY
DUSTED OLIVE SW-9028
EXTERIOR PANELING
ROMAN COLUMN SW-7562



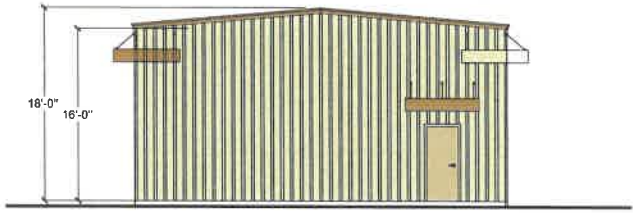
RIGHT ELEVATION SCALE: 1/4" = 1'-00"
STEEL BUILDING "BORGA"



LEFT ELEVATION SCALE: 1/4" = 1'-00"
STEEL BUILDING "BORGA"



FRONT ELEVATION SCALE: 1/4" = 1'-00"
STEEL BUILDING "BORGA"



REAR ELEVATION SCALE: 1/4" = 1'-00"
STEEL BUILDING "BORGA"

ALFA DESIGN
5372 GARDEN HILLS WAY
RIVERSIDE, CA. 92506
gedriverside@gmail.com
TEL: 951 . 454 . 0912

REVISION	BY
1 -	EA
2 -	EA
3	EA
4	EA

JOB LOCATION
27178 3rd Street
San Bernardino 92346
APN: 1192-641-25-1000

OWNER
DIB SALEH
3723 Palm Crest Dr
Riverside Ca 92337
909/ 800-2979

APPLICANT
ELIAS ALFATA
5372 GARDEN HILLS WY
Riverside Ca 92506
951-454-0812
gedriverside@gmail.com

COLORED ELEVATIONS

AUTO REPAIR STEEL BUILDING

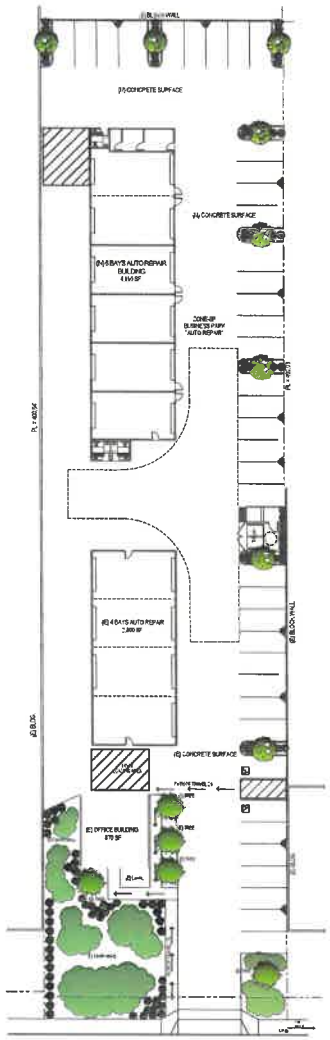
SCALE 1/4"=1'-0"
DATE 05/03/2023
DESIGNER ELIAS ALFATA
ENGINEER MIKE MEDOFFER
REVIEWED BY ELIAS ALFATA

JOB No 22-271

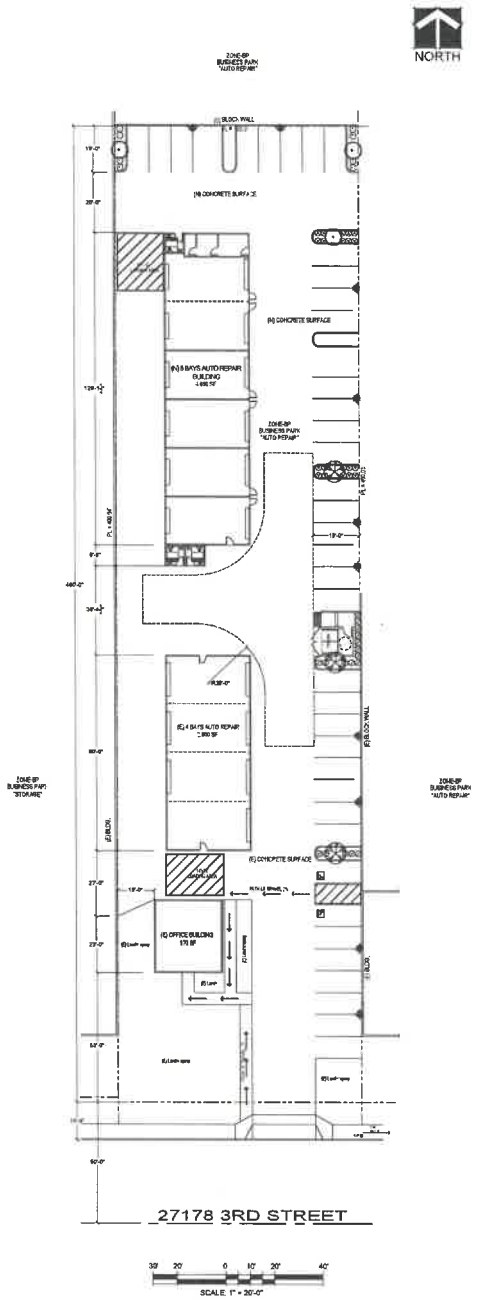
SHEET A2-0
OF SHEETS -

Exhibit C:

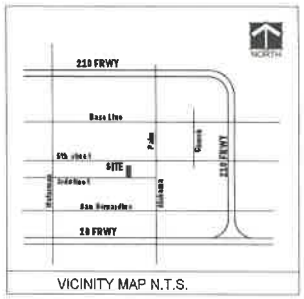
Landscape Plan



27178 3RD STREET



27178 3RD STREET



VICINITY MAP N.T.S.

PLANT PALLETTE

KEY	SIZE	QTY.	BOTANICAL NAME	COMMON NAME	WATER USE
ON SITE SHADE TREE - MINIMUM SIZE - 24" BOX					
SCREENING SHRUBS - MINIMUM SIZE, 15 GAL					
LOW WATER USE SHRUBS AND GC. - MIN. SIZE 1 GAL AND 5 GAL					

ALFA DESIGN
6372 GARDEN HILLS WAY
RIVERSIDE, CA. 92506
gadriverside@gmail.com
TEL: 951 . 454 . 0912

REVISION	BY
1 -	EA
2 -	EA
3	EA
4	EA

JOB LOCATION
27178 3rd Street
San Bernardino 92346
APN: 1192-641-25-1000

OWNER
DIB SALEH
3723 Palm Crest Dr
Riverside Ca 92337
909/ 800-2979

APPLICANT
ELIAS ALFATA
6372 GARDEN HILLS WY
Riverside Ca 92506
951-454-0912
gadriverside@gmail.com

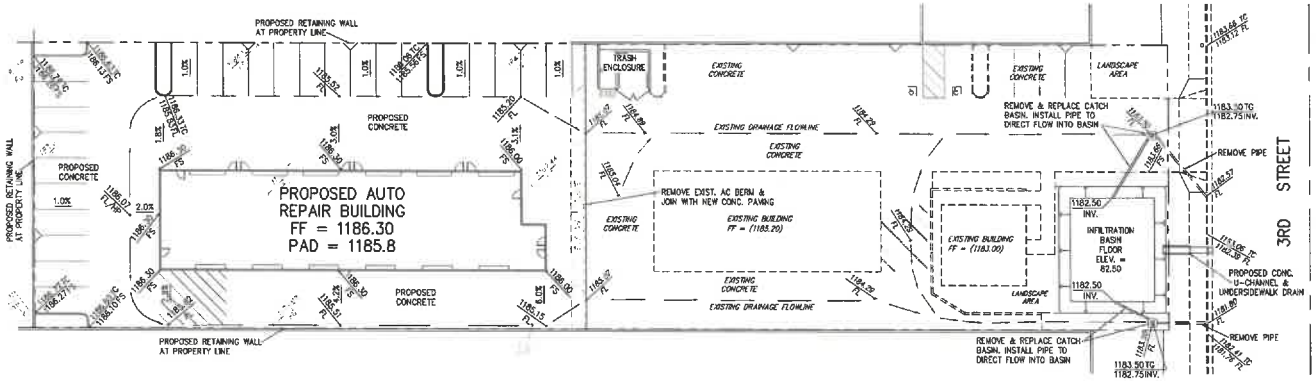
PRELIMINARY LANDSCAPING PLAN

AUTO REPAIR

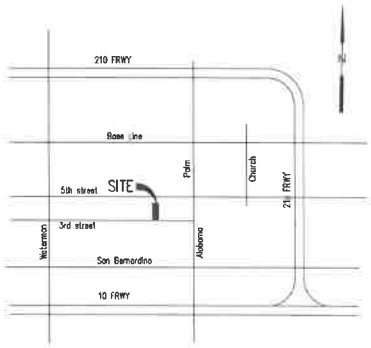
SCALE 1"=20'-0"
DATE 05/03/2023
DESIGNER ELIAS ALFATA
ENGINEER MIKE MEGOFER
REVIEWED BY ELIAS ALFATA
JOB No 23-271
SHEET L1-0
OF —SHEETS -

Exhibit D:

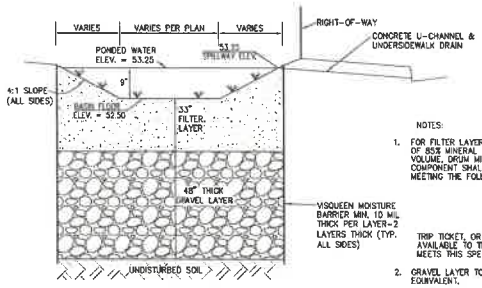
Grading Plan



N
1" = 20'



VICINITY MAP
NO SCALE



TYPICAL SECTION: INFILTRATION BASIN
NO SCALE

NOTES:

1. FOR FILTER LAYER INSTALL ENGINEERED SOIL MEDIA TO CONSIST OF 85% MINERAL COMPONENT AND 15% ORGANIC COMPONENT, BY VOLUME, DRUM MIXED PRIOR TO PLACEMENT. MINERAL COMPONENT SHALL BE A CLASS A SANDY LOAM TOPSOIL MEETING THE FOLLOWING:

PERCENT RANGE	COMPONENT
70 - 80	SAND
15 - 20	SILT
5 - 10	CLAY

TRIP TICKET, OR CERTIFICATE OF COMPLIANCE, SHALL BE MADE AVAILABLE TO THE INPSECTOR TO PROVE THE ENGINEERED MIX MEETS THIS SPECIFICATION

2. GRAVEL LAYER TO CONSIST OF 1" ROCK PER AASHTO #57 OR EQUIVALENT.

PROPERTY OWNER

DID SALEH
27178 3RD STREET
HIGHLAND, CA 92346
909-800-2979
EMAIL: samisaleh1105@gmail.com

PREPARED BY

MEDOFER ENGINEERING INC.
28610 MIDSUMMER LANE
MENIFEE, CA 92584
909-816-5830
EMAIL: medofereng@verizon.net

LEGAL DESCRIPTION

PROPERTY WITHIN THE CITY OF HIGHLAND, COUNTY OF SAN BERNARDINO, STATE OF CALIFORNIA, DESCRIBED AS LOT 63 OF TRACT NO. 2060, AS PER MAP FILED IN BOOK 29, PAGE 65 OF MAPS, RECORDS OF SAN BERNARDINO COUNTY, CALIFORNIA.

ASSESSOR PARCEL NUMBER:

1192-641-25

TOPOGRAPHY

TOPOGRAPHIC DATA SHOWN HEREON IS FROM THE AS-BUILT GRADING PLAN FOR SUN AUTOMOTIVE, DATE 12/19/97, ON FILE WITH THE CITY OF HIGHLAND ENGINEERING DEPT.

EARTHWORK QUANTITIES

CUT	0 CY
FILL	1,600 CY
IMPORT	1,500 CY

EARTHWORK QUANTITIES SHOWN HEREON ARE ENGINEER'S ESTIMATE FOR PLAN CHECK AND PERMIT FEE CALCULATION PURPOSES ONLY, AND DO NOT TAKE INTO ACCOUNT SHRINKAGE, BULKING, OR SUBSIDENCE. CONTRACTOR IS RESPONSIBLE FOR CALCULATING QUANTITIES FOR CONTRACT AND FINAL PAY PURPOSES.

ABBREVIATIONS

TOP OF CURB	TC
FLOWLINE	FL
FINISH SURFACE	FS
TOP OF AC DIKE	TD
CENTERLINE	C.L.
LOW POINT	LP
HIGH POINT	HP

REGISTERED PROFESSIONAL ENGINEER MICHAEL A. MEDOFER No. 47804 CIVIL STATE OF CALIFORNIA

AREA OF DISTURBANCE = 0.47 AC. (20,488 sq. ft.)

0 20 40 60 80

Call before you dig
Call 811
1-800-227-2600

MARK	BY	DATE	REVISIONS	APPR.	DATE
ENGINEER				CITY	

CITY OF HIGHLAND
APPROVED BY:
CITY ENGINEER DATE

Medofer Engineering, Inc.
28610 Midsummer Lane
Menifee, CA 92584
909-816-5830/951-301-6792 fax
medoferenq@verizon.net
MICHAEL A. MEDOFER RCE 47804 2/14/2023 DATE

CITY OF HIGHLAND
PRELIMINARY GRADING AND DRAINAGE PLAN
AUTO REPAIR BUILDING
27178 3RD STREET, HIGHLAND, CALIFORNIA
A.P.N. 1192-641-25

SHEET No. 1

Exhibit E:

Conditions of Approval

CITY OF HIGHLAND
PLANNING DIVISION CONDITIONS OF APPROVAL

Date:	September 19, 2023
Applicant:	Dib Saleh
File/Index:	Conditional Use Permit (CUP 23-013) and Design Review Application (DRA 23-003)
Proposal:	The construction of a 4,690 square foot metal building for the expansion of an existing major auto repair facility on a 0.92 acre parcel.
Location:	27178 3rd Street, Highland, CA 92346 Assessor's Parcel Number: 1192-641-25

PLANNING CONDITIONS

These conditions of approval represent the Planning Division's conditions of approval and are meant to be one part of overall conditions of approval that include Building and Safety, the Fire Marshal, and other agency conditions of approval.

The conditions below are continuing conditions. Failure of the Applicant and/or operator to comply with any or all said conditions at any time shall result in the revocation of this permit granted to use the subject property.

1. The Conditional Use Permit and 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 structures authorized by this conditional use permit have occurred within thirty-six (36) months from the approval date of this conditional use permit, this conditional use permit 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 Planning Division a minimum of thirty (30) calendar days prior to the expiration of the conditional use permit. Such application shall be filed together with the City's processing fee, as established by the City Council.

2. This Conditional Use Permit and Design Review Application to expand an existing major auto repair facility as defined in section 16.06.010 of the Highland Municipal Code.

a. The approval of the Conditional Use Permit and Design Review Application is applicable to the proposed use, constructing a 4,690 square foot steel building.

3. The hours of operation for the auto repair facility shall be **8am to 5pm**, Monday through Friday and **8am to 12pm** on Saturdays.

4. The forty (40) parking spaces located along the northern and eastern boundaries of the property shall be dedicated to customer and employee parking as well as vehicles with completed service awaiting customer pick up.

5. 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 requirements of the City's Municipal Code.

6. Vehicle storage only permitted for those being worked on. No equipment or vehicle parts shall be stored outside the building. No street parking related to the site is permitted.

7. All repair activities and operations shall be conducted entirely within an enclosed building. Outdoor hoists are prohibited.

8. Repair facilities performing body and fender work or similar noise-generating activities shall be conducted in fully enclosed structures with walls of concrete block or similar materials. All painting shall occur within a fully enclosed booth.

9. Exterior parking area shall be used for employee and customer parking only, and not for the repair or finishing work or long-term (over one week) storage of vehicles. No vehicles to be repaired shall be parked or stored on any street or in any alley.

10. The site shall be entirely paved, except for buildings and landscaping, as exhibited on the approved plans.

11. Trash enclosure shall be screened on at least three sides from public view by a solid wall not less than five feet in height. Permanent opaque panel gates shall be installed on all openings to the trash enclosure and meet the design criteria established by the Public Services Division.

12. 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.

13. Obtain all required building/occupancy permits from the Highland Building and Safety Division.

14. The Applicant is responsible for implementing all conditions of approval to the satisfaction of the Community Development Director, City Engineer, and Fire Marshal. 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.

15. 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.

16. 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.

17. The Applicant and 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.

18. Prior to issuance of a certificate of occupancy and/or final inspection for the auto repair facility and office by the City, all landscaping, irrigation or other construction shown on the approved landscaping and irrigation plans, shall be installed and approved by the City's Landscape Architect.

19. 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.

20. A photometrics plan shall be provided for review by the Planning Division prior to the issuance of a certificate of occupancy.

21. The existing chain link fencing along the 3rd Street frontage shall be removed and replaced with 6-foot tall tubular steel type fencing.

22. The existing pole sign onsite shall be removed prior to the issuance of building permits. The Applicant shall submit revised plans for a monument sign, in accordance with the City's sign code.

Landscape Conditions

23. Applicant shall depict traffic sight lines on the required landscape plans at all vehicular ingress/egress points to allow proper analysis and verification that proposed landscape and perimeter walls do not interfere with clear lines of sight.

24. Applicant shall include a mix of larger tree sizes with the minimum size being24" box- 50% of total, 36" box 30% of total, and 48" box 20% of total.

25. Applicant shall add additional trees to parking area to limit heat gain from proposed large concrete paving area, Applicate shall achieve 50% shading at maturity for parking areas.

26. Applicant shall work with the City Landscape Architect to select optimal trees for scale and shading of the sidewalk along 3rd Street.

27. Applicant shall add landscape coverage calculations including overall percentage of landscape versus total lot size to planting concept.

28. Site landscaping shall be increased in both scale, size, and variety to better create a vertical hierarchy to offer interest and screening of services due to the site being located on a major secondary gateway.

Building and Safety Division Conditions of Approval

Date:	April 26, 2023
Project:	Metal building – Minor auto repair facility expansion
Applicant:	Dib Saleh
Site Location:	27178 3rd St, highland Ca 92346
Project Numbers:	**DRA:** 23-003
APN(s):	1192-641-24-0000

1. Please provide the following number of construction plans and documents listed below for the first review of the proposed project. The initial plan review time will take two weeks on most projects. The applicant will receive an application number at the time plans are submitted for Building & Safety's plan review. This number is needed to obtain information regarding your project.

    (3) Architectural Plans
    (3) Condition of Approval from all departments:
    To be included in Architectural plan set at plan submittal.
    (3) Structural Plans
    (2) Structural Calculations
    (3) Plot/Site Plans
    (3) Electrical Plans
    (3) Electrical Load Calculations
    (3) Exiting Plans
    (3) Plumbing Plans/Isometrics
    (3) Mechanical Plans
    (3) HVAC Duct Layout Plans
    (2) Roof and Floor Truss Plans
    (2) Title 24 Energy Calculations
    (2) Soils Report
    (3) Precise Grading Plans
    * Grading, Photometric, or Landscape Plans:
    Please mark "FOR REFERENCE ONLY"
    (3) Site Disabled Access Plan
    (3) Temporary Fence Plan
    (1) Fire Flow Test - with hydrant location dimensioned on the site plan

2. All structures shall be designed in accordance with the current version of the California Building Codes at the time of submittal (Currently the 2022 codes), including the California Green Building Standards Code. Design all structures to Risk Category II at exposure "C" (ASCE7-16), and Energy Climate Zone 10.

3. All onsite utilities are to be underground. As approved by the Planning Division, utility cabinets and transformers are exempt.

4. Construction projects requiring fire permits must apply and submit fire plans prior to the issuance of the building permit, including fire sprinkler submittals.

5. Building and Safety does not release all meters until final approvals are obtained from all agencies and departments. Commercial and industrial projects, see Policy 295.

6. The Developer/Owner is responsible for the coordination of releasing any Deferral of Development Impact Fees or Bonds after such fees have been paid. The Developer/Owner should be aware, once the deferral notice is sent to the San Bernardino County Recorder's Office; the release process takes two to three weeks. This process will delay final Certificates of Occupancy.

7. The Developer/Owner is responsible for the coordination of the final occupancy. The Developer/Owner shall request clearances from each department and/or applicable agency at least two weeks prior to requesting a final building inspection from Building and Safety. Each agency shall sign the back of the Building and Safety Job Card, or provide agency approved signed documentation, and provide a copy of the signatures to Building and Safety at the time the final inspection is requested.

8. Building and Safety inspection requests must be made by 4:00 pm. on the previous City working day to receive a next business day inspection. Please contact (909) 864-2136, Ext 228.

9. Construction activities shall not commence prior to 7:00 a.m. and shall terminate no later than 7:00 p.m. Monday through Saturday with no construction activities preformed during city or Federal Holidays. (Ordinance 420 HMC) unless restricted further by environmental review mitigation.

10. A security fence with screening shall protect all construction sites. The fencing and screening shall be maintained at all times to protect pedestrians. All development projects shall submit a construction fencing plan with the construction design plans. Construction projects that have phased occupancy shall be completely separated by a construction fence that is screened and show the adjusted fence locations at each phase.

11. On site toilet facilities shall be provided for construction workers and such facilities shall be maintained in a sanitary condition. Construction toilet facilities of the non-sewer type shall conform to ANSI ZA.3 and on site per NPDES stormwater requirements.

12. All construction materials, which are not used, shall be recycled pursuant to the requirements set forth by Ordinance No. 269. Receipts from the recycle company responsible for picking up the materials shall be kept in the construction office. After the construction is complete and before final occupancy, the trash receipts shall be forwarded to the City Public Services division.

13. Construction projects, requiring temporary electrical power, shall obtain an electrical permit from Building and Safety. No temporary electrical power will be granted to a project unless the following item is in place and approved by Building and Safety and the Planning Division.

    a) Installation of a construction trailer through the "Temporary Occupancy Permit", alternatively, a security fenced area where the electrical power will be located. Installation of construction/sales trailers must be located on private property. No trailers can be located in the street unless a permit from the Engineering Department is obtained.

14. Prior to the issuance of Building Permits, on site water service shall be installed and approved by the responsible agency. On site fire hydrants shall be approved by the Fire Department. No flammable materials will be allowed on the site until the fire hydrants are established and approved. No flammable construction materials shall be placed on the site without approvals by the Fire Department. All street and access roadways around the project shall be paved for emergency response vehicles before flammable materials are placed on the project. Fire flow tests shall be obtained by East Valley Water District.

15. 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.

16. 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)

17. Prior to final inspection, provide Building & Safety with a flash disk of the approved plans and documents.

18. 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)

19. All deferred plan items & required deputy inspections are to be identified on the plans cover sheet.

20. 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.

21. 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.

Comments pertaining to the project/ preliminary drawing plans:

22. The trash enclosure shall as well as the common restrooms shall be accessible to persons with disabilities and located on an accessible route. Detail accessible route on plans. (CBC Section 11B-206.2.2)

23. Circulation paths contiguous to vehicular traffic shall be physically separated from vehicular traffic. Vehicular traffic includes travel through parking facilities, into and out of parking spaces, physical separation shall be provided with circulation paths raised 4 inches minimum above the area where vehicular traffic occurs. (2022 CBC 11B-250)

24. 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.

    a. If an existing Onsite Waste Treatment system (OWTS) is to be used an approval from the state regional water quality control board will be required for the additional structure and restrooms.

    b. No floor drains will be allowed to connect to an OWTS in automotive related use.

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

DATE : 7/31/23

APPLICANT : Dib Saleh

ADDRESS : 27178 3rd Street

SITE LOCATION: 1192-641-25

FILE / INDEX No.: DRA 23-003

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. **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.

ACCESS:

8. **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**

9. **HF10:** Driveways exceeding 150 feet shall have a fire department approved turn-around at the terminus. **CFC / APPENDIX D**

10. **HF12:** Fire department access roadway(s); public/private street(s) and driveways shall not exceed 12% grade. **CBC / APPENDIX D, HMC**

11. **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**

12. **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

13. **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**

14. **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**

WATER:

15. **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.

16. **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.

17. **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**

18. **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**

19. **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**

20. **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**

21. **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:

22. **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

23. **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**

FIRE PROTECTION & ALARM SYSTEMS:

24. **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**

25. **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.

26. **HF63**: Submit to fire marshal's office: **one copy** of building and/or structure plans for fire department review.

27. **HF64:** Spray booths, spray finishing operations shall comply with requirements of California Fire Code

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

City of Highland

Engineering Department
Conditions of Approval
DRA 23-003
Auto Repair Shop Expansion – 27178 3rd Street – APN 1192-641-25

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 and sediment 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 new street improvements along **3rd Street** project frontage including, but not limited to:

a) Parkway landscape improvements as directed by the Community Development Director and City Engineer
b) Curb outlet structure per City Std 210 and Site Grading Plan
c) 30' minimum commercial drive approach with sidewalk per City Std 212. Driveway gate shall not be located in City right-of-way and shall swing inward towards property. Show proposed gate location on plans.
d) Design the limits and extent of removal of existing improvements, and construction of transitional improvements to complete items a-c above and as approved by the City.

E 15. 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 16. 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* 17. Install street signing, striping and pavement markings, specifically two (2) R26(CA) signs on existing street light poles, along the project frontage with specific locations and types approved by the City Engineer.

C 18. Submit "Record Revisions" to all plans to reflect the improvements as constructed, and any changes made during construction.

WATER QUALTIY/ DRAINAGE

E 19. 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 20. Construct and implement site design BMPs specified in the project approved F-WQMP including, but not limited to, infiltration basin 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 21. Include the project grading plan, landscape plan and utility plan with the first submittal of the F-WQMP .

C 22. 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* 23. 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 infiltration system to fronting streets as necessary.

B 24. At the 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 bottom of basin 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.

E 25. 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 26. 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 27. 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* 28. Dedicate an irrevocable offer of dedication via a separate instrument for the following:
a) 10' wide minimum landscape easement across the 3rd Street frontage
b) 52' half street width right-of-way dedication across the 3rd Street frontage
c) Sidewalk easement at the Project's commercial drive approach as approved by the City Engineer.
d) 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.

Submit legal description and plat documents for these dedications, prepared by a Licensed Land Surveyor or Civil Engineer and shall include the current property grant deed, a current title report (less than three months old), traverse calculation sheets which show error of closures. Inverse calculations will not be accepted for plan check. And, if applicable, copies of recorded maps and deeds used as reference and/or showing original land division.

C* 29. Apply to the City to annex the project into the City's Landscape Maintenance District (LMD) for maintenance of future median landscaping along 3rd Street median. Sign the ballots prepared by the City agreeing to the annexation, and the potential future amount of assessment. Assessment for 3rd Street median landscaping will commence the year the medians are constructed by the City or future developments. Landscaping within the median shall be maintained by the City.

FEES/ PERMITS/ BONDING

C* 30. Pay an in-lieu fee for the design and construction of the future raised landscape median along the project frontage of 3rd street, as determined by the City Engineer.

C* 31. Pay City processing fee for application of Development Impact Fee (DIF) credits for median improvements pursuant to adopted City Council DIF Credit Policy.

E 32. 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.

D 33. Obtain a permit from Engineering prior to any on-site construction or construction within the public right-of-way.

E 34. Post a deposit for erosion control which shall not be released prior to completion of all on-site construction.

UTILITIES/ CONSTRUCTION

E 35. Obtain written permission from the adjoining property owners for offsite grading and/or construction, if any.

B 36. Prior to relocating or modifying private apartment complex improvements that have been constructed on Patriot's private property, 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 37. 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* 38. Coordinate, and where necessary, pay for the relocation of any existing public utilities as necessary.

C 39. 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 40. Comply with applicable requirements of the National Pollutant Discharge Elimination System (NPDES) permit program.

B 41. 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 42. All underground structures, except those desired to be retained, must be broken in, backfilled, and inspected before covering.

D 43. Comply with the prevailing City design and construction standards and requirements at the time of permit issuance.

B 44. Design and construct a trash enclosure per City Standard 700.

C 45. 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* 46. 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.

STAFF REPORT

TO THE PLANNING COMMISSION

DATE: September 19, 2023

FROM: Lawrence A. Mainez, Community Development Director

REVIEWED BY: Kim Stater, Assistant Community Development Director

PREPARED BY: Angela Tafolla, Assistant Planner

SUBJECT: Conditional Use Permit CUP-23-003 for the development of a 53,665 square foot speculative industrial warehouse building, Variance VAR-23-001 to allow the building to exceed the maximum building height permitted in the Business Park Zone by 10', Design Review DRA-23-004 for the project's Site Plan, Building Elevations, Conceptual Grading Plan, Public Art Piece, Conceptual Landscape Plan, and Mitigated Negative Declaration.

LOCATION: A 2.86 acre site on the south side of 5th Street, approximately 250 feet west of Central Avenue; Assessor's Parcel Number 1192-561-04, -05, -06 and -07. (Attachment 1 – Vicinity Map)

OWNER: Patriot USICV Victoria, LLC

REPRESENTATIVE Herdman Architecture & Design

RECOMMENDATION: Staff recommends the Planning Commission:

1. Adopt Resolution No. 2023 - _____, approving Conditional Use Permit CUP-23-003 for the development of a 53,665 square foot warehouse/distribution facility and related improvements;

2. Adopt Resolution No. 2023 - ____ approving Variance VAR-23-001, allowing an increase in the maximum building height for the subject warehouse from 35 feet to 45 feet tall, 10 feet greater than permitted in the Business Park Zone;

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

_____ Recording Secretary

_____ Community Development Director

3. Adopt Resolution No. 2023- ___ approving Design Review Application DRA-23-004 for the Site Plan, Building Elevations, Conceptual Grading Plan, Public Art Piece and Conceptual Landscape Plan, subject to the Conditions of Approval, and the Findings of Fact; and

4. Adopt Resolution No. 2023-___, approving a Mitigated Negative Declaration and direct Staff to File and Notice of Determination with San Bernardino County Clerk of the Board of Supervisors;

FISCAL IMPACT: The Applicant submitted the required deposit for processing the entitlements. Staff time spent working on the applications is charged to this balance. In addition, the developer will be required to pay Development Impact Fees (DIFs) to offset the costs of public facilities and infrastructure and construct on- and off-site improvements related to the development.

PUBLIC NOTICE: As required by City Council Resolution, a Notice of Public Hearing was posted at the City's three designated posting locations. The notice was published in the San Bernardino Sun newspaper, posted on the City's website, and mailed to property owners within 300 feet of the project site.

PUBLIC COMMENT: Staff received one (1) public comment email (Attachment 2 – Public Comment). The comment received was from the property owner of the adjacent lots to the south. The opposition email objects to the development of a warehouse, trucks and pollution near their property.

The project proposal had been thoroughly reviewed through the Initial Study analysis and any potential impacts regarding noise and air quality were addressed with mitigation measures in the Initial Study/Mitigated Negative Declaration as they relate to the neighboring sensitive receptors.

DESCRIPTION OF THE SITE: The site is comprised of four (4) parcels totaling 2.86 acres located on the south side of 5th Street, approximately 250 feet west of Central Avenue. (Attachment 1 – Vicinity Map). A vacant lot and a County operated Head Start are adjacent to the east, Multi-family Residential (Pinehurst condominiums) and City Creek to the north across 5th Street, and vacant lots to west and the south. The rectangular shaped site consists of partially developed and vacant parcels, a residence and ancillary storage uses. The existing site contains a single-family home, paved parking lot, trees, a garage type covered structure and a garage type closed structure. The remainder of the site is vacant with landscaping, trees, and loose shrubbery. Vegetation and land covers on the project site consist of developed land with asphalt and disturbed soil. It is relatively flat and slopes gently to the west.

Fencing around the project site is currently a combination of corrugated metal along the rear, chain link along the west and easterly boundary, and additional chain link along the frontage. Curb, gutter and sidewalk run partially across the property along 5th Street.

The site is zoned Business Park. The general area contains a mix of proposed warehouse uses, educational facilities, vacant lots, single family, and multi-family residential uses. (Attachment 3 – Zoning Overview)

Surrounding Land Uses

	Existing Use	*General Plan Designation*	*Zoning Designation-*
North	Multi-Family Residential (Pinehurst condominiums) / City Creek	Planned Development (PD) / Industrial (I)	Planned Development (PD) / Industrial (I)
South	Vacant	Business Park (BP)	Business Park (BP)
East	Head Start Preschool	Business Park (BP)	Business Park (BP)
West	Vacant Parcel / City Creek Bypass Channel	Business Park (BP)	Business Park (BP)

PROJECT REVIEW: The project proposes the construction of a concrete tilt-up industrial building. The necessary entitlements include a Conditional Use Permit, Variance, and Design Review.

A. Conditional Use Permit

Site Plan: The proposed building comprises 53,665 square feet of warehouse space and 4,000 square feet of mezzanine/office space. The building will stand at an estimated height of 45 feet as measured from grade, exceeding the Business Park Zone's height limit by 10 feet. The building would have a clear height of 6 feet and would not contain cold storage. (Attachment 4 – Project Plan Set)

As cited in the IS/MND, "The project would support a variety of activities including the ingressing and egressing of passenger vehicles and trucks; the loading and unloading of trucks within designated truck courts/loading areas; and the internal and external movement of materials around the project site via forklifts, pallet jacks, yard hostlers, and similar equipment. In addition, the office space would support general internal office activities related to the industrial/warehouse uses." The project would construct on-site and off-site improvements including utilities, storm drain facilities, landscape, irrigation, hardscape, trash enclosures, perimeter walls and gates.

The building is centrally positioned on the property with the front building setback at 20 feet from 5th Street, side setbacks at 127 and 81 feet, and the rear setback at 20 feet. There are two driveways, the easterly drive at 30 feet wide to accommodate passenger vehicles and the westerly drive at 40 feet wide for commercial trucks and passenger vehicles. The westerly

driveway will permit full access, with right in/out and left in/out while the easterly driveway will permit left in and right in/right out only. Truck traffic is expected to travel from the I-10 west on 5th Street or 3rd Street by way of Victoria Avenue. Alternatively, they may travel to/from the State Route 210 via Victoria Avenue to 5th Street.

The building has 5 dock high doors along the easterly side of the building, interior to the site. The office area is 4,000 square feet with 2,000 on the first floor and 2,000 on the mezzanine level.

The trash enclosure is located towards the back on the east side of the property within the secured truck court. It measures 26'Lx12'6"Wx9'10"T. It is designed with tilt-up screen walls, steel gates and steel roof covering. It will be painted shades of black and grey to match the building.

Parking: The Municipal Code requires industrial warehouses to provide one (1) parking stall for every 1,000 square feet of warehouse and one (1) space per every 250 square feet of office space. Therefore, the site would need a total of 65.7 spaces.

Passenger car parking delineated on the Site Plan shows 66 parking spaces; 50 standard, 1 vanpool, 2 Accessible, 1 van Accessible, 10 Clean Air, and 2 Electric Vehicle. Bicycle parking and storage spaces will be provided in accordance with the Highland Municipal Code as required by the Conditions of Approval.

Compliance with Site Development Standards
The project complies with the City's Municipal Code standards related to setbacks and on-site development improvements including:

- Minimum front, street side and rear building setback areas of 20' each
- Maximum lot coverage of 60%
- A minimum building separation of 40 feet from adjacent residential.
- A three-foot high wall or berm will be conditioned to be constructed in back of the landscaped area along street setbacks.
- Where off-street parking is located within building setback areas, a minimum landscaped area of 10 feet in depth shall be provided between the property line and parking area, with an additional minimum landscaped area of 10 feet in depth required between the parking area and the building.
  (Attachment 5 – CUP Resolution)

Noise: Noise impacts for warehousing projects are critically reviewed during entitlement processing. Due to the neighboring sensitive noise receptors, the IS/MND analyzed the short- and long-term impacts to the residential and educational facilities adjacent to the project. Special consideration was taken to ensure these sensitive noise receptors will not have significant impacts as a result of the project's construction and continued operation. The project will introduce new sources of noise both on and around the project site, including from HVAC equipment, parking lot activities, and truck loading dock operations. The noise

generated from these sources will vary based on their proximity to different boundaries of the property.

- **HVAC Equipment**: The noise from the HVAC equipment will be mitigated partly by a 2.8-foot-high parapet around the roof perimeter. The noise levels from this equipment will range between 15 and 33 dBA Leq, which is below the city's noise standards for commercial and residential areas.

- **Parking Lot**: The parking lot will function as an area source of noise, with levels attenuating by 3 dBA with each doubling of distance. The noise levels at various distances from the property boundaries will range from 36 to 38 dBA Leq, details of which are tabulated in Table 3.13-6.

- **Truck Loading/Unloading Areas**: The average noise level at a 1-meter distance from the truck activity area boundary is 96 dBA. The warehouse building and a proposed 8-foot-high perimeter screen wall will obstruct noise and view of the loading docks at different property lines, reducing noise levels to a range of approximately 30 to 60 dBA Leq, considering the shielding effects.

The projects IS/MND concludes that the on-site operational noise impacts will be **less than significant**, adhering to the city's noise standards.

Traffic Noise: The upcoming project is expected to increase the daily traffic on the local roadway system, adding 92 trips, or 131 when considering the passenger car equivalent (PCE) — a measure that accounts for both cars and trucks. During the busiest hours in the morning and evening, there will be an increase of 9 to 10 trips respectively, involving a mix of passenger vehicles and trucks.

The main access point for this traffic will be 5th Street, which currently sees approximately 9,939.18 vehicles daily. The additional traffic from the project will be a small portion of the total traffic on 5th Street and won't double the traffic on any segment of the road. Therefore, impacts associated with off-site traffic noise will be **less than significant**.

Lighting/Photometrics: Parking lot lights include building and pole mounted LED "Razar" brand products which are constructed of a heavy cast low copper aluminum with integrated cooling fins. The Photometric Study is included in the plan set, labeled FC-10. The site is well lit at its entries, along the building, parking lot and dock doors. The Plan meets the Code requirement for an average of one-half foot-candle of illumination for visibility and security and does not spill over or emit glare onto adjacent residential properties.

B. Variance

The maximum building height permitted in the BP zone is 35'. The Applicant proposes an overall building height of 45, exceeding the maximum by 10' (30% increase or less). A minor variance is required if the project is to be approved as detailed in the Building Elevations. The building necessitates the additional height to accommodate the interior warehousing elements including internal clear heights, joists, lights, and sprinkler systems and an

additional 4-5 feet above the roof line to screen roof-mounted equipment. Staff supports the request for a Variance. The Findings of Fact are enumerated in the Resolution. (Attachment 6 – VAR Resolution)

C. Design Review:

Building Elevations: The building type is a tilt up concrete warehouse, 202' x 227', and 45 feet tall. The exterior has a contemporary style with alternating white, black and grey diagonal bands in keeping with the Applicant's other Highland projects. The modern style is the desired theme for projects within the Airport Gateway. It is relatively flush with blue reflected glazed panels at the building's entry on the northwest fronting 5th Street and a second statement at the northeast corner. An aluminum wrapped brow is located above the main entrance. There are several diagonal window spans along the north, south and west elevations. The color legend calls for the exterior to be a Sherwin Williams 'Superwhite', 'Peppercorn', and 'Iron Ore". A color and materials board has been submitted and will be presented at the meeting.

The site grade will require a 4 foot tall rise from the sidewalk to the building entry. Concrete steps and a sizeable handicap ramp will be constructed. Several emergency exit doors will be provided around the perimeter of the building on each side. The dock doors will be located on the east elevation, behind the rolling steel gate.

The building design reflects policies in the General Plan's Land Use and Community Design Elements and the administrative Draft (unpublished) Airport Gateway Specific Plan.

Conceptual Grading Plan: The existing topography is very flat with approximate elevations of 1,168 feet at the northeast corner that gradually descends to 1,161 feet at the southwest corner. The finished grades will be very similar. The building will have a finished floor at 1,166 feet and will slope to the south at 0.5%. The earthwork noted on the Grading Plan calls for 2,661 cubic yards (cy) of raw cut and 6,125 cy of raw fill with 8,418 cy of overexcavation cut and 7,704 cy of overexcavation fill. Roof drains and catch basins are located throughout the property bringing surface water to a 72" CMP infiltration system located underground below the parking lot at the southwest corner of the property.

Per the Engineering conditions, the project must undertake several improvements along the 5th Street project frontage. The improvements include constructing sidewalks, driveway approaches, access ramps and a 10' wide Landscape Maintenance District (LMD). The project also calls for the addition of two new street lights on the 5th Street frontage. The project site will require the processing of a Parcel Map to consolidate the four (4) existing parcels into one (1). Finally, an in-lieu fee will be required for the design and construction of a future raised landscape median along the 5th Street project frontage.

Passenger vehicles will have full access by way of the westerly driveway, with right in/out and left in/out. Commercial trucks and vehicle traffic will gain access through the easterly driveway with left in and right in/right out only. With 5th Street being a truck route truck traffic is expected from east and west. Alternatively, they may travel south to/from the State Route 210 via Victoria Avenue to 5th Street.

Landscape Plan: The project's Conceptual Landscape Plan was designed in coordination with the City's Landscape Architect. It has a varied palette of trees, shrubs and groundcover well suited to the local climate. The trees have varied heights, canopy shapes and colors. Street trees along 5th will include Desert Willow and Olive. Afghan Pine, a tall evergreen, will be planted along the rear property line to soften the transition to south. A mix of Chitalpas and African Sumac will be planted within the parking areas and provide a soft, colorful backdrop. Trees sizes will vary from 24" to 48" box. Groundcover and shrubs will be planted in 1 gallon and 5 gallon sizes.

Walls and Fences: The project proposes to install a decorative concrete screen wall along the easterly property line to screen the project from the nearby Head Start School. The screen wall will also be installed along a small portion of southeast rear property line to enclose the truck bay with a rolling steel gate on the north side to control access. The remaining rear property line and all of the easterly property line propose a tube steel fencing. The front of the building will be unobstructed.

The screen wall design will be a concrete tilt-up 8' wall with pilasters every 26'. It will be painted with meandering two tone black and white bands complementary to the building. The pilasters and steel gates will be black. The screen wall plan meets the Municipal Code standards for boundary walls including location, height, and materials.

Public Art: In accordance with the General Plan Community Policy Area guidelines for the 5th Street Corridor and the Draft (unpublished) Airport Gateway Specific Plan, the Applicant proposes a public art installation along the 5th Street frontage within the landscape planter back from the sidewalk. The installation will consist of fourteen vertical steel channels, configured into seven freestanding pairs. These channels will undergo a white powder coating process and will feature perforations designed to allow uplighting. The channels will have variable heights, ranging from eight feet to twelve feet, thereby creating a tiered effect adding dimensional depth to the installation. Each set of steel channels will be affixed to an above-grade concrete pad with an acid sand finish, and an LED light will be embedded within the pad to facilitate the uplighting effect.

Surrounding materials include a 3" layer of decomposed granite, and accent shrubs and groundcover.

The project's design meets the criteria of the Highland Municipal Code and General Plan. (Attachment 7 – DRA Resolution)

ENVIRONMENTAL REVIEW: An Initial Study was prepared for the project, and it was determined that a Mitigated Negative Declaration was the appropriate CEQA process. A Notice of Intent to Adopt a Mitigated Negative Declaration (MND) was circulated through the State Clearinghouse and made available for comment between July 14 and August 14, 2023. The Notice was mailed to surrounding property owners within 300 feet, interested agencies and parties requesting notice. It was also posted on the City's website, at City Hall, the Sam J. Racadio Library and Environmental Learning Center and Fire Station #1.

The City received one letter from Yuhaaviatam of San Manuel Nation related to Cultural and Tribal Resources. Their comments were incorporated into the Mitigation Monitoring and Reporting Program.

Mitigation Measures were necessary to reduce impacts below a level of significance in the areas of Air Quality, Biological Resources, Cultural Resources, Geology and Soils, and Tribal Cultural Resources. All other CEQA topics were found to be less than significant or no impact. (Attachment 8 – IS/MND & MMR Resolution)

ANALYSIS: The project area falls within the 5th Street Corridor Community Policy Area as outlined in the Highland General Plan. This area is strategically situated between the San Bernardino International Airport (SBIA) and the SR-210 corridor, primarily featuring Business Park and Industrial land uses. In alignment with Goal 2.13 of the Land Use Element, the proposed development aims to elevate the 5th Street Corridor into a significant employment hub and a welcoming gateway to the airport. The project is designed to enhance the area's business appeal, streamline traffic flow, and adhere to the Community Design Element's policies and guidelines. Architecturally, the project boasts a sleek, and unique design with easily identifiable entrances. It also thoughtfully places delivery and loading zones out of public sight and away from residential areas, ensuring a harmonious coexistence with the community.

Adjacent to the project eastern boundary is the Head Start Preschool, a County of San Bernardino education facility providing comprehensive early education services for children aged 3 to 5, operational from 7:30 am to 4:30 pm, Monday through Friday. This facility offers a comprehensive program addressing the educational, social, health, nutritional, and emotional needs of the children and their families. The IS/MND review process and staff site conditioning considered the sensitive nature of the educational facility, evaluating potential impacts including noise, air quality, and aesthetics. The applicant proposes a series of mitigative measures including an 8-foot concrete screen wall along the eastern boundary to attenuate noise to permissible levels, and a combination of an approximate 80-foot building setback, a 10-foot landscape buffer, and thirteen 36-inch box Chitalpa trees for additional noise and aesthetic mitigation.

The proposal ensures a harmonious integration of the educational facility and nearby residential uses with the new development through strategic planning involving appropriate setbacks, wall constructions, and landscaping.

Attachments:

1. Vicinity Map
2. Public Comments
3. Zoning Overview
4. Project Plan Set
5. Resolution No. 2023-___ Approving CUP-23-003
6. Resolution No. 2023 - ___ Approving VAR-023-001
7. Resolution No. 2023 - ___ Approving DRA-23-004
8. Resolution No. 2023-___ Approving the IS/MND & MMRP

Attachment 1

Vicinity Map


Mossway St
City Creek
5th St
5th St
PROPOSED BUILDING
53 665 S F
4th Pl
Central Ave
3rd St

Attachment 2

Public Comment

Kim Stater

From: Anshu Pathak <anshupathak@aol.com>
Sent: Monday, May 1, 2023 10:31 AM
To: Gary Chambers; Angela Tafolla; Alondra Munoz; John Baker; Justin Ramirez; Larry Mainez; Matt Wirz; Carlos Zamano; Cecilia Hernandez; Kim Stater; Angelica Martinez; Betty Hughes; Barrie Owens; Carlos Florez; deverman@cityofhighland.org; Melissa Morgan; Shannon Wisniewski; Tom Thornsley; tthormsley@cityofhighland.org; mwriz@cityofhighland.org; Building Counter
Subject: Opposition to Conditional Use Permit CUP 22-003

EXTERNAL EMAIL: Do not click on links or open attachments unless you know the content is safe.

Good Morning City of Highland,

I am a senior citizen.

I have refused the offer of $ 1.6 million to sell my home (26855 4th Place) and attached lot (8046 4th Place) as I want to live peacefully at my residence.

I do not want Warehouses, Trucks, and Pollution near me. I want Parks in my Neighborhood.

City has received millions of dollars of grants from the Federal Govt. The city should build a beautiful park at this location. Green City. **I will donate part of my land to the City of Highland if City decides to build a park.**

If the city will approve the permit, I will file a petition in the State and Federal Court against the City and the Builder to stop the project.

Thank You,

Anshu Pathak.

Anshu Pathak
WhatsApp - Cell - Text - 7026863369

Attachment 3

Zoning Overview


5TH
5TH
CENTRAL
Legend
ZONING
BP
I
OS
P/Q
PD
R-1
N
Esri Community Maps Contributors, County of San Bernardino, California State Parks, © OpenStreetMap, Microsoft, Esri, HERE, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, Bureau of Land Management, EPA, NPS, US Census Bureau, USDA

Attachment 4

Project Plan Set

PATRIOT PARTNERS
5TH AND CENTRAL

HIGHLAND, CA

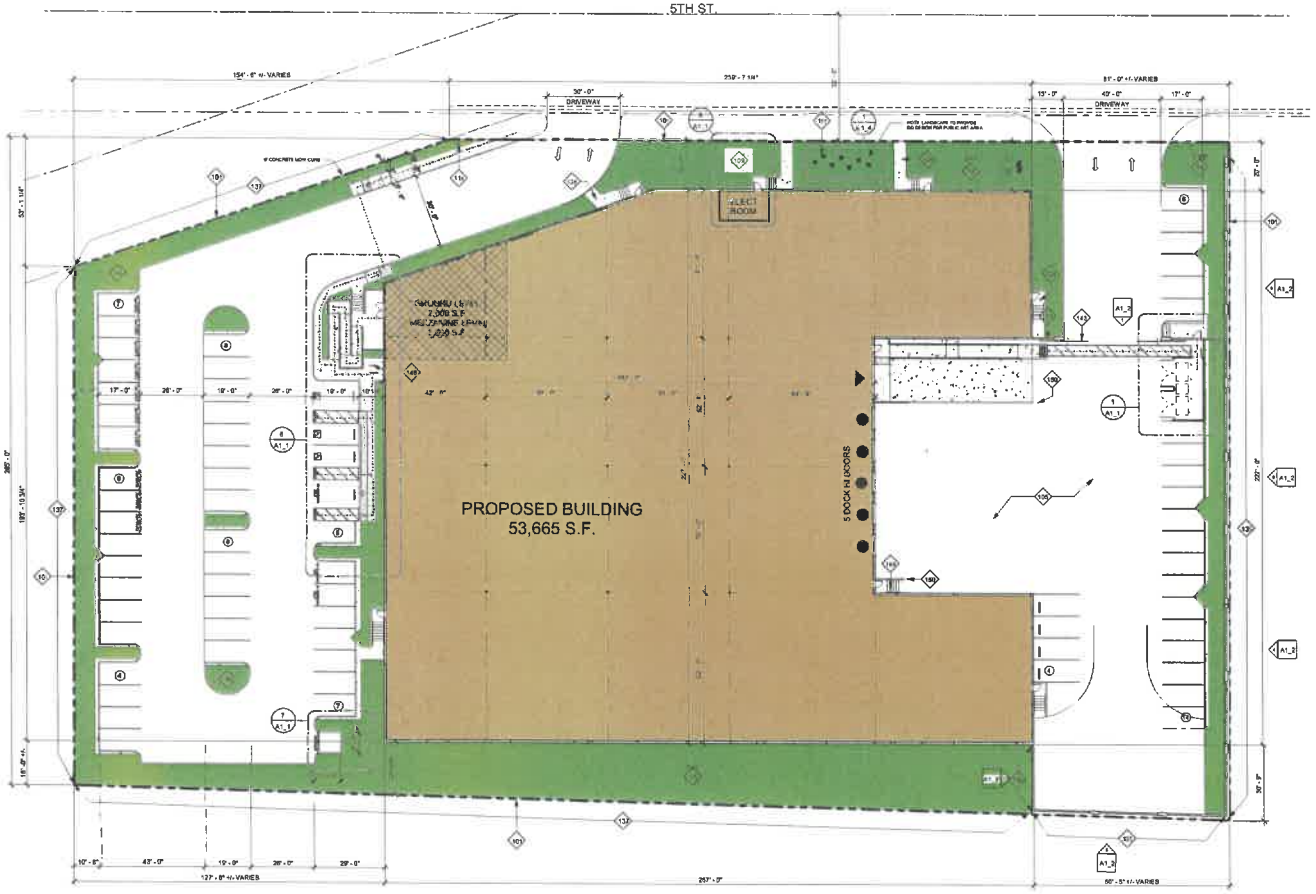


PROJECT
PATRIOT PARTNERS 5TH AND CENTRAL
HIGHLAND, CA
2ND PLANNING SUBMITTAL

HERDMAN
ARCHITECTURE + DESIGN
A22-2227
06.13.2023

TITLE SHEET

A0



1 PROPOSED SITE PLAN
1" = 20'-0"

DEVELOPER/OWNER

PATRIOT PARTNERS
12126 W. BURKET BLVD.
LOS ANGELES, CA 90049
CONTACT: 858.952.4134
EMAIL: KEVIN@PATRIOTDEVELOPMENTPARTNERS.COM

APPLICANT'S REPRESENTATIVE/ARCHITECT

HERDMAN ARCHITECTURE & DESIGN, INC
100 BAYVIEW CIRCLE SUITE 100
NEWPORT BEACH, CA 92660
CONTACT: BRIDGET HERDMAN
PHONE: 714.389.2900
EMAIL: PROJECTADMIN@HERDMAN-AO.COM

SCOPE OF WORK

CONSTRUCT NEW ONE STORY + MEZZANINE CONCRETE TILT-UP WAREHOUSE/DISTRIBUTION FACILITY WITH ELECTRICAL AND PLUMBING SERVICES, EXTERIOR LIGHTING, LANDSCAPING & IRRIGATION, TRASH ENCLOSURES, CONCRETE SCREEN WALLS, AND SLIDING/SWINGING METAL GATES. FIRE SPRINKLER AND GRADING PLANS TO BE A SEPARATE SUBMITTAL AND PERMIT

LEGAL DESCRIPTION & ZONING

LEGAL DESCRIPTION: SEE CIVIL DRAWING

ASSESSOR'S PARCEL NO.: SEE CIVIL DRAWING

PROJECT INFORMATION & AREA ANALYSIS

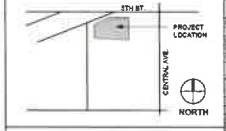
BUILDING ADDRESS:	XXXX
CONSTRUCTION TYPE:	II-B
OCCUPANCY:	B / S-1
FIRE SPRINKLER:	YES (EBFR NFPA 72, NFPA 13 & NFPA 24)
CLEAR HEIGHT:	32'
ZONING:	
GENERAL PLAN:	(BP) BUSINESS PART
SPECIFIC PLAN:	N/A
FEMA FLOOD ZONE:	NO FLOOD ZONE
BUILDING SETBACKS:	
FRONT SETBACK:	35'
SIDE SETBACK:	25'
REAR SETBACK:	25'

ALLOWABLE AREA:
UNLIMITED AREA PER CBC 507.8 OR X 6F PER TABLE 506.2

SHEET INDEX

A1	SITE PLAN
A1_1	ENLARGED SITE PLANS
A1_2	GATE & FENCE ELEVATIONS
A1_3	SITE WALL PLAN
A1_4	PUBLIC ART
A2	GROUND LEVEL FLOOR PLANS
A4	EXTERIOR ELEVATIONS WITH TREES
A4_1	EXTERIOR ELEVATIONS
A8	COLOR BOARD
C1	CONCEPTUAL GRADING PLAN
L1	CONCEPTUAL LANDSCAPE PLAN
L2	PLANT IMAGERY
PD-1.0	SITE PHOTOMETRIC PLAN

VICINITY MAP



SITE PLAN GENERAL NOTES

1. THE SITE PLAN SHALL MEET ALL ENGINEERING & NPDES REQUIREMENTS
2. GENERAL CONTRACTOR TO REVIEW THE SOILS REPORT AND ALL AMENDMENTS LISTED ON THE TITLE SHEET AND FOLLOW ALL RECOMMENDATIONS
3. U.O.N. ALL DIMENSIONS TO CONCRETE WALLS AND CURBS ARE EITHER TO THE CENTER (SHOWN WITH A CENTERLINE) OR FACE OF THE WALL OR CURB. ALL DIMENSIONS TO FRAMED WALLS ARE EITHER TO THE CENTER LINE OF THE WALL FRAMING (SHOWN WITH A CENTERLINE) OR THE FACE OF THE WALL FINISH
4. REFER TO CIVIL, AND MEP PLANS TO CONFIRM UTILITY INFORMATION SHOWN ON THE ARCHITECT'S SITE PLAN AND FOR ADDITIONAL UTILITY INFORMATION. GENERAL CONTRACTOR TO COORDINATE ALL POINTS OF CONNECTION
5. REFER TO CIVIL DRAWINGS FOR ALL FINISHED GRADES AND SLOPES. ALL FINISHED GRADES TO PROVIDE POSITIVE DRAINAGE AWAY FROM THE BUILDING. GENERAL CONTRACTOR TO FIELD VERIFY.
6. ALL ACCESSIBLE ROUTES SHOWN ARE ON THE SITE PLAN DRAWINGS SHALL CONFORM TO THE FOLLOWING
   a) SLOPES IN THE DIRECTION OF TRAVEL DO NOT EXCEED 5% CROSS SLOPES DO NOT EXCEED 2%
   b) THE CLEAR WIDTH OF ALL WALKWAYS IS 4'-0" MIN.
   c) CHANGES IN LEVEL UP TO 1/2" COMPLY w/ 11166.2.1. CHANGES IN LEVEL GREATER THAN 1/2" IF THEY OCCUR ARE RAMPED. SEE PLANS.
   d) THE VERTICAL CLEARANCE ALONG THE ACCESSIBLE ROUTE IS 80" MIN
7. ALL PAVED AND LANDSCAPED AREAS TO BE BOUND BY A MIN. 6" HIGH, 6" WIDE CONCRETE CURB U.O.N.
8. A CONCRETE MOW STRIP EXTENDING 12" BEYOND EA END OF THE OPENING SHALL BE PROVIDED @ ALL EXTERIOR GLAZING WHERE THE SILL IS WITHIN 3' VERTICAL OF THE FINISHED GRADE. SEE SHD1.1
9. PROVIDE PIPE BOLLARD PROTECTION POSTS AS REQUIRED BY UTILITY COMPANIES AND OR FIRE AUTHORITIES AT ALL EXTERIOR ELECTRICAL EQUIPMENT AND FIRE PREVENTION DEVICES. IF PIPE BOLLARD PROTECTION POST DETAILS ARE NOT PROVIDED BY UTILITY COMPANIES AND OR FIRE AUTHORITY SEE DETAIL SHD1.1
10. ALL EXPOSED BIOSTEMYION DEVICE COVERINGS SHALL BE PAINTED FOREST GREEN
11. WHERE OCCURS, GENERAL CONTRACTOR TO PROVIDE FLUID APPLIED DAMP PROOFING AT ALL RETAINING AND PLANTER WALLS WHERE THE SIDE OF THE WALL OPPOSITE THE SOIL SIDE IS EXPOSED TO VIEW AND ALL EXTERIOR WALLS WHERE THE ADJACENT FLOOR SLAB IS BELOW GRADE. SEE SHD1.2
12. PROVIDE A HOSE BIB NEAR THE MAIN ENTRANCE AND IN THE TRASH ENCLOSURE. SEE PLAN FOR LOCATION

KEYNOTES

101	PROPERTY LINE
105	CONCRETE PAVING.
106	@ SHADING. PROPOSED LANDSCAPING. SEE LANDSCAPE PLANS
109	(N) TRANSFORMER LOCATION
114	ACCESSIBLE SITE ENTRANCE SIGN
124	EXTERIOR CONCRETE LANDING.
135	CONCRETE TILT-UP SCREEN WALL. MIN HEIGHT 8' ABOVE HIGHEST ADJACENT FINISHED GRADE. PAINT BOTH SIDES AND TOP OF WALL. SEE PLANS FOR COLOR SCHEDULE.
137	TUBE STEEL FENCE. MIN HEIGHT 6' ABOVE HIGHEST ADJACENT FINISHED GRADE.
143	PAINTED STEEL ROLLING GATE(S) MIN HEIGHT 8' ABOVE HIGHEST ADJACENT FINISHED GRADE OR AS SHOWN ON EXTERIOR ELEVATIONS. PROVIDE KNOX BOX AS REQUIRED BY FIRE AUTHORITY
148	2 POSITION BIKE RACK
150	STEEL PIPE BOLLARD PROTECTION POST.
160	CONCRETE STAIRS ON GRADE.
177	PUBLIC ART

LOT AREA

	SQUARE FOOTAGE	ACRES
NET	124788 SF	2.86

FLOOR AREA RATIO

BUILDING AREA	SITE AREA	FAR ALLOWABLE	FAR PROVIDED
53665 SF	124788 SF	55%	43%

BUILDING AREA SUMMARY

NAME	AREA
GROUND FLOOR	
WAREHOUSE	49665 SF
OFFICE	2000 SF
	51665 SF
MEZZANINE	
OFFICE	2000 SF
	2000 SF
GROUND LEVEL + MEZZANINE	
WAREHOUSE	49665 SF
OFFICE	4000 SF
TOTAL BUILDING AREA	53665 SF

LANDSCAPE AREA SUMMARY

LOT AREA	% LANDSCAPING REQUIRED	LANDSCAPING PROVIDED	% LANDSCAPING PROVIDED
124788 SF	0%	25031 SF	20.1%

TOTAL PARKING REQUIRED

BUILDING USE	BUILDING AREA	PARKING RATIO (1/)	REQ. PARKING
OFFICE	4000 SF	250	16
WAREHOUSE	49665 SF	1000	49.7
TOTAL	53665 SF		66.7

REQUIRED PARKING BREAKDOWN

SPACE TYPE	SPACES REQUIRED
STANDARD STALLS	60
STANDARD ACCESSIBLE STALLS	2
VAN ACCESSIBLE STALLS	1
FUTURE EV CHARGING ONLY STALLS	2
FUTURE EV CHARGING ONLY STALLS	10
STANDARD ACCESSIBLE STALLS	
FUTURE EV CHARGING ONLY VAN ACCESSIBLE STALLS	1
TOTAL	66

PARKING PROVIDED

SPACE TYPE	SPACES PROVIDED
STANDARD STALLS	60
STANDARD ACCESSIBLE STALLS	2
VAN ACCESSIBLE STALLS	1
EV CHARGING ONLY STALLS	2
FUTURE EV CHARGING ONLY STALLS	10
EV CHARGING ONLY VAN ACCESSIBLE STALLS	1
TOTAL	66

SITE LEGEND

LANDSCAPE AREA

CONCRETE PAVING WHEN OCCURS @ PARKING AREAS, DRIVE AISLES & / OR TRUCK COURT. SEE CIVIL DRAWINGS FOR PAVING SECTIONS

FIRE HYDRANT. PROVIDE PIPE BOLLARD PROTECTION POSTS AS REQUIRED BY THE FIRE AUTHORITY. SEE SHD1.1

STREET LIGHT

INDICATES AN ACCESSIBLE ROUTE MUST COMPLY w/ SITE PLAN GENERAL NOTE #6

PROPERTY LINE

DOCK HIGH DOOR

DRIVE THRU. DOOR

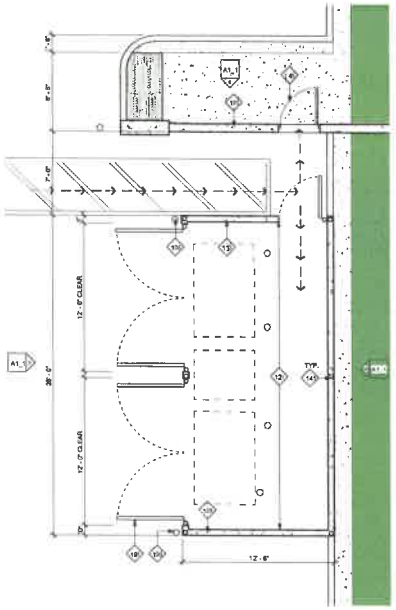
PROJECT
PATRIOT PARTNERS 5TH AND CENTRAL
HIGHLAND, CA
2ND PLANNING SUBMITTAL

HERDMAN
ARCHITECTURE + DESIGN
A22-2227
08.10.2023

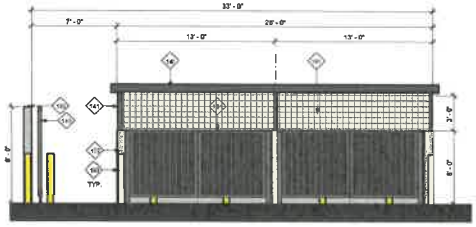
SITE PLAN

A1

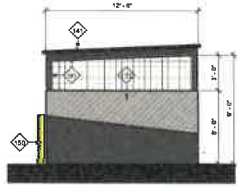
8/10/2023 1:49:06 PM



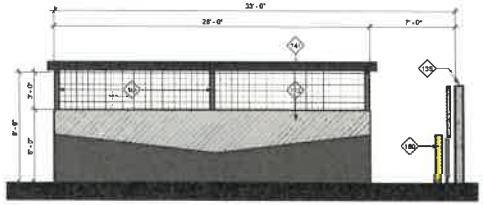
1 ENLARGED TRASH ENCLOSURE PLAN
1/4" = 1'-0"



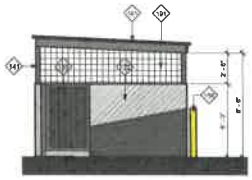
2 TRASH ENCLOSURE WEST ELEVATION
1/4" = 1'-0"



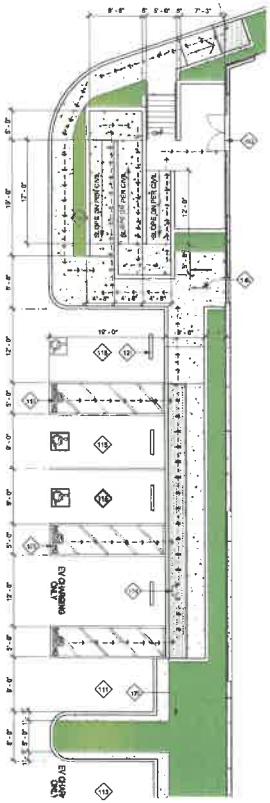
3 TRASH ENCLOSURE NORTH ELEVATION
1/4" = 1'-0"



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



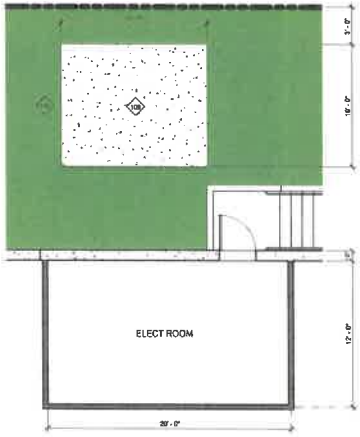
5 TRASH ENCLOSURE SOUTH ELEVATION
1/4" = 1'-0"



6 ENLARGED SITE PLAN WEST SIDE
1/8" = 1'-0"



7 ENLARGED SITE PLAN SOUTHWEST SIDE
1/8" = 1'-0"



8 ENLARGED TRANSFORMER PAD
1/4" = 1'-0"

KEYNOTES

106 @ SHADING, PROPOSED LANDSCAPING. SEE LANDSCAPE PLANS
109 (N) TRANSFORMER LOCATION
110 ACCESS AISLE FOR ACCESSIBLE PARKING STALL. 8'-0" WIDE
111 TYP. U.O.N., STANDARD PARKING STALL. 9'-0" WIDE x 20'-0" DEEP
113 FUTURE EV CHARGING ONLY PARKING STALL. MATCH STANDARD STALL DEPTH. PROVIDE FOR FUTURE INSTALLATION OF CHARGING EQUIPMENT.
115 STANDARD ACCESSIBLE PARKING STALL. 9'-0" WIDE x DEPTH OF STANDARD STALL
116 VAN ACCESSIBLE PARKING STALL. 12'-0" WIDE x DEPTH OF STANDARD STALL
118 FUTURE VAN ACCESSIBLE EV CHARGING ONLY PARKING STALL. 12'-0" WIDE x DEPTH OF STANDARD STALL. PROVIDE FOR FUTURE INSTALLATION OF CHARGING EQUIPMENT.
121 PRECAST CONCRETE WHEEL STOP
123 ZERO CURB FACE
135 CONCRETE TILT-UP SCREEN WALL. MIN HEIGHT 8' ABOVE HIGHEST ADJACENT FINISHED GRADE. PAINT BOTH SIDES AND TOP OF WALL. SEE PLANS FOR COLOR SCHEDULE
141 PAINTED STEEL ROOF COVERING. HSS COLUMNS, HSS BEAMS, AND METAL DECK ROOFING.
143 PAINTED STEEL ROLLING GATE(S). MIN HEIGHT 8' ABOVE HIGHEST ADJACENT FINISHED GRADE OR AS SHOWN ON EXTERIOR ELEVATIONS. PROVIDE KNOX BOX AS REQUIRED BY FIRE AUTHORITY.
145 PAINTED STEEL SWINGING PEDESTRIAN GATE. WHEN OCCURS IN TUBE STEEL FENCE, ALIGN TOP w/ FENCE HEIGHT. WHEN OCCURS IN CONCRETE SCREEN WALL, U.O.N., ALIGN TOP w/ SCREEN WALL. PROVIDE KNOX BOX AS REQUIRED BY FIRE AUTHORITY
148 3 POSITION BIKE RACK
160 STEEL PIPE BOLLARD PROTECTION POST
162 ACCESSIBLE BUILDING ENTRANCE
172 CONCRETE TILT-UP TRASH ENCLOSURE WALL. MIN HEIGHT 8'-0" ABOVE HIGHEST ADJACENT FINISHED GRADE. PAINT BOTH SIDES AND TOP OF WALL. SEE PLANS FOR COLOR SCHEDULE
176 AMBULATORY ACCESSIBLE EVCS (ELECTRICAL VEHICLE CHARGING STATION). 9'-0" WIDE x DEPTH OF STANDARD STALL. PROVIDE ELECTRIC VEHICLE SUPPLY EQUIPMENT.
181 WIRE MESH SETWEEN TRASH ENCLOSURE PANELS AND ROOF. TYPICAL ON 4 SIDES OF ENCLOSURE

SITE LEGEND

- LANDSCAPE AREA
- CONCRETE PAVING WHEN OCCURS @ PARKING AREAS, DRIVE AISLES & / OR TRUCK COURT. SEE CIVIL DRAWINGS FOR PAVING SECTIONS
- FIRE HYDRANT. PROVIDE PIPE BOLLARD PROTECTION POSTS AS REQUIRED BY THE FIRE AUTHORITY. SEE 3/AD1.1
- STREET LIGHT
- INDICATES AN ACCESSIBLE ROUTE. MUST COMPLY w/ SITE PLAN GENERAL NOTE #6
- PROPERTY LINE
- DOOR HIGH DOOR
- DRIVE THRU DOOR

EXTERIOR COLOR SCHEDULE

- (A) EXTERIOR PAINT COLOR: SW 6995 SUPERWHITE
- (B) EXTERIOR PAINT COLOR: SW 7674 PEPPERCORN
- (C) EXTERIOR PAINT COLOR: SW 7069 IRON ORE
- (D) FORMLINER COLOR: SW 6995 SUPERWHITE
- (E) ACM PANEL COLOR MATCH STOREFRONT FRAMING
- (F) EXPOSED STEEL BROW & CANOPY FRAMING. WALL BEHIND OPEN TRELLIS (KEY NOTE 4.09 OR 4.09) WHEN OCCURS & TRASH ENCLOSURE ROOF PAINT COLOR MATCH STOREFRONT FRAMING
- (G) EXTERIOR STOREFRONT FRAMING COLOR X
- (H) EXTERIOR GLASS COLOR FOR SINGLE GLAZING & EXTERIOR LAYER OF INSULATED GLASS- X
- (I) EXTERIOR GLASS COLOR FOR THE INNER LAYER OF INSULATED GLASS- CLEAR GLASS

NOTES:

1. PAINT MAN DOORS, STAIR & RAMP GUARD WALLS, GUARD RAILS, DOWN SPOUTS, LOUVERS, & ROOF LEVEL WALL PANEL RETURNS TO MATCH ADJACENT BUILDING WALL COLOR, U.O.N.
2. U.O.N., EXTERIOR SIDE OF TRUCK DOORS TO BE X. INTERIOR SIDE TO BE PRE-FINISHED WITH MANUFACTURER'S LIGHT GRAY.
3. POWER WASH EXTERIOR CONCRETE WALLS PRIOR TO PAINTING TO REMOVE ALL CHEMICALS AND DIRT THAT WILL IMPEDE THE PRIMER COAT FROM ADHERING TO THE WALLS.
4. PAINT EXTERIOR WALLS w/ 1- COAT SPRAYED AND BACK ROLLED ACRYLIC FLAT PRIMER AND 2-COATS SPRAYED-ON FLAT FINISH IN THE FINAL WALL COLOR. ALL PAINTS TO BE AS SPECIFIED BY THE MANUFACTURER FOR CONCRETE TILT UP WALL PANELS. FINISHED JOB SHALL BE SMOOTH AND FREE OF LAPPING AND OR STREAKING, REGARDLESS OF THE COLOR.
5. EXCEPT WHERE NOTED OTHERWISE ON THE PLANS ALL PANEL JOINTS SHALL BE CAULKED PER DETAIL 1/AD4.1
6. PAINT CONCRETE BEHIND ANY OPEN TRELLIS WORK THE COLOR OF THE TRELLIS.
7. @ SOLID BROWS WITH GLAZING DIRECTLY ABOVE OR BELOW, PAINT THE EXPOSED WALL CHAMFER JUST ABOVE OR BELOW THE BROW TO MATCH THE BROW COLOR

SITE PLAN GENERAL NOTES

1. THE SITE PLAN SHALL MEET ALL ENGINEERING & NPDES REQUIREMENTS
2. GENERAL CONTRACTOR TO REVIEW THE SOILS REPORT AND ALL AMENDMENTS LISTED ON THE TITLE SHEET AND FOLLOW ALL RECOMMENDATIONS
3. U.O.N., ALL DIMENSIONS TO CONCRETE WALLS AND CURBS ARE EITHER TO THE CENTER (SHOWN WITH A CENTERLINE) OR FACE OF THE WALL OR CURB. ALL DIMENSIONS TO FRAMED WALLS ARE EITHER TO THE CENTER LINE OF THE WALL FRAMING (SHOWN WITH A CENTERLINE) OR THE FACE OF THE WALL FINISH
4. REFER TO CIVIL, AND MEP PLANS TO CONFIRM UTILITY INFORMATION SHOWN ON THE ARCHITECT'S SITE PLAN AND FOR ADDITIONAL UTILITY INFORMATION GENERAL CONTRACTOR TO COORDINATE ALL POINTS OF CONNECTION
5. REFER TO CIVIL DRAWINGS FOR ALL FINISH @ GRADES AND SLOPES. ALL FINISHED GRADES TO PROVIDE POSITIVE DRAINAGE AWAY FROM THE BUILDING. GENERAL CONTRACTOR TO FIELD VERIFY
6. ALL ACCESSIBLE ROUTES IDENTIFIED ON THE SITE PLAN DRAWINGS SHALL CONFORM TO THE FOLLOWING:
   a) SLOPES IN THE DIRECTION OF TRAVEL DO NOT EXCEED 5%, CROSS SLOPES DO NOT EXCEED 2%.
   b) THE CLEAR WIDTH OF ALL WALKWAYS @ 4'-0" MIN
   c) CHANGES IN LEVEL UP TO 1/2" COMPLY w/ 11A§ 2.1. CHANGES IN LEVEL GREATER THAN 1/2" IF THEY OCCUR ARE RAMPED. SEE PLANS
   d) THE VERTICAL CLEARANCE ALONG THE ACCESSIBLE ROUTE IS 80" MIN
7. ALL PAVED AND LANDSCAPED AREAS TO BE BOUND BY A MIN. 6" HIGH, 6" WIDE CONCRETE CURB U.O.N.
8. A CONCRETE MOW STRIP EXTENDING 12" BEYOND EA END OF THE OPENING SHALL BE PROVIDED @ ALL EXTERIOR GLAZING WHERE THE SILL IS WITHIN 3' VERTICAL OF THE FINISHED GRADE. SEE 3/AD1.1
9. PROVIDE PIPE BOLLARD PROTECTION POSTS AS REQUIRED BY UTILITY COMPANIES AND OR FIRE AUTHORITIES AT ALL EXTERIOR ELECTRICAL EQUIPMENT AND FIRE PREVENTION DEVICES. IF PIPE BOLLARD PROTECTION POST DETAILS ARE NOT PROVIDED BY UTILITY COMPANIES AND OR FIRE AUTHORITY SEE DETAIL 3/AD1.1
10. ALL EXPOSED SKATE/TENNIS DEVICE COVERINGS SHALL BE PAINTED FOREST GREEN
11. WHERE OCCURS, GENERAL CONTRACTOR TO PROVIDE FLUID APPLIED DAMP PROOFING AT ALL RETAINING AND PLANTER WALLS. WHERE THE SIDE OF THE WALL OPPOSITE THE SOIL SIDE IS EXPOSED TO VIEW AND ALL EXTERIOR WALLS WHERE THE ADJACENT FLOOR SLAB IS BELOW GRADE. SEE 6/AD1.3
12. PROVIDE A HOSE BIB NEAR THE MAIN ENTRANCE AND IN THE TRASH ENCLOSURE. SEE PLAN FOR LOCATION

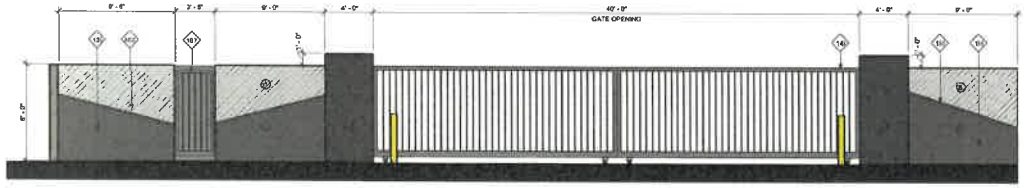
PROJECT
PATRIOT PARTNERS 5TH AND CENTRAL
HIGHLAND, CA
2ND PLANNING SUBMITTAL

HERDMAN
ARCHITECTURE + DESIGN
A22-2227
08.10.2023

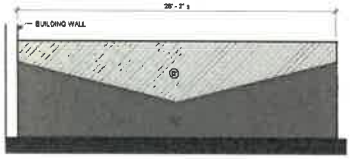
ENLARGED SITE PLANS

A1_1

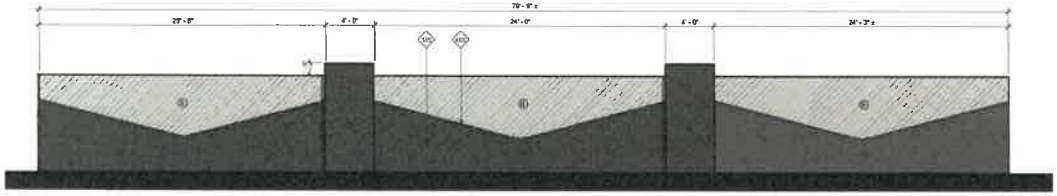
8/10/2023 2:00:52 PM



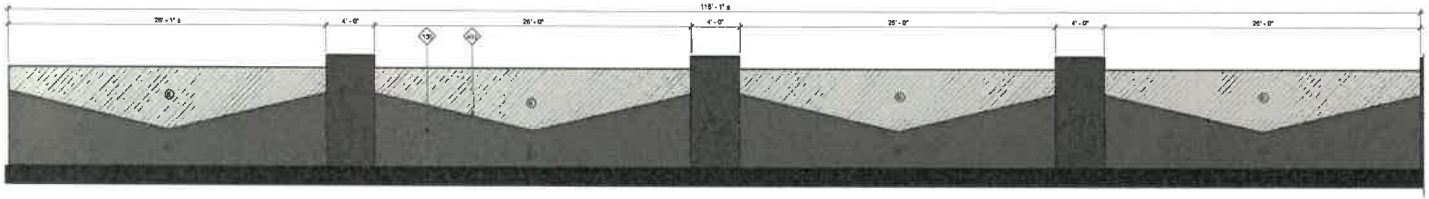
1 NORTH TRUCK YARD - GATE ELEVATION
1/4" = 1'-0"



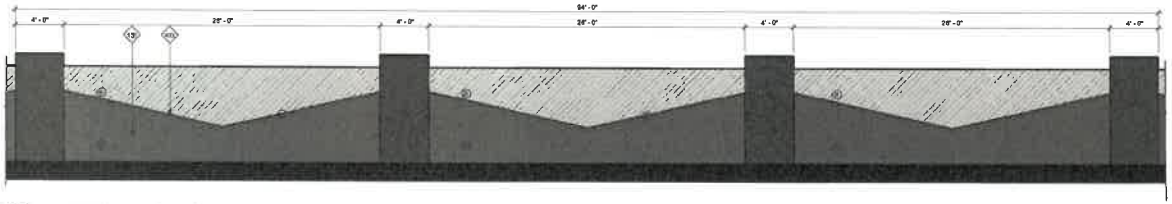
2 SOUTH EAST CORNER ELEVATION
1/4" = 1'-0"



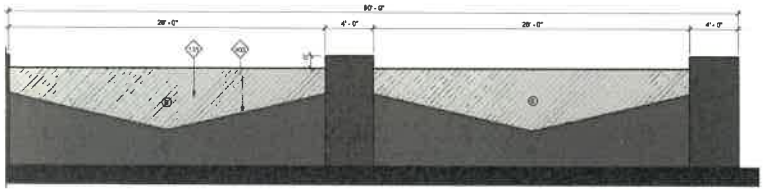
3 SOUTH TRUCK YARD - GATE ELEVATION
1/4" = 1'-0"



4 SCREEN WALL ELEVATION
1/4" = 1'-0"



5 SCREEN WALL ELEVATION
1/4" = 1'-0"



6 SCREEN WALL ELEVATION
1/4" = 1'-0"

KEYNOTES

155	CONCRETE TILT-UP SCREEN WALL, MIN HEIGHT 8' ABOVE HIGHEST ADJACENT FINISHED GRADE. PAINT BOTH SIDES AND TOP OF WALL. SEE PLANS FOR COLOR SCHEDULE
143	PAINTED STEEL ROLLING GATE(S), MIN HEIGHT 8' ABOVE HIGHEST ADJACENT FINISHED GRADE OR AS SHOWN ON EXTERIOR ELEVATIONS. PROVIDE KNOX BOX AS REQUIRED BY FIRE AUTHORITY.
167	PAINTED STEEL SWINGING PEDESTRIAN TRASH ENCLOSURE GATE. SEE TRASH ENCLOSURE PLANS FOR HEIGHT.
402	WALL REVEAL

EXTERIOR COLOR SCHEDULE

A	EXTERIOR PAINT COLOR: SW 6993 SUPERWHITE
B	EXTERIOR PAINT COLOR: SW 7674 PEPPERCORN
C	EXTERIOR PAINT COLOR: SW 7069 IRON ORE
D	FORMLINER COLOR: SW 6993 SUPERWHITE
E	ACM PANEL COLOR: MATCH STOREFRONT FRAMING
F	EXPOSED STEEL BROW & CANOPY FRAMING, WALL BEHIND OPEN TRELLIS (KEY NOTE 428, OR 429) WHEN OCCURS & TRASH ENCLOSURE ROOF PAINT COLOR MATCH STOREFRONT FRAMING
G	EXTERIOR STOREFRONT FRAMING COLOR X
H	EXTERIOR GLASS COLOR FOR SINGLE GLAZING & EXTERIOR LAYER OF INSULATED GLASS X
I	EXTERIOR GLASS COLOR FOR THE INNER LAYER OF INSULATED GLASS CLEAR GLASS

NOTES:

1. PAINT MAN DOORS, STAIR & RAMP GUARD WALLS, GUARD RAILS, DOWN SPOUTS, LOUVERS, & ROOF LEVEL WALL PANEL RETURNS TO MATCH ADJACENT BUILDING WALL COLOR, U.O.N.
2. U.O.N., EXTERIOR SIDE OF TRUCK DOORS TO BE X INTERIOR SIDE TO BE PRE-FINISHED WITH MANUFACTURER'S LIGHT GRAY.
3. POWER WASH EXTERIOR CONCRETE WALLS PRIOR TO PAINTING TO REMOVE ALL CHEMICALS AND DIRT THAT WILL IMPEDE THE PRIMER COAT FROM ADHERING TO THE WALLS.
4. PAINT EXTERIOR WALLS w/ 1 - COAT SPRAYED AND BACK ROLLED ACRYLIC FLAT PRIMER AND 2-COATS SPRAYED-ON FLAT FINISH IN THE FINAL WALL COLOR. ALL PAINTS TO BE AS SPECIFIED BY THE MANUFACTURER FOR CONCRETE TILT UP WALL PANELS. FINISHED JOB SHALL BE SMOOTH AND FREE OF LAPPING AND OR STREAKING, REGARDLESS OF THE COLOR.
5. EXCEPT WHERE NOTED OTHERWISE ON THE PLANS ALL PANEL JOINTS SHALL BE CAULKED PER DETAIL 1/A24.1.
6. PAINT CONCRETE BEHIND ANY OPEN TRELLIS WORK THE COLOR OF THE TRELLIS.
7. @ SOLID BROWS WITH GLAZING DIRECTLY ABOVE OR BELOW, PAINT THE EXPOSED WALL CHAMFER JUST ABOVE OR BELOW THE BROW TO MATCH THE BROW COLOR.

SITE PLAN GENERAL NOTES

1. THE SITE PLAN SHALL MEET ALL ENGINEERING & NPDES REQUIREMENTS.
2. GENERAL CONTRACTOR TO REVIEW THE SOILS REPORT AND ALL AMENDMENTS LISTED ON THE TITLE SHEET AND FOLLOW ALL RECOMMENDATIONS
3. U.O.N., ALL DIMENSIONS TO CONCRETE WALLS AND CURBS ARE EITHER TO THE CENTER (SHOWN WITH A CENTERLINE) OR FACE OF THE WALL OR CURB. ALL DIMENSIONS TO FRAMED WALLS ARE EITHER TO THE CENTER LINE OF THE WALL FRAMING (SHOWN WITH A CENTERLINE) OR THE FACE OF THE WALL FINISH.
4. REFER TO CIVIL AND MEP PLANS TO CONFIRM UTILITY INFORMATION SHOWN ON THE ARCHITECT'S SITE PLAN AND FOR ADDITIONAL UTILITY INFORMATION. GENERAL CONTRACTOR TO COORDINATE ALL POINTS OF CONNECTION.
5. REFER TO CIVIL DRAWINGS FOR ALL FINISHED GRADES AND SLOPES. ALL FINISHED GRADES TO PROVIDE POSITIVE DRAINAGE AWAY FROM THE BUILDING. GENERAL CONTRACTOR TO FIELD VERIFY.
6. ALL ACCESSIBLE ROUTES IDENTIFIED ON THE SITE PLAN DRAWINGS SHALL CONFORM TO THE FOLLOWING:
   a) SLOPES IN THE DIRECTION OF TRAVEL DO NOT EXCEED 5%. CROSS SLOPES DO NOT EXCEED 2%.
   b) THE CLEAR WIDTH OF ALL WALKWAYS IS 4'-0" MIN.
   c) CHANGES IN LEVEL UP TO 1/2" COMPLY w/ 1/A6.2.1. CHANGES IN LEVEL GREATER THAN 1/2" IF THEY OCCUR ARE RAMPED. SEE PLANS
   d) THE VERTICAL CLEARANCE ALONG THE ACCESSIBLE ROUTE IS 80" MIN.
7. ALL PAVED AND LANDSCAPED AREAS TO BE BOUND BY A MIN. 6" HIGH, 8" WIDE CONCRETE CURB U.O.N.
8. A CONCRETE MOW STRIP EXTENDING 12" BEYOND EA END OF THE OPENING SHALL BE PROVIDED @ ALL EXTERIOR GLAZING WHERE THE SILL IS WITHIN 3' VERTICAL OF THE FINISHED GRADE. SEE 2/A21.1
9. PROVIDE PIPE BOLLARD PROTECTION POSTS AS REQUIRED BY UTILITY COMPANIES AND OR FIRE AUTHORITIES AT ALL EXTERIOR ELECTRICAL EQUIPMENT AND FIRE PREVENTION DEVICES. IF PIPE BOLLARD PROTECTION POST DETAILS ARE NOT PROVIDED BY UTILITY COMPANIES AND OR FIRE AUTHORITY SEE DETAIL 3/A21.1
10. ALL EXPOSED DOWNSPOUTS/DEVICE COVERINGS SHALL BE PAINTED FOREST GREEN
11. WHERE OCCURS, GENERAL CONTRACTOR TO PROVIDE FLUID APPLIED DAMP PROOFING AT ALL RETAINING AND PLANTER WALLS WHERE THE SIDE OF THE WALL OPPOSITE THE BOX, SIDE IS EXPOSED TO VIEW AND ALL EXTERIOR WALLS WHERE THE ADJACENT FLOOR SLAB IS BELOW GRADE. SEE 9/A21.2
12. PROVIDE A HOSE BIB NEAR THE MAIN ENTRANCE AND IN THE TRASH ENCLOSURE. SEE PLAN FOR LOCATION.

PATRIOT PARTNERS 5TH AND CENTRAL
HIGHLAND, CA

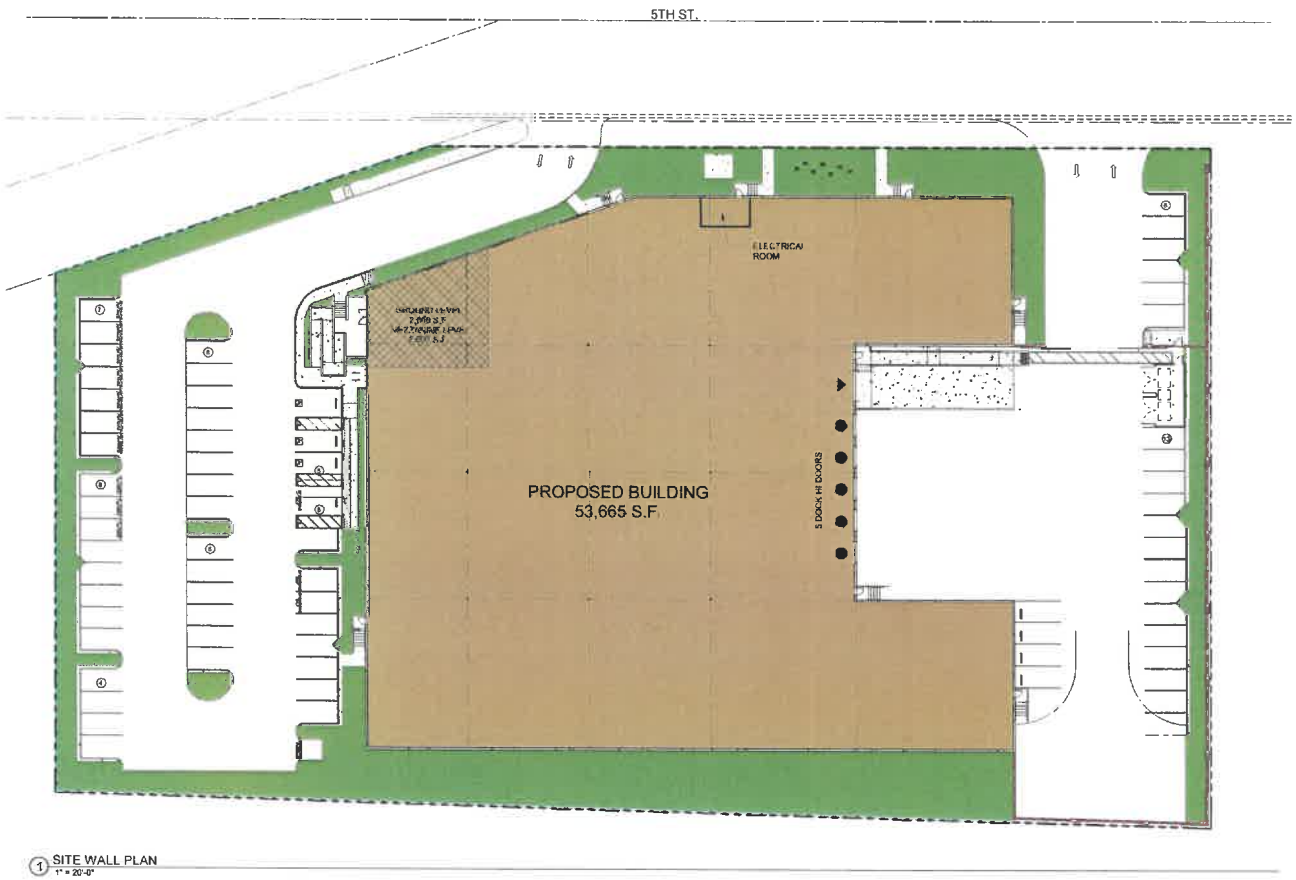
PROJECT
2ND PLANNING SUBMITTAL

HERDMAN
ARCHITECTURE + DESIGN
A22-2227
08.10.2023

GATE & FENCE ELEVATIONS

A1_2

8/10/2023 1:49:20 PM



1 SITE WALL PLAN
1" = 20'-0"

PROJECT
PATRIOT PARTNERS 5TH AND CENTRAL
HIGHLAND, CA
2ND PLANNING SUBMITTAL

SITE LEGEND
- PROPERTY LINE
- PROPOSED NEW 6' CONCRETE SCREEN WALL
- PROPOSED NEW 6' TUBE STEEL FENCE

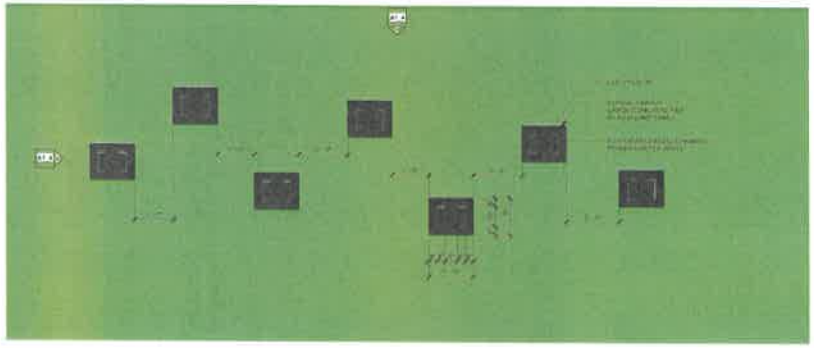
NOTE: PROVIDE ANTI-GRAFFITI COATING ON ALL EXTERIOR WALLS UP TO 12' HEIGHT

HERDMAN
ARCHITECTURE + DESIGN
A22-2227
08.16.2023

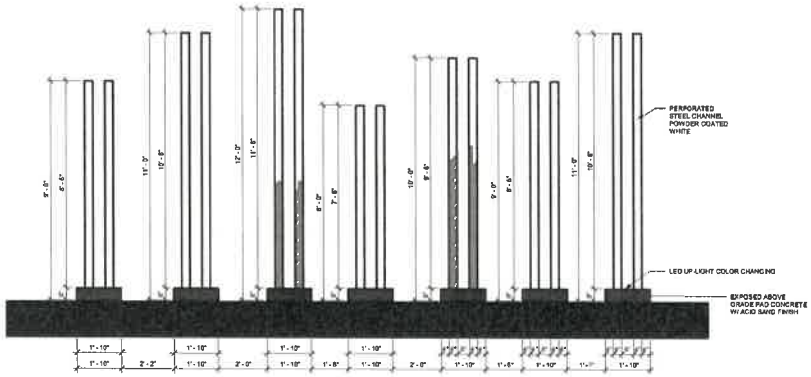
SITE WALL PLAN

A1_3

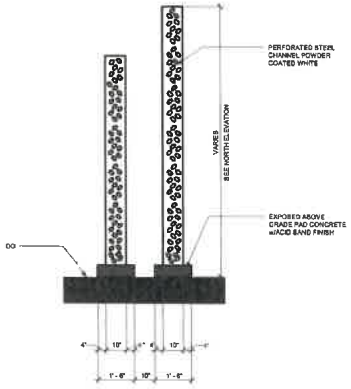
8/16/2023 1:49:24 PM



1 ENLARGED PUBLIC ART PLAN
1/2" = 1'-0"



2 PUBLIC ART - NORTH ELEVATION
1/2" = 1'-0"



3 PUBLIC ART - WEST ELEVATION
1/2" = 1'-0"

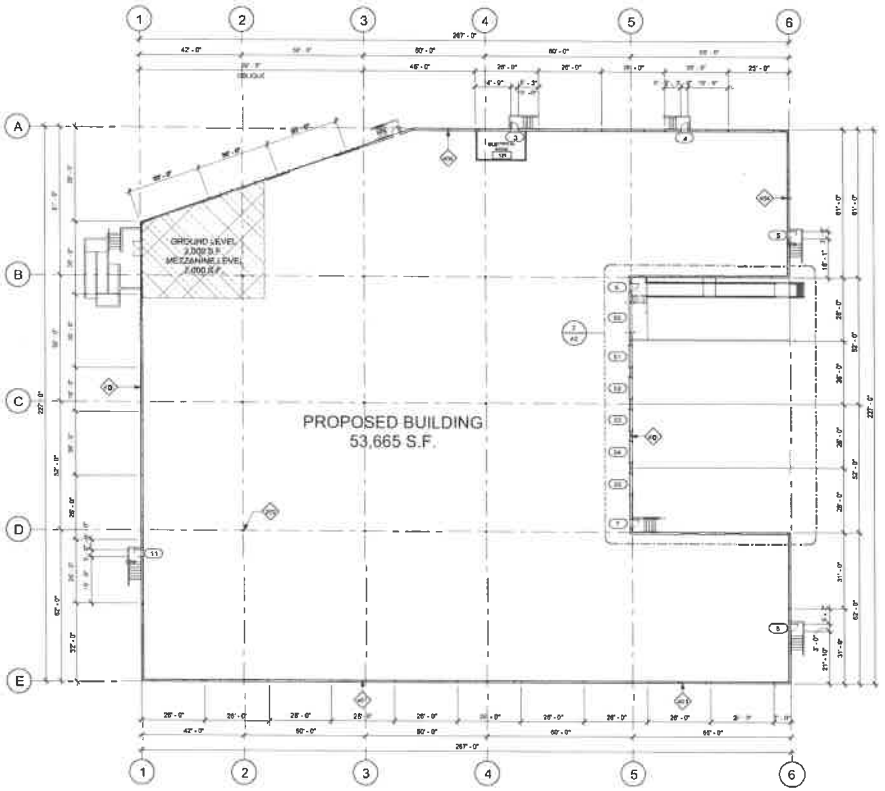


PROJECT
PATRIOT PARTNERS 5TH AND CENTRAL
HIGHLAND, CA
2ND PLANNING SUBMITTAL

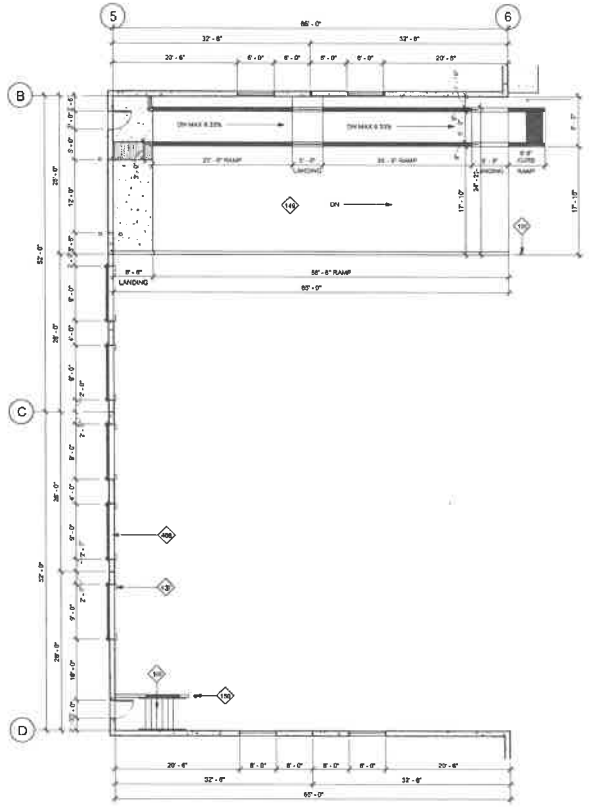
HERDMAN
ARCHITECTURE + DESIGN
A22-2227
08.10.2023

PUBLIC ART

A1_4



1 OVERALL GROUND LEVEL FLOOR PLAN
1" = 20'-0"



2 EAST FLOOR PLAN, EAST TRUCK YARD
1/8" = 1'-0"

KEYNOTES

148	CONCRETE TRUCK RAMP w/ 42" HIGH CONCRETE TILT-UP GUARD ON OPEN SIDE(S). PAINT ALL SIDES OF GUARD WALLS AND HANDRAILS SEE ARCHITECTURAL DRAWINGS FOR COLOR SCHEDULE
180	STEEL PIPE BOLLARD PROTECTION POST
189	CONCRETE STAIRS ON GRADE.
202	LINE OF FLOOR ABOVE.
401	PAINTED CONCRETE TILT-UP WALL PANEL.
404	PANEL JOINT.
408	STEEL SECTIONAL OVERHEAD DOOR
437	DOCK BUMPER

FLOOR PLAN LEGEND

- EXTERIOR CONCRETE TILT-UP WALL PANEL OR INTERIOR CONCRETE TILT-UP MEZZANINE SHEAR WALL PANEL. SEE STRUCTURAL DRAWINGS FOR ADDITIONAL INFORMATION
- STOREFRONT GLAZING SYSTEM. SEE ENLARGED FLOOR PLANS AND EXTERIOR ELEVATIONS FOR ADDITIONAL INFORMATION
- METAL STUD NON BEARING PARTITION WALL. SEE ENLARGED FLOOR PLANS & WALL TYPE SCHEDULE FOR ADDITIONAL INFORMATION
- WOOD STUD BEARING WALL. SEE ENLARGED FLOOR PLANS & WALL TYPE SCHEDULE FOR ADDITIONAL INFORMATION.
- STRUCTURAL BUILDING COLUMNS
- PROVIDE VAPOR BARRIER UNDER PROPOSED AND OR FUTURE OFFICE AREA FLOOR SLAB, EXTEND MIN 40'-0" BEYOND T.I. AREA OR AS DIMENSIONED ON THE FLOOR PLAN. SEE 4/A01.0
- FIRE SPRINKLER RISER. SEE FIRE PROTECTION PLANS AND X/A09.0
- DOOR TAG. SEE SHEET A8.0 FOR DOOR SCHEDULE
- WINDOW TAG. SEE SHEET A8.0 FOR WINDOW SCHEDULE
- STOREFRONT TAG. SEE SHEETS A8.0.1 & A8.0.2 FOR STOREFRONT SCHEDULE
- WALL TAG

FLOOR SLAB GENERAL NOTES

1. THE FLOOR SLAB THICKNESS TO BE 5". SEE STRUCTURAL DRAWINGS FOR ADDITIONAL REQUIREMENTS.
2. THE FLOOR SLAB TO BE CLASS V PER ACI 302.1R-04 TABLE 21.
3. THE GENERAL CONTRACTOR SHALL COORDINATE WITH THE OWNER WHETHER OR NOT TO PROVIDE JOINT FILLER AT FLOOR SLAB CONTROL AND CONSTRUCTION JOINTS.
4. BLOPE POUR STRIPS @ EXTERIOR PEDESTRIAN AND OVERHEAD DOORS. SEE 3, 7, & 10/A04.1.
5. CRANES, CONCRETE TRUCKS, AND SIMILAR HEAVY EQUIPMENT ARE PROHIBITED ON THE FLOOR SLAB DURING CONSTRUCTION.
6. BELOW FLOOR SLAB SOIL COMPACTION TO BE 95% MIN.
7. TRENCH SOIL COMPACTION TO BE 90% MIN.
8. SLAB FINISH TO BE STEEL FLOAT HARD TROWEL BURNISHED FINISH.
9. THE GENERAL CONTRACTOR TO MAINTAIN A CLEAN FLOOR SLAB. ALL TRUCKS AND EQUIPMENT TO BE DIAPERED.
10. ALL CONSTRUCTION MARKINGS SHALL BE REMOVED FROM THE FLOOR SLAB PRIOR TO SEALING.
11. SEE 6/A02.1 FOR SLAB PATCHING DETAIL.
12. PROVIDE 18"-0" WIDE PERIMETER FLOOR POUR-STRIPS AT ALL TRUCK DOOR WALLS AND 3'-0" WIDE AT ALL OTHER WALLS UNLESS NOTED OTHERWISE ON STRUCTURAL DRAWINGS. NO UNDERGROUND PIPING, CONDUITS, ETC. ALLOWED IN POUR STRIPS AT DOCK DOORS TO ALLOW FOR CURRENT OR FUTURE RECESSED DOCK LEVELERS.
13. ALL FLOOR SLAB NAIL OR BRACE FRAME HOLES TO BE FILLED WITH APPROVED 3-PART EPOXY COMPOUND TO MATCH CONCRETE COLOR. PEDA BOND LV 2000, BURKE EPOXY INJECTION RESIN OR =.
14. ALL FLOOR SLAB PANEL FORM NAIL HOLES TO BE PREDRILLED AND WOOD DOWELED PRIOR TO NAILING. BRACE HOLES TO BE PREDRILLED.
15. CHAMFER AND REVEAL STRIPS ATTACHED TO THE FLOOR SLAB MUST BE PROPERLY PATCHED PRIOR TO SEALING THE FLOOR SLAB.

FLOOR PLAN GENERAL NOTES

1. WHERE A MEZZANINE OCCURS AND A 1" TOPPING IS CALLED OUT FOR IN THE STRUCTURAL DRAWINGS PROVIDE A 1" THICK TOPPING OF GYP-CRETE 2000 WITH A MINIMUM STRENGTH OF 2,000 PSI.
2. PROVIDE FIRE EXTINGUISHERS AS REQUIRED BY THE FIRE DEPARTMENT AND THE CBC/CFC. REQUIREMENTS AND LOCATIONS TO BE DETERMINED IN THE FIELD BY THE FIRE DEPARTMENT INSPECTOR.
3. ALL PENETRATIONS THROUGH FIRE RATED PARTITIONS SHALL BE SEALED WITH APPROVED FIRE CAULKING. SEE SHTS A02.3, & A02.4.
4. U.O.N., ALL DIMENSIONS TO CONCRETE WALLS ARE EITHER TO THE CENTER (SHOWN WITH A CENTERLINE) OR FACE OF THE WALL. ALL DIMENSIONS TO FRAMED WALLS ARE EITHER TO THE CENTER OF THE WALL FRAMING (SHOWN WITH A CENTERLINE) OR FACE OF THE WALL FINISH
5. PROVIDE ILLUMINATED AND TACTILE EXIT SIGNAGE. SEE EXITING & SIGNAGE PLANS.
6. SEE CIVIL DRAWINGS FOR ALL UTILITY POINTS OF CONNECTION. GENERAL CONTRACTOR TO VERIFY LOCATIONS.
7. PROVIDE PIPE BOLLARD PROTECTION POSTS @ FIRE RISERS & ELECTRICAL GEAR AS REQUIRED BY THE ELECTRICAL AND FIRE PROTECTION PLANS. SEE 7/A05.0 FOR ADDITIONAL INFORMATION.
8. FOR REQUIRED LANDINGS @ ACCESSIBLE DOORS, SEE 1/A9.2.1.
9. NO SMOKING IS ALLOWED WITHIN 25' OF ALL BUILDING ENTRANCES, PER GREEN BUILDING STANDARD CODE DIVISION 5.504.7. POST REQUIRED SIGNAGE.
10. U.O.N. @ INTERIOR PARTITIONS, FINISHED HINGE SIDE OF JAMB TO BE 5" FROM FINISHED SURFACE OF INTERSECTING WALL.

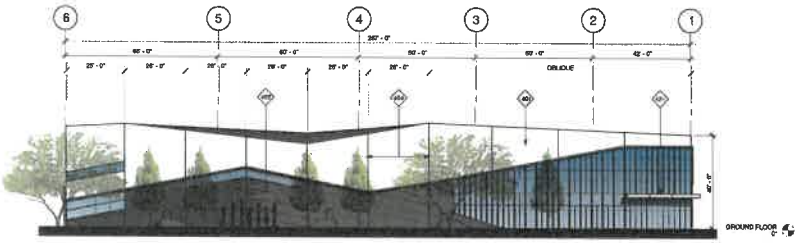
PROJECT
PATRIOT PARTNERS 5TH AND CENTRAL
HIGHLAND, CA
2ND PLANNING SUBMITTAL

HERDMAN
ARCHITECTURE + DESIGN
A22-2227
06.10.2023

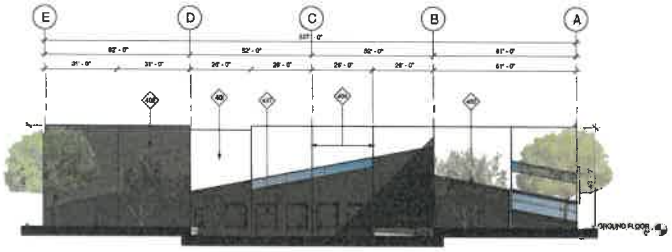
GROUND LEVEL FLOOR PLANS

A2

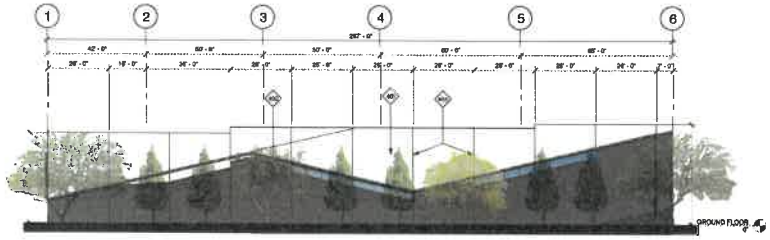
6/19/2023 1:49:38 PM



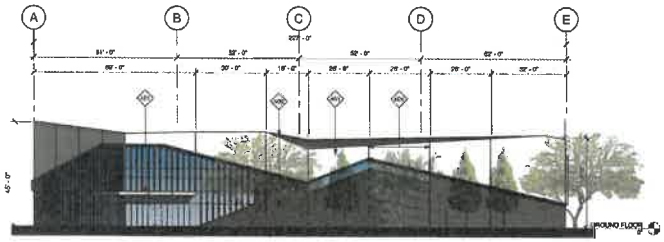
1 PROPOSED NORTH ELEVATION
1" = 20'-0"



2 PROPOSED EAST ELEVATION
1" = 20'-0"



3 PROPOSED SOUTH ELEVATION
1" = 20'-0"



4 PROPOSED WEST ELEVATION
1" = 20'-0"

KEYNOTES

401	PAINTED CONCRETE TILT-UP WALL PANEL
403	WALL REVEAL
404	PANEL JOINT
421	DECORATIVE SOLID BROW WRAPPED IN ALUMINUM PANELS, NOMINAL 18" THKNS MAX 24" PROJECTION FROM BUILDING
437	DOCK BUMPER

GLAZING LEGEND & NOTES

STOREFRONT FRAMING:
U.O.N. @ VISION SYSTEM, MIN 2"x4 1/2" OFFSET SYSTEM. U.O.N. @ SPANDREL SYSTEM, 2"x1 3/4" OFFSET SYSTEM. STOREFRONT SYSTEM TO BE DESIGN BUILD BY THE GENERAL CONTRACTOR. DESIGN SHALL COMPLY WITH ALL RELEVANT CODE & WIND LOADING REQUIREMENTS.

VISION SYSTEM GLAZING:
FOR EXTERIOR VISION GLAZING USE 1" INSULATED GLASS CONSISTING OF AN OUTER LAYER OF 1/4" VISTACOOL AND AN INNER LAYER OF 1/4" SOLARSAN 60. FOR INTERIOR GLAZING USE 1/2" CLEAR GLASS

SPANDREL SYSTEM GLAZING:
FOR EXTERIOR SPANDREL GLAZING USE 1/4" VISTACOOL. BACK PAINTING OF GLASS NOT REQUIRED

NOTES:
1. FOR GLASS AND MULLION COLORS, SEE EXTERIOR COLORS, LEGEND & NOTES, THIS SHEET.
2. PROVIDE TEMPERED GLASS @ THE FOLLOWING
   A. ALL SPANDREL SYSTEM GLAZING IN FRONT OF CONCRETE WALL PANELS
   B. ALL GLAZING WITHIN 18" OF AN ADJACENT WALKING SURFACE.
   C. ALL GLAZING WITH 24" OF ANY PORTION OF A DOOR
3. @ SPANDREL SYSTEM GLAZING IN FRONT OF CONCRETE WALL PANELS, PROVIDE 1" DIA. VENTILATION HOLES IN THE CONCRETE A MAX. OF 8'-0" O.C. CONTRACTOR TO PROVIDE A SMOOTH FINISH ON THE GLASS FACING CONCRETE SURFACES AND TO PAINT THEM IN A COLOR SELECTED BY THE ARCHITECT.
4. @ SPANDRL SYSTEM GLAZING NOT IN FRONT OF A CONCRETE WALL PANEL, PROVIDE TENSATE MIRAFI 140N FILTER FABRIC SHADE CLOTH

EXTERIOR WALL COLOR LEGEND & NOTES

A	EXTERIOR PAINT COLOR: SW 7005 SUPERWHITE
B	EXTERIOR PAINT COLOR: SW 7674 PEPPERCORN
C	EXTERIOR PAINT COLOR: SW 7069 IRON ORE
D	FORMLINER COLOR: SW 7005 SUPERWHITE
E	ACM PANEL COLOR: MATCH STOREFRONT FRAMING
F	EXPOSED STEEL BROW & CANOPY FRAMING, WALL BEHIND OPEN TRELLIS (KEY NOTE 428, OR 429) WHEN OCCURS & TRASH ENCLOSURE ROOF PAINT COLOR: MATCH STOREFRONT FRAMING.
G	EXTERIOR STOREFRONT FRAMING COLOR: X
H	EXTERIOR GLASS COLOR FOR SINGLE GLAZING & EXTERIOR LAYER OF INSULATED GLASS: X
I	EXTERIOR GLASS COLOR FOR THE INNER LAYER OF INSULATED GLASS: CLEAR GLASS

NOTES:
1. PAINT MAN DOORS, STAIR & RAMP GUARD WALLS, GUARD RAILS, DOWN SPOUTS, LOUVERS, & ROOF LEVEL WALL PANEL RETURNS TO MATCH ADJACENT BUILDING WALL COLOR, U.O.N.
2. U.O.N., EXTERIOR SIDE OF TRUCK DOORS TO BE X INTERIOR SIDE TO BE PRE-FINISHED WITH MANUFACTURER'S LIGHT GRAY.
3. POWER WASH EXTERIOR CONCRETE WALLS PRIOR TO PAINTING TO REMOVE ALL CHEMICALS AND DIRT THAT WILL IMPEDE THE PRIMER COAT FROM ADHERING TO THE WALLS
4. PAINT EXTERIOR WALLS w/ 1- COAT SPRAYED AND BACK ROLLED ACRYLIC FLAT PRIMER AND 2-COATS SPRAYED-ON FLAT FINISH W. THE FINAL WALL COLOR. ALL PAINTS TO BE AS SPECIFIED BY THE MANUFACTURER FOR CONCRETE TILT UP WALL PANELS. FINISHED JOB SHALL BE SMOOTH AND FREE OF LAPPING AND OR STREAKING, REGARDLESS OF THE COLOR.
5. EXCEPT WHERE NOTED OTHERWISE ON THE PLANS ALL PANEL JOINTS SHALL BE CAULKED PER DETAIL 1/A604.1
6. PAINT CONCRETE BEHIND ANY OPEN TRELLIS WORK THE COLOR OF THE TRELLIS
7. @ SOLID BROWS WITH GLAZING DIRECTLY ABOVE OR BELOW, PAINT THE EXPOSED WALL CHAMFER JUST ABOVE OR BELOW THE BROW TO MATCH THE BROW COLOR

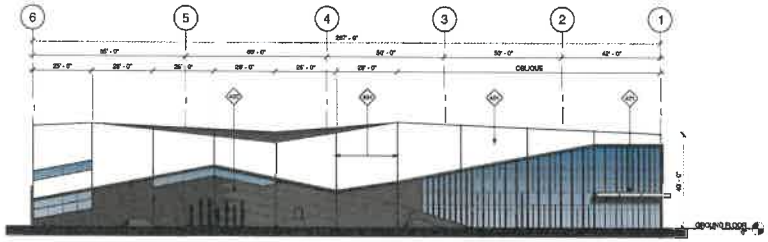
PROJECT
PATRIOT PARTNERS 5TH AND CENTRAL
HIGHLAND, CA
2ND PLANNING SUBMITTAL

HERDMAN
ARCHITECTURE + DESIGN
A22-2227
08.10.2023

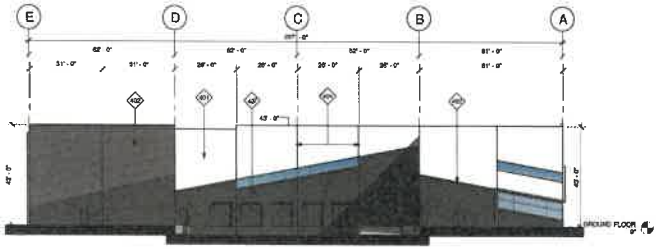
EXTERIOR ELEVATIONS

A4

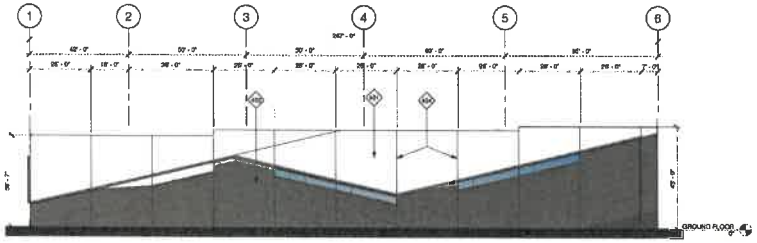
5/10/2023 1:49:40 PM



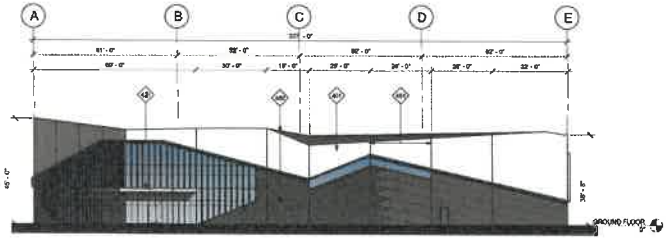
1 PROPOSED NORTH ELEVATION
1" = 20'-0"



2 PROPOSED EAST ELEVATION
1" = 20'-0"



3 PROPOSED SOUTH ELEVATION
1" = 20'-0"



4 PROPOSED WEST ELEVATION
1" = 20'-0"

KEYNOTES

401	PAINTED CONCRETE TILT-UP WALL PANEL
403	WALL REVEAL
404	PANEL JOINT
423	DECORATIVE SOLID BROW WRAPPED IN ALUMINUM PANELS. NOMINAL 18" THKNS. MAX 24" PROJECTION FROM BUILDING
437	DOCK BUMPER

GLAZING LEGEND & NOTES

STOREFRONT FRAMING:
U.O.N @ VISION SYSTEM, MIN 3"x4 1/2" OFFSET SYSTEM. U.O.N @ SPANDREL SYSTEM, 2"x1 3/4" OFFSET SYSTEM. STOREFRONT SYSTEM TO BE DESIGN BUILD BY THE GENERAL CONTRACTOR. DESIGN SHALL COMPLY WITH ALL RELEVANT CODE & WIND LOADING REQUIREMENTS

VISION SYSTEM GLAZING:
FOR EXTERIOR VISION GLAZING USE 1" INSULATED GLASS CONSISTING OF AN OUTER LAYER OF 1/4" VISTACOOL AND AN INNER LAYER OF 1/4" SOLARBAN 60, FOR INTERIOR GLAZING USE 1/2" CLEAR GLASS

SPANDREL SYSTEM GLAZING:
FOR EXTERIOR SPANDREL GLAZING USE 1/4" VISTACOOL. BACK PAINTING OF GLASS NOT REQUIRED

NOTES:
1. FOR GLASS AND MULLION COLORS, SEE EXTERIOR COLORS, LEGEND & NOTES, THIS SHEET
2. PROVIDE TEMPERED GLASS @ THE FOLLOWING:
   A. ALL SPANDREL SYSTEM GLAZING IN FRONT OF CONCRETE WALL PANELS
   B. ALL GLAZING WITHIN 18" OF AN ADJACENT WALKING SURFACE
   C. ALL GLAZING WITH 24" OF ANY PORTION OF A DOOR
3. @ SPANDREL SYSTEM GLAZING IN FRONT OF CONCRETE WALL PANELS, PROVIDE 9" DIA. VENTILATION HOLES IN THE CONCRETE A MAX OF 5'-0" O.C. CONTRACTOR TO PROVIDE A SMOOTH FINISH ON THE GLASS FACING CONCRETE SURFACES AND TO PAINT THEM IN A COLOR SELECTED BY THE ARCHITECT.
4. @ SPANDRELS, SYSTEM GLAZING NOT IN FRONT OF A CONCRETE WALL PANEL, PROVIDE TENCATE MIRAFI 140N FILTER FABRIC SHADE CLOTH

EXTERIOR WALL COLOR LEGEND & NOTES

	A	EXTERIOR PAINT COLOR: SW 6066 SUPERWHITE
	B	EXTERIOR PAINT COLOR: SW 7674 PEPPERCORN
	C	EXTERIOR PAINT COLOR: SW 7069 IRON ORE
	D	FOR SOFFIT COLOR: SW 6866 SUPERWHITE
	E	ACM PANEL COLOR MATCH STOREFRONT FRAMING
	P	EXPOSED STEEL BROW & CANOPY FRAMING, WALL BEHIND OPEN TRELLIS (KEY NOTE 428, OR 429) WHEN OCCURS & TRASH ENCLOSURE ROOF PAINT COLOR MATCH STOREFRONT FRAMING.
	G	EXTERIOR STOREFRONT FRAMING COLOR X
	H	EXTERIOR GLASS COLOR FOR SINGLE GLAZING & EXTERIOR LAYER OF INSULATED GLASS: X
	I	EXTERIOR GLASS COLOR FOR THE INNER LAYER OF INSULATED GLASS: CLEAR GLASS

NOTES:
1. PAINT MAN DOORS, STAIR & RAMP GUARD WALLS, GUARD RAILS, DOWN SPOUTS, LOUVERS, & ROOF LEVEL WALL PANEL RETURNS TO MATCH ADJACENT BUILDING WALL COLOR, U.O.N.
2. U.O.N., EXTERIOR SIDE OF TRUCK DOORS TO BE X. INTERIOR SIDE TO BE PRE-FINISHED WITH MANUFACTURER'S LIGHT GRAY.
3. POWER WASH EXTERIOR CONCRETE WALLS PRIOR TO PAINTING TO REMOVE ALL CHEMICALS AND DIRT THAT WILL IMPEDE THE PRIMER COAT FROM ADHERING TO THE WALLS
4. PAINT EXTERIOR WALLS w/ 1- COAT SPRAYED AND BACK ROLLED ACRYLIC FLAT PRIMER AND 2-COATS SPRAYED ON FLAT FINISH IN THE FINAL WALL COLOR. ALL PAINTS TO BE AS SPECIFIED BY THE MANUFACTURER FOR CONCRETE TILT-UP WALL PANELS. FINISHED JOB SHALL BE SMOOTH AND FREE OF LAPPING AND OR STREAKING, REGARDLESS OF THE COLOR.
5. EXCEPT WHERE NOTED OTHERWISE ON THE PLANS ALL PAINT JOINTS SHALL BE CAULKED PER DETAIL 1/A04.1.
6. PAINT CONCRETE BEHIND ANY OPEN TRELLIS WORK THE COLOR OF THE TRELLIS.
7. @ BOLD BROWS WITH GLAZING DIRECTLY ABOVE OR BELOW, PAINT THE EXPOSED WALL CHAMFER JUST ABOVE OR BELOW THE BROW TO MATCH THE BROW COLOR.

PROJECT
PATRIOT PARTNERS 5TH AND CENTRAL
HIGHLAND, CA
2ND PLANNING SUBMITTAL

HERDMAN
ARCHITECTURE + DESIGN
A22-2227
08.10.2023

EXTERIOR ELEVATION

A4_1

5/10/2023 2:01:23 PM



EXTERIOR PAINT

A. SW 6995
SUPERWHITE



EXTERIOR PAINT

B. SW 7674
PEPPERCORN



EXTERIOR PAINT

C. SW 7069
IRON ORE



D. FORMLINER



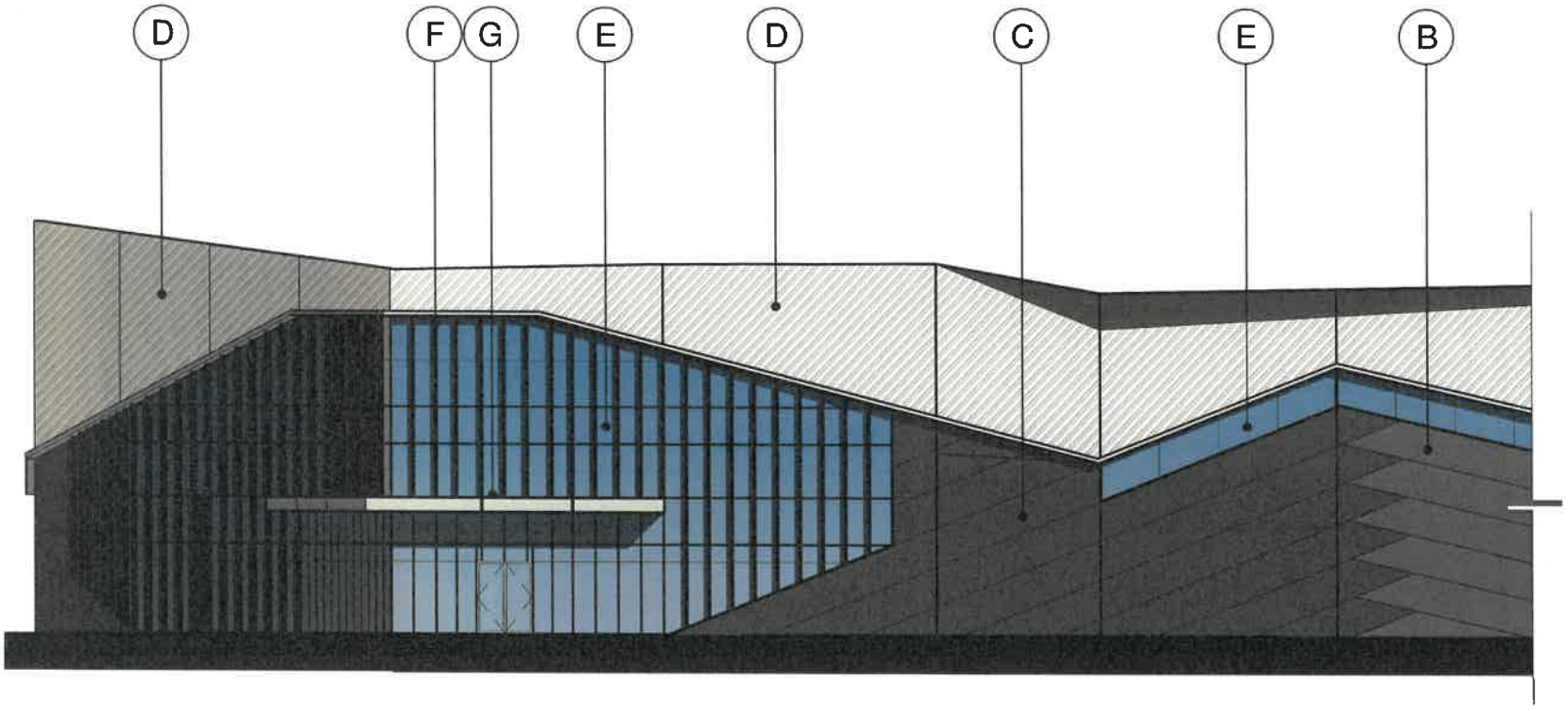
E. STOREFRONT
MEDIUM PERFORMANCE
BLUE REFLECTED GLAZING
BLACK ANODIZED MULLION



F. BLACK ANODIZED
STOREFRONT CAP EXTENSION



G. CLEAR ANODIZED
METAL EYE BROW



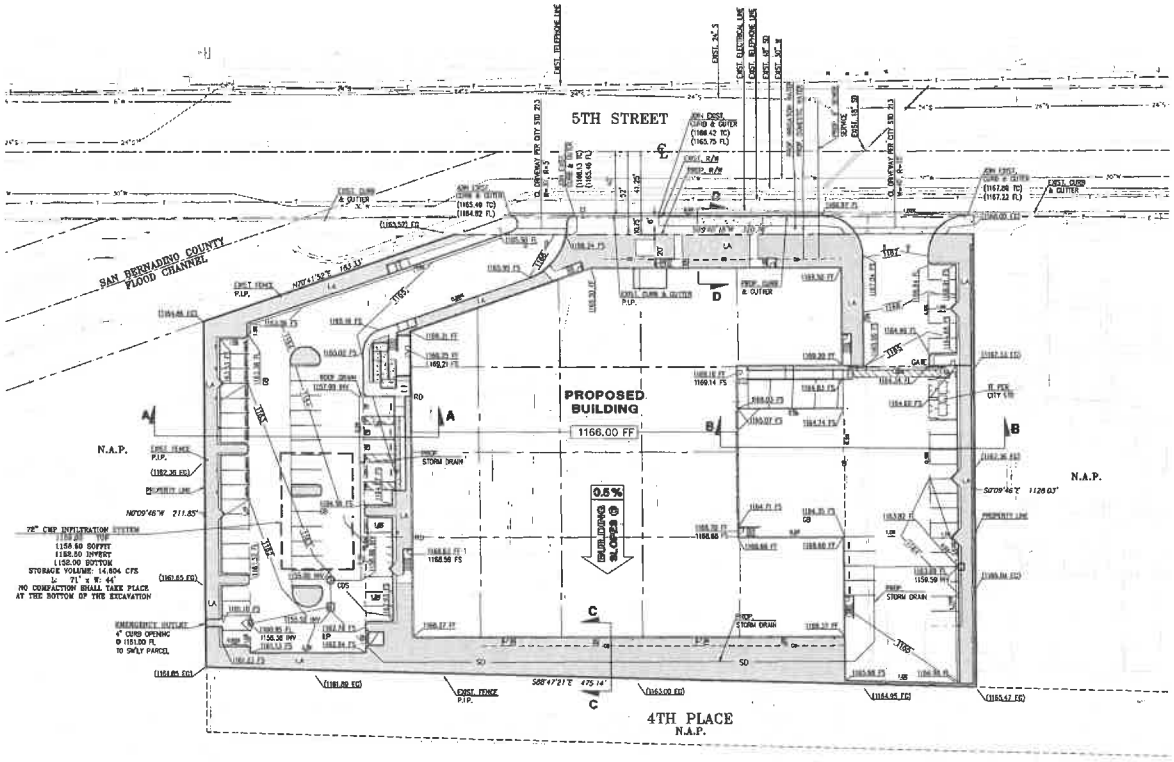
ENLARGED VIEW @ OFFICE CORNER

PROJECT
PATRIOT PARTNERS 5TH AND CENTRAL
HIGHLAND, CA
2ND PLANNING SUBMITTAL

HERDMAN
ARCHITECTURE + DESIGN
A22-2227
06.10.2023

COLOR BOARD

A5



LEGEND

- SD PROPOSED STORM DRAIN
- S PROPOSED SEWER
- W PROPOSED WATER
- GB GRADE BREAK
- R RIDGE LINE
- PROPERTY LINE
- CL
- EXISTING R/W
- PROPOSED R/W
- LINE OF SIGHT
- LANDSCAPE EASEMENT
- PROPOSED CURB OPENING INLET
- PROPOSED STREET LIGHT
- CF CURB FACE
- CB CATCH BASIN
- C&G CURB & GUTTER
- CDS CONTECH CDS UNIT
- CL CENTERLINE
- DWY DRIVEWAY
- EXIST. EXISTING
- EP EDGE OF PAVEMENT
- EG EXISTING GROUND
- FF FINISHED FLOOR
- FS FINISHED SURFACE
- FL FLOWLINE
- GB GRADE BREAK
- INV INVERT
- LA LANDSCAPE AREA
- LP LOW POINT
- LT. LEFT
- N.A.P. NOT A PART
- P.I.P. PROTECT IN PLACE
- PP POWER POLE
- PL PROPERTY LINE
- PROP. PROPOSED
- RD ROOF DRAIN
- RT. RIGHT
- R/W RIGHT-OF-WAY
- STD STANDARD
- STR. STREET LIGHT
- TE TRASH ENCLOSURE
- TP TOP OF PAVEMENT
- TC TOP OF CURB
- TG TOP OF GRATE
- EP EDGE OF PAVEMENT
- WSE WATER SURFACE ELEVATION

EARTHWORK VOLUMES

	CUT (CY)	FILL (CY)
RAW	2,881	6,125
OVEREXCAVATION	8,418	7,074
SUBTOTAL	2,395	8,418
SHRINKAGE 10%	542	-
SUBSIDENCE 0.2'	-	949
SPOILS	470	-
TOTAL	10,441	15,491

5,051 CY IMPORT

NOTE:
EARTHWORK ESTIMATE IS PRELIMINARY AND BASED ON CONCEPTUAL DESIGN ONLY AND TAKES INTO ACCOUNT PRELIMINARY SOILS PARAMETERS PROVIDED BY THE SOILS ENGINEER. ADJUSTMENTS MAY BE REQUIRED BASED ON FINAL DESIGN OF SITE PAVING THICKNESS. ADDITIONAL ADJUSTMENTS MAY BE REQUIRED BASED ON SITE SOIL CHARACTERISTICS EXPERIENCED DURING CONSTRUCTION.

LEGAL DESCRIPTION

ALL THAT CERTAIN REAL PROPERTY SITUATED IN THE COUNTY OF SAN BERNARDINO, STATE OF CALIFORNIA, DESCRIBED AS FOLLOWS:

PARCEL NO. 1:

THE WEST 475 FEET OF LOT 27, CUNNINGHAM SUBDIVISION, IN THE CITY OF HIGHLAND, COUNTY OF SAN BERNARDINO, STATE OF CALIFORNIA, AS PER PLAT RECORDED IN BOOK 2, PAGE 22 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

EXCEPT THEREFROM THE EAST 65 FEET THEREOF.

ALSO EXCEPTING THEREFROM THE NORTH 82.5 FEET AND EXCEPTING THEREFROM THE SOUTH 310 FEET.

ALSO EXCEPTING THEREFROM THAT PORTION OR PROPERTY HEREIN CONVEYED TO SAN BERNARDINO CO. FLOOD CONTROL DISTRICT, RECORDED JUNE 11, 1953 IN BOOK 3926, PAGE 940 OF OFFICIAL RECORDS.

PARCEL NO. 2:

A RIGHT OF WAY OVER AND ACROSS THE NORTH 40 FEET OF THE SOUTH 310 FEET OF LOT 27, CUNNINGHAM SUBDIVISION, IN THE CITY OF HIGHLAND, COUNTY OF SAN BERNARDINO, STATE OF CALIFORNIA, AS PER PLAT RECORDED IN BOOK 2, PAGE 22 OF MAPS, RECORDS OF SAID COUNTY, FOR ROAD PURPOSES AND FOR CONNECTING WATER LINES FROM THE WATER MAIN RUNNING ALONG THE NORTH LINE OF THE SOUTH 270 FEET OF SAID LOT.

APN: 1192-561-04-0-000, APN: 1192-561-05-0-000, APN: 1192-561-06-0-000

PARCEL NO. 3:

THE EAST 65 FEET OF THE WEST 475 FEET OF LOT 27, CUNNINGHAM SUBDIVISION, IN THE CITY OF HIGHLAND, COUNTY OF SAN BERNARDINO, STATE OF CALIFORNIA, AS PER PLAT RECORDED IN BOOK 2, PAGE 22 OF MAPS, RECORDS OF SAID COUNTY.

EXCEPTING THEREFROM THE NORTH 82.5 FEET AND EXCEPTING THEREFROM THE SOUTH 310 FEET.

PARCEL NO. 4:

A RIGHT OF WAY OVER AND ACROSS THE NORTH 40 FEET OF THE SOUTH 310 FEET OF LOT 27, CUNNINGHAM SUBDIVISION, IN THE CITY OF HIGHLAND, COUNTY OF SAN BERNARDINO, STATE OF CALIFORNIA, AS PER PLAT RECORDED IN BOOK 2, PAGE 22 OF MAPS, RECORDS OF SAID COUNTY, FOR ROAD PURPOSES AND FOR CONNECTING WATER LINES FROM THE WATER MAIN RUNNING ALONG THE NORTH LINE OF THE SOUTH 270 FEET OF SAID LOT.

APN: 1192-561-07-0-000

N

SCALE 1" = 30'

ARCHITECTURE
HERDMAN ARCHITECTURE
100 BAYVIEW CIRCLE SUITE 100
NEWPORT BEACH, CALIFORNIA 92660
PHONE: (949) 430-6068
CONTACT: CAROL CHEN

ENGINEER
HUITT-ZOLLARS
3990 CONCOURS, SUITE 330
ONTARIO, CALIFORNIA 91764
PHONE: (909) 941-7799
CONTACT: RYAN PENG

OWNER
PATRIOT DEVELOPMENT PARTNERS
116 NOB AVENUE
DEL MAR, CA 92014
PHONE: 858-652-4134
CONTACT: KEVIN RICE

BENCH MARK	BASIS OF BEARING
BENCHMARK: S 1418 ELEVATION = 1121.15' 2.83 MI EAST ALONG 3RD STREET FROM THE SAN BERNARDINO COUNTY COURTHOUSE IN SAN BERNARDINO, 0.10 MI WEST OF STERLING AVENUE, IN TOP AND 1.8 FT WEST OF THE EAST END OF THE NORTH HEADWALL OF A DOUBLE-BOX CULVERT UNDER THE STREET, 33.0 FT NORTH OF THE WESTBOUND LANES	BASIS OF BEARINGS: BEARINGS SHOWN HEREON ARE BASED ON THE CENTERLINE OF EAST 3RD STREET BEING NORTH 89°47'21" WEST OF RECORD OF SURVEY 97-0077, R.S.B. 113/13-22

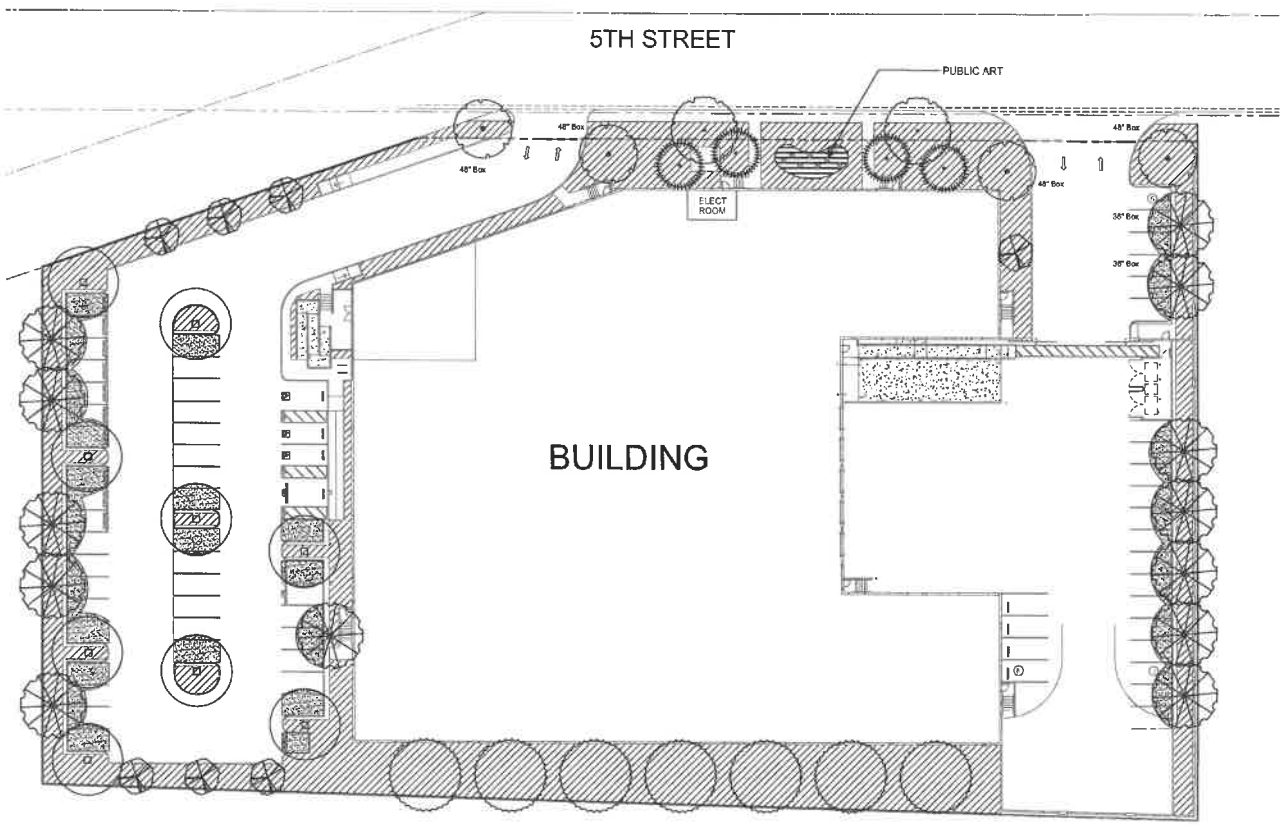
CONCEPTUAL GRADING PLAN
FOR
5TH AT CENTRAL INDUSTRIAL
CITY OF HIGHLAND

HUITT-ZOLLARS
HUITT-ZOLLARS, INC.
3990 CONCOURS, SUITE 330 • ONTARIO, CALIFORNIA 91764 • (909) 941-7799

DESIGNED BY R.P.
DRAWN BY T.A.
CHECKED BY R.P.
FIELD BOOK

SHEET 1 OF 1 SHEETS

JOB NO. 314508.01



PLANTING LEGEND

TREES

SYMBOL	BOTANICAL/COMMON NAME	SIZE	QTY	WUCOLS	REMARKS
	Olea europaea Olive	48" Box	4	L	Multi
	Chilopsis linearis Desert Willow	48" Box	4	L	Multi
	Chitalpa tashkentensis Chitalpa	36" Box	13	L	Standard
	Pinus eldarica Afghan Pine	24" Box	7	L	Standard
	Rhus lancea African Sumac	24" Box	9	L	Standard
	Tristania conferta Brisbane Box	24" Box	7	M	Standard
	Chitalpa tashkentensis Evergreen Tree	24" Box	2	M	Street Tree

Total Trees 44
50% - 24" Box Required: 22 Provided: 23
30% - 36" Box Required: 13 Provided: 13
20% - 48" Box Required: 8 Provided: 8

SHRUBS

SYMBOL	BOTANICAL/COMMON NAME	SIZE		WUCOLS	SPACING
	Acca sellowiana Pineapple Guava	5 Gal	52	L	3' OC 2' from hardscape
	Aloe striata Coral Aloe	1 Gal		L	
	Callistemon 'Little John' Dwarf Bottle Brush	5 Gal		L	3' OC 2' from hardscape
	Cassia x hybodena Silvered Cassia	5 Gal		L	2.5' O.C. 2' from hardscape
	Dietes bicolor Fortnight Lily	5 Gal		M	3' OC 2' from hardscape
	Lagerstroemia x Texanum Texas Privet	5 Gal		M	3' OC 2' from hardscape
	Salvia c. 'Allen Chickering' Allen Chickering Sage	5 Gal		L	4' O.C. 2.5' from hardscape
	Salvia greggii Autumn Sage	5 Gal		L	3' OC 2' from hardscape
	Salvia leucantha Mexican Sage	5 Gal		L	3' OC 2' from hardscape
	Westringia f. 'Grey Box' Dwarf Coast Rosemary	5 Gal		L	3' OC 2' from hardscape

GROUNDCOVER

SYMBOL	BOTANICAL/COMMON NAME	SIZE	SPACING	WUCOLS	REMARKS
	Lantana 'Gold Mound' Yellow Lantana	1 Gal	36" O.C.	L	
	Lonicera j. 'Halliana' Hall's Honeysuckle	1 Gal	48" O.C.	L	
	Muhlenbergia capillaris Pink Muhly	1 Gal	36" O.C.	M	Grass
	Myoporum parvifolium Myoporum	1 Gal	36" O.C.	L	
	Rosmarinus 'Huntington Carpet' Prostrate Rosemary	1 Gal	48" O.C.	L	

3" layer decomposed granite over filter fabric

Shading Provided: 4,567 sq. ft.

Concrete mow curb

N

0 10' 20' 40'

Landscape Plan - Sheet 1

5th and Central

23-030
03.22.23
06.09.23
08.18.23

Patriot Partners

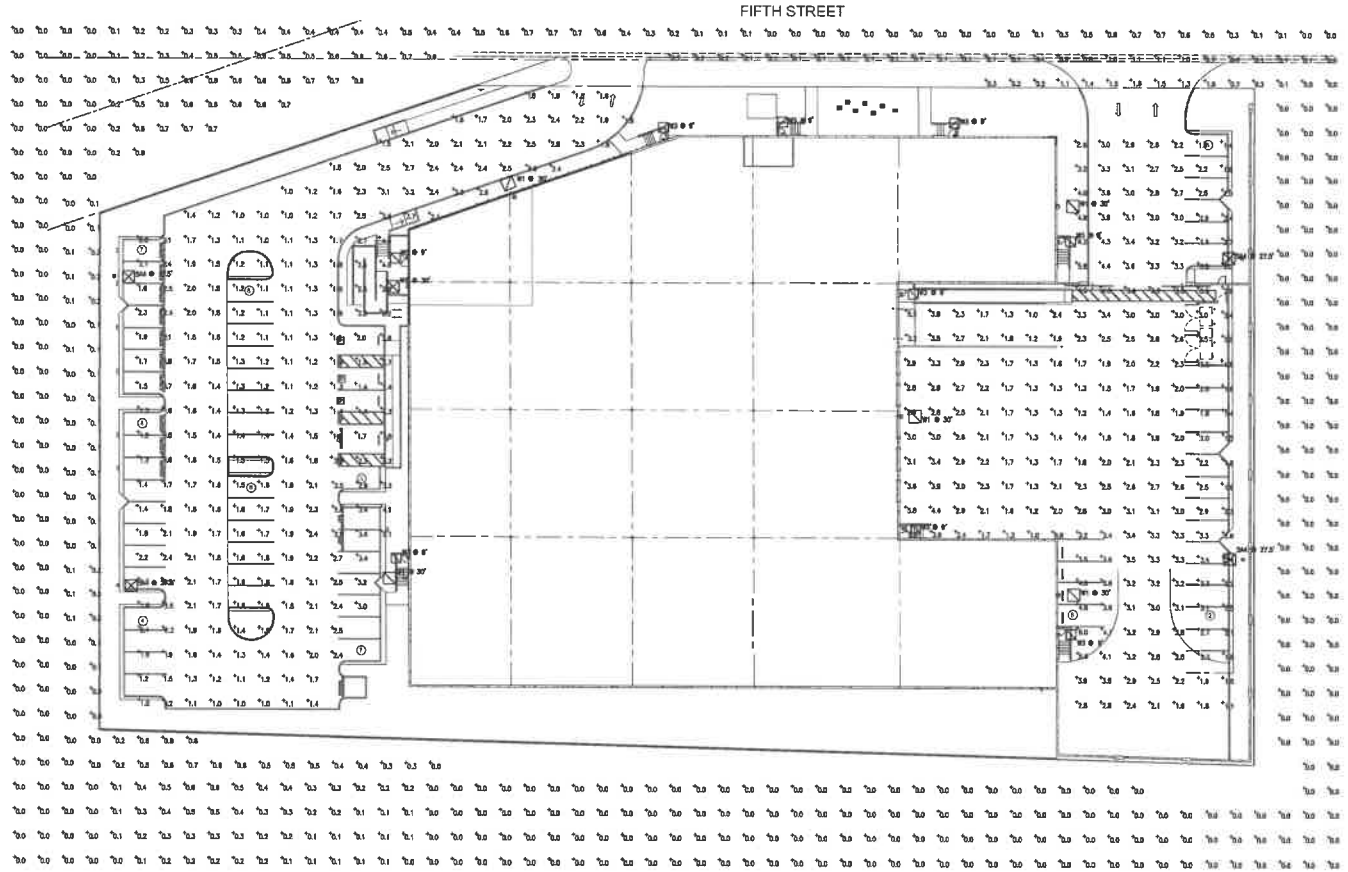
Highland, California

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

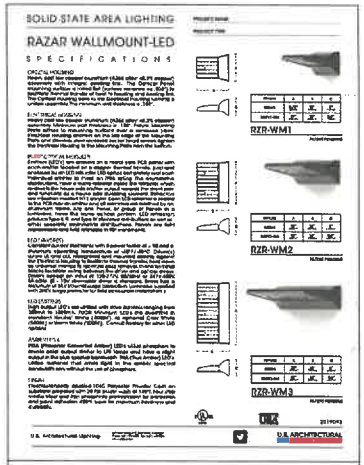
Chondropetalum tectorum
Chopsia linearis
Chilopsis tashkenensis
Phrus eldonica
Rhus lancea
Tristania conferta
Cinnamomum camphora
Acca sellowiana
Callistemon 'little John'
Cassia phyllodenia
Dalea bicolor
Ligustrum 'Texanum'
Muhlenbergia coulteri
Salvia c. 'Allen Chickering'
Salvia greggii
Salvia leucantha
Westringia f. 'Grey Box'
Aloe striata
Lantana 'Gold Mound'
Lonicera f. 'Halliana'
Myoporum parvifolium
Ramonas 'Huntington Carpet'

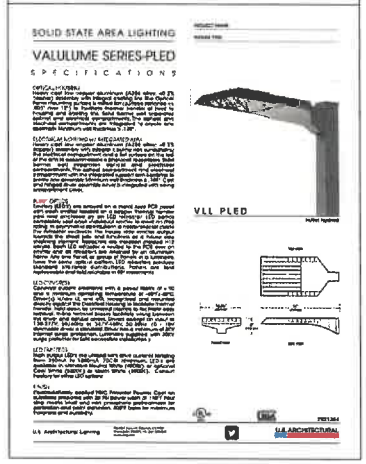
HUNTER LANDSCAPE
711 FEE ANA STREET PLACENTIA, CA 92870
714.986.2400 FAX 714.986.2408

Plant Imagery - Sheet 2



ELECTRICAL SITE PHOTOMETRIC PLAN (1)





Schedule									
Symbol	Label	QTY	Manufacturer	Catalog Number	Description	Lamp	Number Lamps	Lumens per Lamp	LLF	Wattage
☐	W3	9	U.S. ARCHITECTURAL LIGHTING	PEM-WM-PLED-B-SF-30LED-350mA-40K-T2M-WML MT AT 9 FT AFG-MM211 BUG R4/W0 B1 U0 G1	CAST BLACK PAINTED FINISH METAL HOUSING.	30 WHITE LIGHT EMITTING DIODES (LEDS). BASE UP.	30	151	0.8	21.4
☒	W2	1	U.S. ARCHITECTURAL LIGHTING	WLL-PLED-M-W-60LED-700mA-MM211 820mA-40K WALL MT AT 20 FT AFG BUG B3 U0 G3	CAST BLACK PAINTED FINISH METAL HOUSING.	60 WHITE LIGHT EMITTING DIODES (LEDS). BASE UP.	60	219	0.8	128.4
☐	W1	5	U.S. ARCHITECTURAL LIGHTING	WLL-PLED-M-W-60LED-700mA-MM-MM211 BUG B3 U0 G3 WALL MT AT 20 FT AFG	CAST BLACK PAINTED FINISH METAL HOUSING.	60 WHITE LIGHT EMITTING DIODES (LEDS). BASE UP.	60	295	0.8	173.8
☒	SA4	4	U.S. ARCHITECTURAL LIGHTING	WLL-PLED-M-W-60LED-700mA-MM-HS POLE MT AT 37.5 FT AFG BUG R4/W0 B1 U0 G3 39 FT POLE 3.5 FT BASE	CAST BLACK PAINTED FINISH METAL HOUSING.	60 WHITE LIGHT EMITTING DIODES (LEDS). BASE UP.	60	167	0.8	128.4

Statistics						
Description	Symbol	Avg	Max	Min	Max/Min	Avg/Min
Calc Zone #1	+	1.8 fc	6.1 fc	1.0 fc	6.1:1	1.8:1
Calc Zone #2	+	2.7 fc	6.2 fc	0.8 fc	7.8:1	3.4:1
Calc Zone #3	+	0.1 fc	1.8 fc	0.0 fc	N/A	N/A
Calc Zone #6	+	0.3 fc	0.8 fc	0.0 fc	N/A	N/A

PROJECT
PATRIOT PARTNERS 5TH AND CENTRAL
HIGHLAND, CA
1ST PLANNING SUBMITTAL

HERDMAN
ARCHITECTURE + DESIGN
A19-2115
XX.XX.2022

SITE PHOTOMETRIC PLAN

FC-1.0

RPM
RPM #25-001M 08/08/23

Attachment 5

Resolution No. 2023 –

Approving CUP-23-003

PC RESOLUTION NO. 2023 –

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF HIGHLAND, CALIFORNIA, ADOPTING CONDITIONAL USE PERMIT (CUP-23-003) FOR THE DEVELOPMENT OF A 53,665 SQUARE FOOT SPECULATIVE INDUSTRIAL WAREHOUSE AND ASSOCIATED IMPROVEMENTS GENERALLY LOCATED ON THE SOUTH SIDE OF 5TH STREET, 250 FEET WEST OF CENTRAL AVENUE. APN: 1192-561-04, -05, -06 and -07

RELATED ENTITLEMENTS INCLUDE DESIGN REVIEW APPLICATION (DRA-23-004) AND VARIANCE (VAR-23-001)

APPLICANT: PATRIOT 5TH & CENTRAL, LLC (PATRIOT PARTNERS)

A. RECITALS

1. On March 23, 2023, the Applicant filed an application for Conditional Use Permit (CUP-23-003) to develop a 53,665 square foot industrial warehouse and associated improvements including loading docks, passenger vehicle parking spaces, a stormwater detention/infiltration basin, and landscape area. Related applications were also filed for Design Review (DRA-23-004) including a Site Plan, Building Elevations, Conceptual Grading Plan, Conceptual Landscape Plan; Variance (VAR-23-001) to increase the maximum building height permitted to 45'.

2. The site is located on an approximately 2.86 acres at the south side of 5th Street, west of Central Avenue in the City's Business Park Zoning and General Plan Designations.

3. Pursuant to the provision of the California Environmental Quality Act (CEQA) and State and Local CEQA Guidelines, the City of Highland is the Lead Agency, and is charged with the responsibility of deciding whether or not to approve the proposed Project. An Initial Study and Mitigated Negative Declaration were prepared and circulated in accordance with state and local law and will be considered by the Planning Commission at the September 19, 2023, public hearing.

4. On September 19, 2023, the Planning Commission of the City of Highland conducted a Public Hearing at the City Hall Council Chambers in Highland, California, at 6:00 p.m.

5. All legal prerequisites to the adoption of this Resolution have occurred.

B. RESOLUTION

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

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

Section 2. Pursuant the California Code of Regulations, the City of Highland Planning Commission hereby finds that a Mitigated Negative Declaration prepared for the project has been completed in compliance with the California Environmental Quality Act (CEQA) and that the Planning Commission has reviewed and considered the information contained in the staff report, and the comments received during the public review process, prior to approving the project.

Section 3. Based upon substantial evidence presented to the Planning Commission during the September 19, 2023, Public Hearing, including public testimony and written and oral Staff Reports, the Planning Commission finds as follows:

a. All necessary public meetings and opportunities for public testimony and comment have been conducted in compliance with State Law and the Municipal Code of the City of Highland.

Section 4. Conditional Use Permit Findings of Fact:

a. The proposed use is permitted within the subject district pursuant to the provisions of this section, and complies with all of the applicable provisions of this title; and is consistent with the goals, policies, and objectives of the Highland General Plan, and the applicable development policies and standards of the city.

Response: The proposed warehouse is permitted in the Business Park Zone and General Plan designation upon approval of a Conditional Use Permit. Applicable provisions in Title 16, *Land Use*, include but are not limited to, Chapter 16.24 *Employment Zones*, 16.40 *General Development Standards*, and 16.54 *Parking.* The project meets the standards established in these chapters subject to approval of a variance to increase the maximum building height to from 35' to 45'.

The General Plan goals relevant to the project are those established for the 5th Street Corridor Policy Area, and general standards applicable to the Land Use Element, Circulation Element, and Community Design Element. The project meets all relevant goals and policies.

b. The proposed use would not impair the integrity and character of the district in which it is to be established or located.

Response: The proposed speculative industrial warehouse is in keeping with the integrity and character of Business Park District. It would be developed in compliance with the Highland General Plan and Municipal Code standards related to warehousing in the Business Park District within the 5th Street Corridor Policy Area. It meets development code standards such as land use, setbacks, density, lighting, parking, circulation, etc. It has a high quality, modern design in keeping with the Policy Area standards. It has quality finishes, landscaping, and hardscape and will construct surrounding infrastructure.

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

Response: The 2.86 acre site is adequate for proposed industrial development with a 43% lot coverage area. The Code permits 60%. The topography of the site is predominantly flat, featuring a partially developed parcel, a residential structure, and storage facilities. Utilities are readily accessible within the adjacent right-of-way, and the site offers favorable drainage conditions for both on-site water retention and water quality treatment. The proposed development aligns well with the industrial objectives outlined in the forthcoming Airport Gateway Specific Plan and the 5th Street Corridor. Accessibility to the site is facilitated through two separate driveways, thus segregating commercial truck and passenger vehicle traffic. Moreover, the site boasts excellent connectivity to regional transportation networks, being situated approximately half of a mile from the San Bernardino International Airport and a mile from State Route 210 and Interstate 10.

Per Municipal Code Section 16.24.040 Employment District Development Standards. It meets the minimum lot size, lot width and dept as well as required building setbacks, lot coverage, and landscape coverage.

d. There are adequate provisions for water, sanitation, and public utilities and services to ensure public health and safety.

Response: Existing water, public utilities and services for the project are available adjacent to the site within the public right-of-way. East Valley Water District provided a "Will Serve" letter to the applicant, confirming the provision of water and sanitary sewer services. All other utility providers were given notice of the project and none expressed concern. Public health and safety was addressed with the design and conditioning of the project.

e. The proposed use will not be detrimental to the public health, safety, or welfare, or materially injurious to properties and improvements in the vicinity.

Response: The proposed warehouse development will be compliant with Municipal, Fire & Building codes. Each public safety division of the City has reviewed the project and provided relevant Conditions of Approval that will be adopted by resolution. The necessary ingress and egress are provided and all public utilities and services will be in place. There is no indication that the project would be detrimental to the public health, safety or welfare, or materially injurious to properties and improvement in the vicinity.

f. The proposed use would not result in a significant effect on the environment.

Response: Pursuant to the California Environmental Quality Act (CEQA) and State and Local CEQA Guidelines, the City of Highland is the Lead Agency. As such, the City oversaw preparation of an Initial Study which was made available for public review from July 14 through August 14, 2023. Mitigation Measures were necessary to reduce impacts below a level of significance in the areas of Air Quality, Biological Resources, Cultural

Resources, Geology and Soils, and Tribal Cultural Resources. All other CEQA topics were found to be less than significant or no impact. A Mitigated Negative Declaration is the appropriate document for this project and will be adopted concurrently with the Conditional Use Permit.

Section 5. That all necessary public meetings and opportunities for public testimony and comment have been conducted in compliance with State Law and the Municipal Code of the City of Highland. As described in the Recitals above, the Planning Commission considered the project, and all testimony, comment and evidence regarding the same, at noticed public hearings conducted in accordance with State Law and the City Municipal Code;

Section 9. Based on the Findings and Conclusions set forth above, the Planning Commission approves Conditional Use Permit (CUP-23-003) facilitating the construction of a 53,665 square foot warehouse and related improvements. All improvements will be completed subject to the Conditions of Approval attached hereto and the development plans incorporated by reference.

Section 10. The Planning Commission hereby directs Staff to file a Notice of Determination with the San Bernardino County Clerk of the Board of Supervisors, pursuant to the Public Resources Code and State CEQA Guidelines.

C. ADOPTION OF RESOLUTION.

The City Clerk shall certify to the adoption of this Resolution and shall cause the same to be published or posted in the manner prescribed by law.

PASSED, APPROVED AND ADOPTED this 19th day of September, 2023.

ATTEST:

Randall Hamerly, Chairman Planning Commission	Lawrence A. Mainez Community Development Director

CITY OF HIGHLAND

PLANNING DIVISION CONDITIONS OF APPROVAL

Date:	September 19, 2023
Applicant:	Patriot 5th & Central, LLC
File/Index:	**Conditional Use Permit CUP 23-003**
Proposal:	Development and operation of a 53,665 square foot speculative industrial warehouse building and associated improvements.
Location:	A 2.86 acre site on the south side of 5th Street, approximately 250 feet west of Central Ave.; Assessor's Parcel Number 1192-561-04, -05, -06, and -07
Related Entitlements:	DRA-23-004, VAR-23-001

PLANNING CONDITIONS OF APPROVAL

Note: These conditions represent Planning Division conditions only and are meant to be only one part of the Project's overall conditions that may include Building and Safety, Engineering, and the Fire Department conditions of approval. All required on-site and off-site improvements shall be completed and approved prior to final inspection for occupancy, except where noted.

Conditional Use Permit CUP-23-003 is conditionally approved, subject to compliance with the requirements as specified below. The Conditions listed below are continuing Conditions; failure of the Applicant and/or operator to comply with any or all Conditions at any time, shall result in initiating revocation of the subject permit.

1. Conditional Use Permit CUP-23-003 shall become null and void:

    a. Unless all conditions have been complied with and the occupancy or use of the land or structures authorized by this design review application, and have occurred within thirty-six (36) months from the approval date this design review application shall expire and be null and void without further action by the City of Highland.

    b. Where circumstances beyond the control of the Applicant cause delays which do not permit compliance within the time limitation established in this Section, the Planning Commission may grant an extension of time for a period of time not to exceed an additional thirty-six (36) months. An application for an extension of time must be set forth in writing, stating the reasons for the extension, and must be filed with the community development department no less than 30 calendar days nor more than 90 calendar days prior to the expiration date of the permit or approval. Such application shall be filed together with the City's processing fee, as established by the City Council.

NOTE: All required on-site and off-site improvements shall be completed and approved prior to final inspection for occupancy.

2. The proposed Entitlement permits the construction and operation of an approximately 53,665 square foot warehouse and associated improvements including loading docks, passenger vehicle parking, a stormwater detention/infiltration basin, landscaping and off-site improvements along the project frontages of 5th Street.

    a. Three complete sets of revised plans reflecting changes required by these conditions of approval and Planning Commission directives shall be submitted to the planning Department within two weeks of this project's approval.

3. The project site has been reviewed and approved for warehouse/logistics use with no outdoor storage of materials. Any change of use of this project site, the occupancy, or tenant change in the building, or portion thereof, may require a revised plot plan be submitted to the City for review and approval, which identifies location of use, letter of intent and parking requirements.

4. No outdoor storage facilities may be constructed or placed onsite for either permanent or temporary use. This includes, but is not limited to storage sheds, cargo containers, tents, canopies, or similar structures.

5. There shall be no long-term on-site parking of semi-trailer trucks unrelated to the warehouse business in operation. Off-site parking on public streets in the vicinity is prohibited.

6. The operator and recorded owner of the property shall submit to the Planning Division written evidence of agreement with all conditions of this approval before the approval becomes effective. Plan check cannot begin prior to receipt of this signed documentation.

7. In compliance with the Highland Municipal Code, the Applicant/Owner shall agree, at his/her sole cost and expense, to defend, indemnify, and hold harmless, the City, its officers, employees, agents, and consultants, from any claim, action, or proceeding brought by a third-party against the City, its officers, agents, and employees, which seeks to attack, set aside, challenge, void, or annul an approval of the City Council, Planning Commission, or other decision-making body, including staff, concerning this project. The City may, at its sole discretion, participate at its own expense in the defense of any such action but such participation shall not relieve the Applicant/Owner of his/her obligations under this condition.

8. The Owner/Applicant is responsible for implementing all conditions of approval to the satisfaction of the Community Development Director, City Engineer, Fire

Department, and Police Department. No final inspection or clearances shall be given until all conditions are met. Each condition of approval is separately enforced, and if one of the conditions of approval is found to be invalid by a court of law, all the other conditions shall remain valid and enforceable.

9. Revisions, modification, or deletions of associated plans must be submitted to the Planning Division for review and approval. Revisions may require additional review by the Planning Commission.

10. Pursuant to provisions of California Public Resources Code Section 21089 (b), this Application shall not be operative, vested or final, nor will building permits be issued, until: (1) the Notice of Determination (NOD) regarding the associated environmental action is filed and posted with the Clerk of the Board of Supervisors of the County of San Bernardino, and; (2) any and all required filing fees assessed pursuant to California Fish and Game Code Section 711.4, together with any required handling charges, are paid to the Clerk of the Board of Supervisors of the County of San Bernardino.

    a. The Applicant shall provide the Planning Division with a check for the appropriate fee, made payable to the Clerk of the Board of Supervisors, no later than 24 hours after receiving approval of the project. The City will file the NOD and fee payment with the County/State and will provide the Applicant with a copy of the receipt and filed NOD.

    b. Construction and operation of the proposed project shall be in compliance with the **attached Mitigation Monitoring and Reporting Program**.

11. Development Impact Fees shall be paid in accordance with City Ordinance (**see attached DIF flyer).** Fees are subject to change by action of the City Council. Fees are locked in upon submission of application to the Building & Safety Division for plan check (footnote #3).

12. Construction activities shall be restricted to weekdays and Saturdays between 7:00 a.m. and 7:00 p.m. only. No construction, other than interior finish work shall be conducted any time on Sundays. Construction equipment shall be muffled in accordance with manufacturer's specifications.

13. Prior to the issuance of a business license for future tenants, the Planning Commission shall review and approve the hours of operation, if anything other than 7:00 am to 7:00 pm.

14. The Developer shall comply with all applicable Conditions of Approval and the Mitigation Monitoring and Reporting Plan related to the associated entitlements; DRA-23-004, VAR-23-001.

Development Impact Fees (DIF)

PLANNING DIVISION

Development Impact Fees
Worksheet

New Commercial / Industrial / Office

1. Are DIF fees locked per City Council Ordinance 461: ☐YES / ☐NO**

2. If yes per building permit No. _____

COMMERCIAL

3. Development Impact Fee (A) x new commercial structure sq. ft. (B)
A_____ x B_____ = **1**_____

INDUSTRIAL

4. Development Impact Fee (A) x new industrial structure sq. ft. (B)
A_____ x B_____ = **2**_____

OFFICE

5. Development Impact Fee (A) x new office sq. ft. (B) = DIF due
A_____ x B_____ = **3**_____

6. Total DIF Amount due(1+2+3):_____

Planner:_____ Date: _____

***Attention Applicant if question number one is marked "No" all calculations are just approximates, actual cost may vary depending on fee at time of building and safety application submittal.*

CITY OF HIGHLAND
DEVELOPMENT IMPACT FEES
Effective 4/28/21

	Detached Dwelling	Attached Dwelling	Mobile Home	Commercial Lodging	Commercial/ Office	Industrial
Law Enforcement Facilities	$284.05	$449.19	$243.46	$188.92	$0.160	$0.010
Fire Suppression Facilities, Vehicles & Equipment	$1,008.86	$327.43	$1,057.84	$1,603.54	$0.250	$0.072
Local Circulation System	$4,957.93	$3,309.38	$2,595.60	$2,607.84	$4.65	$3.478
Regional Circulation System	$14,377.74	$9,598.99	$7,525.84	$7,566.37	$13.51	$10.39
Regional Flood Control Facilities	$1,155.73	$494.57	$406.86	$409.42	$0.26	$0.32
General Facilities, Vehicles & Equipment	$1,259.33	$1,259.33	$1,259.33	$214.11	$0.298	$0.298
Library Facilities & Collection	$1,158.57	$1,259.33	$797.57	N/A	N/A	N/A
Public Use (Community Center Facilities)	$1,444.06	$1,389.46	$994.88	N/A	N/A	N/A
Park Land Acquisition & Park Facilities Development	$4,702.87	$4,525.78	$3,242.07	N/A	N/A	N/A
TOTAL:	$30,349.14	$22,468.72	$18,123.45	$12,367.21	$19.120	$14.572

Notes:

1. Fees applicable City-wide except for East Highlands Ranch which is subject to a different fee schedule. Certain properties fronting Greenspot Road, between Cole Buckle Road and Santa Paula Street, must also pay a Greenspot Impact Fee (Resolution No.1994-037).
2. Fees are per dwelling unit for residential, per lodging unit for commercial lodging, and per gross square footage for commercial or industrial.
3. Fee locked in at time of permit application. (Reso. 2007-060)
4. Fee collected at time of occupancy. (Reso. 2018-002 & 2018-003)
5. Additional inclusionary housing fees of $3,750 required per Resolution 2006-020 & Ordinance 306.
6. Certain projects may be charged an impact fee based on the Alternative Cost Methodology for Regional Circulation ($383.95 per trip-mile), and for Local Circulation ($156.00 per trip-mile.)

IMPACT FEE FOR BUILDING EXPANSION
(no charge for first 499 square feet of residential building expansion)

DETACHED DWELLING	$20.232	per square foot
ATTACHED DWELLING	$14.979	per square foot
MOBILE HOME	$12.082	per square foot
COMMERICIAL LODGING	$ 8.245	per square foot
COMMERCIAL/OFFICE	$19.120	per square foot
INDUSTRIAL	$14.572	per square foot

C:\Users\atafolla\AppData\Local\Microsoft\Windows\INetCache\Content.Outlook\W5KVKE6J\DIF Fees Handout 5-3-21.doc
Last Updated 5/3/21

These fees will change on April 1, 2024

Mitigation Monitoring and Reporting Program

Mitigation Monitoring and Reporting Program Initial Study/Mitigated Negative Declaration

Southwest Corner of 5th Street and Central Avenue Warehouse Project

AUGUST 2023

Prepared for:

CITY OF HIGHLAND California

CITY OF HIGHLAND
27215 Base Line
Highland, California 92346
Contact: Kim Stater

Prepared by:

DUDEK

605 Third Street
Encinitas, California 92024
Contact: Hayley Ward

DUDEK.COM

Printed on 30% post-consumer recycled material.

Table of Contents

SECTION **PAGE NO.**

1 Introduction 1

2 Mitigation Monitoring and Reporting Program Table 3

TABLE

1 Mitigation Monitoring and Reporting Program 3

INTENTIONALLY LEFT BLANK

1 Introduction

The California Environmental Quality Act (CEQA) requires that a public agency adopting a Mitigated Negative Declaration (MND) take affirmative steps to determine that approved mitigation measures are implemented after project approval. The lead or responsible agency must adopt a reporting and monitoring program for the mitigation measures incorporated into a project or included as conditions of approval. The program must be designed to ensure compliance with the MND during project implementation (California Public Resources Code, Section 21081.6(a)(1)).

This Mitigation Monitoring and Reporting Program (MMRP) will be used by the City of Highland (City) to ensure compliance with adopted mitigation measures identified in the MND for the proposed Southwest Corner of 5th Street and Central Avenue Warehouse Project (project) located at the southwest corner of 5th Street and Central Avenue in Highland, California (project) when construction begins. The City, as the lead agency, will be responsible for ensuring that all mitigation measures are carried out. Implementation of the mitigation measures would reduce impacts to below a level of significance for air quality, biological resources, cultural resources, geology and soils (paleontological resources), and tribal cultural resources.

The remainder of this MMRP consists of a table that identifies the mitigation measures by resource for each project component. Table 1 identifies the mitigation monitoring and reporting requirements, list of mitigation measures, party responsible for implementing mitigation measures, timing for implementation of mitigation measures, agency responsible for monitoring of implementation, and date of completion. With the MND and related documents, this MMRP will be kept on file at the following location:

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

INTENTIONALLY LEFT BLANK

2 Mitigation Monitoring and Reporting Program Table

Table 1 Mitigation Monitoring and Reporting Program

Mitigation Measure	Implementation Timing	Party Responsible for Implementation	Party Responsible for Monitoring	Date of Completion/ Notes
Air Quality				
MM-AQ-1: Tier 4 Interim Engines. To reduce the potential for criteria air pollutants, specifically particulate matter with an aerodynamic diameter less than or equal to 10 microns (PM10), as a result of construction of the project, the applicant shall: Prior to the start of construction activities, ensure that all 75 horsepower or greater diesel-powered equipment are powered with California Air Resources Board (CARB)-certified Tier 4 interim engines, except where the project applicant establishes to the satisfaction of the City of Highland (City) that Tier 4 interim equipment is not available. An exemption from these requirements may be granted by the City in the event that the City documents that equipment with the required tier is not reasonably available and corresponding reductions in criteria air pollutant emissions are achieved from other construction equipment. Before an exemption may be considered by the City, the applicant shall be required to demonstrate that two construction fleet owners/operators in San Bernardino County were contacted and that those owners/operators confirmed Tier 4 interim equipment could not be located within San Bernardino County.	Prior to construction	Project applicant and their construction contractor	City of Highland	

Table 1 Mitigation Monitoring and Reporting Program

Mitigation Measure	Implementation Timing	Party Responsible for Implementation	Party Responsible for Monitoring	Date of Completion/ Notes
MM-AQ-2: Operational Forklifts. The City shall require that all forklifts used during operation of the project be electric powered or fueled with natural gas.	During operation	Project applicant	City of Highland	
Biological Resources				
MM-BIO-1: Construction activities shall avoid the migratory bird nesting season (typically February 1 through August 31), to reduce any potential significant impact to birds that may be nesting on the study area. If construction activities must occur during the migratory bird nesting season, an avian nesting survey of the project site and contiguous habitat within 500 feet of all impact areas must be conducted for protected migratory birds and active nests. The avian nesting survey shall be performed by a qualified wildlife biologist within 72 hours prior to the start of construction in accordance with the Migratory Bird Treaty Act (16 USC 703–712) and California Fish and Game Code, Sections 3503, 3503.5, and 3513. If an active bird nest is found, the nest shall be flagged and mapped on the construction plans along with an appropriate no-disturbance buffer, which will be determined by the biologist based on the species' sensitivity to disturbance (typically up to 300 feet for passerines and up to 500 feet for raptors and special-status species). The nest area shall be avoided until the nest is vacated and the juveniles have fledged. The nest area shall be demarcated in the field with flagging and stakes or construction fencing.	Prior to and during construction	Project applicant and their construction contractor	City of Highland	

Table 1 Mitigation Monitoring and Reporting Program

Mitigation Measure	Implementation Timing	Party Responsible for Implementation	Party Responsible for Monitoring	Date of Completion/ Notes
Cultural Resources				
MM-CUL-1: Workers Environmental Awareness Program. Prior to the start of construction activities, all construction personnel and monitors shall be trained regarding identification and treatment protocol for inadvertent discoveries of cultural resources (archaeological and tribal) and human remains. A basic presentation and handout or pamphlet shall be prepared in order to ensure proper identification and treatment of inadvertent discoveries of cultural resources and human remains. The purpose of the Workers Environmental Awareness Program (WEAP) training is to provide specific details on the kinds of materials that may be identified during ground disturbing activities and explain the importance of and legal basis for the protection of human remains and significant cultural resources. Each worker shall also be trained in the proper procedures to follow in the event that cultural resources or human remains are uncovered during ground disturbing activities. These procedures include but are not limited to work curtailment or redirection, and the immediate contact of the site supervisor and archaeological monitoring staff.	Prior to construction	Project applicant and their construction contractor	City of Highland	
MM-CUL-2: Retention of an On-Call Qualified Archaeologist. A qualified archaeologist shall be retained and on-call to respond and address any inadvertent discoveries identified project implementation. Additionally, in consideration of the potential to encounter intact cultural deposits beneath fill soils, the qualified archaeologist shall survey the proposed project site once fill soils have	During construction	Project applicant and their construction contractor	City of Highland	

Table 1 Mitigation Monitoring and Reporting Program

Mitigation Measure	Implementation Timing	Party Responsible for Implementation	Party Responsible for Monitoring	Date of Completion/ Notes
been removed to ensure no cultural deposits underly the fill layer. If is determined, based on the aforementioned survey, that cultural resources are present or may be present and may be impacted during project construction, monitoring may be warranted. Additionally, any identified cultural resources shall be assessed and evaluated pursuant to CEQA. If it is determined that monitoring is warranted, a qualified archaeological principal investigator, meeting the Secretary of the Interior's Professional Qualification Standards, shall oversee and adjust monitoring efforts as needed (increase, decrease, or discontinue monitoring frequency) based on the observed potential for construction activities to encounter cultural deposits or material. The archaeological monitor will be responsible for maintaining daily monitoring logs.				
MM-CUL-3: Inadvertent Discovery Clause. In the event that potential archaeological resources (sites, features, or artifacts) are exposed during ground disturbance, all construction work occurring within 60 feet of the find shall immediately stop, and the qualified archaeologist that has been retained on call must be notified immediately to assess the significance of the find and determine whether additional study is warranted. Additionally, the Yuhaaviatam of San Manuel Nation Cultural Resources Department (YSMN) shall be contacted, as detailed within TCR-1, regarding any pre-contact and/or historic-era finds of or potentially of Native American origin. The Tribe shall be provided relevant information regarding the findings of the archaeological assessment as well	During construction	Project applicant and their construction contractor	City of Highland	

Table 1 Mitigation Monitoring and Reporting Program

Mitigation Measure	Implementation Timing	Party Responsible for Implementation	Party Responsible for Monitoring	Date of Completion/ Notes
recommendations regarding further study and treatment, if necessary. Depending upon the significance of the find under the California Environmental Quality Act (CEQA), the archaeologist may simply record the find and allow work to continue. If the discovery proves significant under CEQA, additional work (e.g., preparation of an archaeological treatment plan, testing, data recovery, or monitoring) may be warranted if the resource cannot be feasibly avoided. If significant pre-contact and/or historic-era cultural resources, as defined by CEQA (as amended, 2015), are discovered and avoidance cannot be ensured, the archaeologist shall develop a Monitoring and Treatment Plan (Plan) to include a research design, if data recovery is determined necessary. A draft of the Plan shall be provided to YSMN for review and comment, prior to finalization of the Plan as detailed within TCR-1. If monitoring is warranted, it shall be conducted for the remainder of the project, and implement the Plan accordingly. Additionally, an archaeological monitoring report shall be prepared within 60 days following completion of ground disturbance and submitted to the City of Highland for review. This report shall document compliance with approved mitigation, document the monitoring efforts and any discoveries, and include an appendix with daily monitoring logs. The final report shall be submitted to the City of Highland, Applicant, YSMN, and the South Central Coastal Information Center. If human remains or funerary objects are encountered during any activities associated with the project, work in the immediate vicinity (within a 100-foot buffer of the find) shall cease and the				

Table 1 Mitigation Monitoring and Reporting Program

Mitigation Measure	Implementation Timing	Party Responsible for Implementation	Party Responsible for Monitoring	Date of Completion/ Notes
County Coroner shall be contacted pursuant to State Health and Safety Code §7050.5 and that code enforced for the duration of the project. No further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent remains shall occur until the county coroner has determined the appropriate treatment and disposition of the human remains. If the county coroner determines that the remains are, or are believed to be, Native American, he or she shall follow all required protocols according to California Public Resources Code, Section 5097.98.				
Geology and Soils				
MM-GEO-1: Prior to commencement of any grading activity on-site, the applicant shall retain a qualified paleontologist as defined by the Society of Vertebrate Paleontology (SVP) (2010) guidelines, subject to the review and approval of the City's Building Official, or designee. The paleontologist shall prepare a Paleontological Resources Impact Mitigation Program (PRIMP) for the project. The PRIMP shall be consistent with the SVP (2010) guidelines and should outline requirements for preconstruction meeting attendance and worker environmental awareness training; where monitoring is required within the project site below a depth of 10 feet below the ground surface based on construction plans and/or geotechnical reports; procedures for adequate paleontological monitoring and discoveries treatment; and paleontological methods (including sediment sampling for microvertebrate fossils), reporting, and collections	Prior to and during construction	Project applicant	City of Highland	

Table 1 Mitigation Monitoring and Reporting Program

Mitigation Measure	Implementation Timing	Party Responsible for Implementation	Party Responsible for Monitoring	Date of Completion/ Notes
management. The PRIMP shall also include a statement that any fossil lab or curation costs (if necessary due to fossil recovery) are the responsibility of the project proponent. The qualified paleontologist shall attend the preconstruction meeting and be on-site during all rough grading and/or trenching for utilities to determine the amount of paleontological monitoring necessary based on subsurface conditions. In the event that paleontological resources (e.g., fossils) are unearthed during grading, the paleontological monitor will temporarily halt and/or divert grading activity to allow recovery of paleontological resources. The area of discovery will be roped off with a 50-foot radius buffer. Once documentation and collection of the find is completed, the monitor will remove the rope and allow grading to recommence in the area of the find. Upon completion of the paleontological monitoring program, the qualified paleontologist shall prepare a final monitoring report documenting the results of the mitigation program. This report should include discussions of the methods used, stratigraphic section(s) exposed, fossils collected, and significance of recovered fossils.				
Tribal Cultural Resources				
MM-TCR-1: Tribal Cultural Resources. The Yuhaaviatam of San Manuel Nation Cultural Resources Department (YSMN) shall be contacted, as detailed in MM-CUL-3, in the case of a discovery of pre-contact and/or historic-era cultural resources of or potentially of Native American origin. The Tribe	Prior to and during construction	Project applicant and their construction contractor	City of Highland	

Table 1 Mitigation Monitoring and Reporting Program

Mitigation Measure	Implementation Timing	Party Responsible for Implementation	Party Responsible for Monitoring	Date of Completion/ Notes
shall be provided relevant information regarding the findings of the archaeological assessment as well recommendations regarding further study and treatment, if necessary. The Tribal shall be provided the opportunity to consult with the qualified archaeologist regarding the findings and recommendations. Should the resource be deemed significant, as defined by CEQA (as amended, 2015), a cultural resources Monitoring and Treatment Plan (Plan) to include a research design, if data recovery is determined necessary, shall be created by the retained archaeologist for the project. A draft of the Plan shall be provided to YSMN for review and comment, prior to finalization of the Plan. This Plan shall allow for a YSMN Native American monitor to observe ground disturbing activities at the election of the YSMN cultural resources manager. Any and all archaeological/cultural documents created as a part of the project (isolate records, site records, survey reports, testing reports, etc.) shall be supplied to the applicant and the City of Highland for dissemination to YSMN. The City and/or applicant shall, in good faith, consult with YSMN throughout the life of the project.				

City of Highland

Engineering Department
Conditions of Approval
CUP 23-003, DRA 23-004, VAR 23-001
Patriot Partners Warehouse - 5th Street and Central Avenue

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

SOILS/ GRADING/ DRAINAGE

E 1. Design grading and landscaping plans to comply with the City's clear sight triangle criteria at public street intersections and at private driveways. Walls, fencing, monument signs, slope, and landscaping, within the clear sight triangle, must not exceed thirty inches in height measured from the flowline of the street, unless a sight distance analysis that demonstrates sight distance is adequately maintained is submitted to and approved by the City Engineer.

E 2. Submit a preliminary soils report, prepared by a licensed Geotechnical Engineer, for review and approval by the City Engineer. Comply with the recommendations contained in the report and any amendments thereof as approved by the City Engineer.

E 3. Submit the structural design and location for any required retaining walls for review and approval by the City Engineer. Construct concrete v-ditches and drainage system at the back of retaining walls in accordance with the Grading Plan Checklist and as required by the City Engineer.

E 4. Submit rough and/or precise grading plans to the City Engineer for review and approval. Comply with the City of Highland grading standards as shown on the grading plan checklist.

E 5. Submit an erosion control plan to minimize potential increases in erosion and sediment transport during construction activity for City Engineer approval. Place erosion control measures during or after grading work as required by the City Engineer.

E 6. Design short-term erosion control in accordance with Best Management Practices such as, hydroseeding, mulching, jute matting or plastic sheeting to protect slopes; silt fencing to control site perimeter; and straw bale barriers, gravel bag barriers, rock filters or sediment basins to control internal erosion, or other methods to stabilize disturbed areas, as approved by the City Engineer.

D 7. Implement dust control measures during construction activities including, but not limited to, daily watering of construction area as frequently as necessary during active and inactive periods, utilizing soil emulsions, limiting construction vehicle speed to 10 miles per hour, stabilizing construction entrances to prevent trackout of sediments, and street sweeping.

E 8. Design grading to intercept and conduct off-site tributary drainage flow around or through the project site in a manner that does not adversely affect adjacent properties. Conveyance

of on-site and off-site tributary flows shall be maintained by the underlying property owner and shall not exceed the pre-development flow rate and volume.

E 9. Design grading to drain the entire area of the project to the proposed Water Quality Management Plan (WQMP) infiltration system and to accommodate overflows as necessary.

E* 10. Plot all existing and proposed easements on grading plan and note disposition of any existing utilities, appurtenances, fences, and access roads.

D* 11. Construct temporary sedimentation basins for use during the grading and construction period of the project. Do not start using the proposed infiltration system until the site is stabilized for erosion and sedimentation.

B 12. Submit original wet signed and stamped rough grading certifications from the soils engineer and the grading engineer, along with compaction reports, to the City Engineer.

C 13. Submit original wet signed and stamped final grading certification from the soils engineer and grading engineer, to the City Engineer.

STREET IMPROVEMENT

E* 14. Submit engineering plans for **5th Street** improvements and signing, striping and pavement markings to the City Engineer for review and approval. Indicate the location of any existing utility/facility which would affect construction on plans and profiles. Comply with the City design standards as shown on the street and storm drain improvement checklist. Provide ADA access to site from public right of way.

C* 15. Construct new street improvements along **5th Street** project frontage including, but not limited to:

a) Construct public landscape improvements.
b) Two interim commercial drive approaches (easterly drive approach per City Std. 213, westerly drive approach per City Std 212 or 213) at existing southerly curb face per the Conceptual Grading. Minimum driveway width for trucking ingress/egress is 40 feet. Minimum driveway width for vehicle parking ingress/egress is 30 feet. Note 4.5' sidewalk easement will be required back of commercial drive approaches.
c) Remove existing improvements along southside of 5th Street including southside drive approaches and conflicting sidewalk, join existing where to be maintained, and
    1. Reconstruct full-height 8" curb and gutter located 40' south of street centerline per City Std. 203.
    2. Construct 6' wide curb-adjacent sidewalk per City Std 208 Type B.
d) Design the limits and extent of removal of existing improvements, and construction of transitional improvements to complete items a-c above and as approved by the City Engineer.[BB1]

C 16. Construct private ingress/ egress improvements at **5th Street** driveways to permit right in and right out only truck movement. Passenger vehicles to have full access movements.

C 17. Design and construct public improvements including sidewalk, driveway approaches and access ramps, as needed, in accordance with all requirements of the State of California Accessibility Standards, Title 24 California Administrative Code. Redesign and reconstruct existing frontage improvements if found not in compliance with City Standards.

C* 18. Install new LS3 metered street light system along the project frontage of **5th Street**. (2) new street lights west of the existing street light at Address 26887 5th Street, electrical conduits, wiring and meter etc. will be owned and maintained by the City. The street lights shall be equipped with a Light Emitting Diode (LED) luminaire on a marbelite pole with types and at the location specified by the City Engineer. Pay the City street lighting energy and maintenance charges for the initial 12 months.

C* 19. Install signing, striping and pavement markings along the project frontage with specific locations and types approved by the City Engineer.

C 20. Submit "Record Revisions" to all plans to reflect the improvements as constructed, and any changes made during construction.

WATER QUALTIY/ DRAINAGE

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

C* 22. Construct and implement site design BMPs specified in the project approved F-WQMP including, but not limited to, underground infiltration system, pretreatment devices, and raised curb landscaped areas and parking lot islands. Alternate site design BMPs which are equally effective may be submitted for review and approval by the City Engineer.

E 23. Include the project grading plan, landscape plan and utility plan with the first submittal of the F-WQMP.

C 24. Submit two sets of WQMP BMP Exhibits with a "WQMP BMP As-Built Certificate" wet signed and sealed by the Engineer of Record. The Certificate shall state:

"*I hereby certify that the Water Quality Management Plan Best Management Practices have been constructed under my supervision in accordance with the approved plans and are functional to the best of my knowledge.*"

C* 25. Construct on-site private drainage system, HDPE or other pipe material as approved by City Engineer, to drain the entire project site to the proposed WQMP BMPs in accordance with the approved Final Water Quality Management Plan, and construct necessary drainage overflow facilities. Construct an overflow pipe to convey any overflow from the proposed underground infiltration system in a manner such that drainage does not adversely impact neighboring properties and redirect or concentrate flows.

B 26. At the underground infiltration system location proposed by the Final WQMP, conduct at least two new infiltration tests using a double-ring infiltrometer. The tests shall be conducted at the proposed underground infiltration system subgrade elevation, prior to the submittal of

the F-WQMP. After obtaining the results from the two tests, the engineer and geotechnical engineer shall determine if additional testing is required.

C 27. Register the underground chambers with EPA as a Class V Injection Well.

E 28. Submit a hydrology study to determine storm runoff quantities tributary to and generated by the Project for review and approval by the City Engineer. Include hydraulic calculations to determine the size and type of all drainage facilities.

C 29. Intercept and convey off-site drainage tributary to the project boundary around or through the project in a manner that will not adversely affect adjacent or downstream properties.

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

MAP/DEDICATION/ ANNEXATION

C* 31. Apply to the City to annex the project into the City's Consolidated Landscape District (LMD) for potential City maintenance of parkway and frontage landscaping along **5th Street**. The City will maintain parkway and frontage landscaping utilizing LMD revenue only if the City determines that adequate maintenance is not being provided by the property owner. The potential future amount of assessment will include the estimated on-going maintenance cost and one-time construction cost to convert the privately-maintained system to the City-maintained system.

C* 32. Apply to the City to annex the project into the City's Landscape Maintenance District (LMD) for maintenance of future median landscaping along 5th Street median. Sign the ballots prepared by the City agreeing to the annexation, and the potential future amount of assessment. Assessment for 5th Street median landscaping will commence the year the medians are constructed by the City or other future developments. Landscaping within the median shall be maintained by the City.

B* 33. Dedicate an irrevocable offer of dedication via a Final Parcel Map:
   a) (1) 10-foot wide minimum landscape easement across the Project frontage.
   b) (2) sidewalk easements at the Project's commercial drive approaches as approved by the City Engineer.
   c) (1) temporary construction easement granting permission for the City to enter the property to construct and restore landscaping. The exact dimensions of the landscape easement will be determined at the time on-site improvement plans have been prepared.

B 34. Record a Final Parcel Map with the San Bernardino County Recorder pursuant to the provisions of the State Subdivision Map Act. Submit a duplicate photo mylar of the map recorded with the San Bernardino County Recorder.

A 35. At the time of Final Parcel Map submittal, include traverse calculation sheets which show error of closure, copies of recorded maps and deeds used as reference and/or showing original land division, tie notes and bench marks referenced, and a current title report. Inverse calculations will not be accepted for plan check.

A 36. Include an Improvement Certificate/Statement on the Parcel Map in accordance with Section 66411.1 of the Subdivision Map Act.

FEES/ PERMITS/ BONDING

C* 37. Pay an in lieu fee for the design and construction of the future raised landscape median along the project frontage 5th Street, as determined by the City Engineer.

E 38. Pay appropriate Development Impact fees, Engineering fees for district annexation, plan check, WQMP review, hydrology study review, structural calculation review, on-site and off-site inspection, utility excavation permits, GIS map plan update, microfilming and storage of plans and maps, and other required fees.

D 39. Obtain a permit from Engineering prior to any on-site construction or construction within the public right-of-way.

E 40. Post a deposit for erosion control which shall not be released prior to completion of all on-site construction.

A 41. Bond for all required grading, street, and storm drain improvements in accordance with City Development Code.

C 42. Post a deposit for monumentation based on an estimate of the cost to perform the work by the project surveyor or engineer. The deposit shall not be released prior to written verification from the surveyor or engineer that the monuments have been set and payment for the work has been received.

UTILITIES/ CONSTRUCTION

*E 43. Obtain written permission from adjoining property owners prior to start of any grading, removal or construction work located within the affected private properties.

B 44. Coordinate temporary fencing and construction with the adjacent property owners. Install construction fencing and screening in accordance with Building and Safety Division Policy 335.

E* 45. Obtain written permission and permit from San Bernardino County Flood Control District for encroachment within their right-of-way, offsite grading, and perimeter wall construction if any.

C 46. Reconstruct existing public improvements removed or damaged during construction. Pavement repair, which may include A.C. overlay, T-cut trench repair and/or slurry seal after removal of existing striping shall be across all or a portion of damaged pavement caused by this project as determined by the City Engineer.

C* 47. Coordinate, and where necessary, pay for the relocation of any existing public utilities as necessary.

C 48. Provide all utility services to each building, including sanitary sewers, water, electric power, gas, cable TV, internet, and telephone. All utilities listed under Highland Municipal Code Section 16.40.380 (A) are to be underground per Ordinance 315.

E 49. Comply with applicable requirements of the National Pollutant Discharge Elimination System (NPDES) permit program. Provide written verification from the Regional Water Quality Control Board specifying the projects WDID number.

B 50. Destroy any abandoned wells on the property or similar structures that might result in contamination of underground waters in a manner approved by the City Engineer.

B 51. All underground structures, except those desired to be retained, must be broken in, backfilled, and inspected before covering.

D 52. Comply with the prevailing City design and construction standards and requirements at the time of permit issuance.

B 53. Design and construct a trash enclosure per City Standard 700.

C 54. Install telephone, cable television, and internet enclosures underground whenever the underground installation is an available option offered by the utility companies. If the underground installation is not an available option and utility enclosures must be installed above ground, install the above-ground utility enclosures and any flush mount utility enclosures at locations where construction of retaining walls will not be necessary for compliance with the setback requirements of the utility companies.

B* 55. Submit a Composite Utility Plan for the purposes of coordinating, maintaining and improving landscaping in City right-of-way. Indicate the location of all above ground and flush mount water, electric, cable TV, internet, street lights, traffic signal, and telephone utility structures prior to City issuance of utility permits.

Building and Safety Division Conditions of Approval

Date:	April 26, 2023
Project:	Warehouse building
Applicant:	Kevin Rice – Patriot Partners
Site Location:	South side of 5th St. West of Central
Project Numbers:	**CUP:** 22-003; **DRA:** 23-004; **VAR:** 23-001
APN(s):	1192-561-04-0000 through 07-0000

1. Please provide the following number of construction plans and documents listed below for the first review of the proposed project. The initial plan review time will take two weeks on most projects. The applicant will receive an application number at the time plans are submitted for Building & Safety's plan review. This number is needed to obtain information regarding your project.

    (3) Architectural Plans
    (3) Condition of Approval from all departments:
    To be included in Architectural plan set at plan submittal
    (3) Structural Plans
    (2) Structural Calculations
    (3) Plot/Site Plans
    (3) Electrical Plans
    (3) Electrical Load Calculations
    (3) Exiting Plans
    (3) Plumbing Plans/Isometrics
    (3) Mechanical Plans
    (3) HVAC Duct Layout Plans
    (2) Roof and Floor Truss Plans
    (2) Title 24 Energy Calculations
    (2) Soils Report
    (3) Precise Grading Plans
    * Grading, Photometric, or Landscape Plans:
    Please mark "FOR REFERENCE ONLY"
    (3) Site Disabled Access Plan
    (3) Temporary Fence Plan
    (1) Approved Health Department Plans (as applicable)
    (1) Fire Flow Test - with hydrant location dimensioned on the site plan
    (2) Energy Commissioning Plan

2. All structures shall be designed in accordance with the current version of the California Building Codes at the time of submittal (Currently the 2022 codes), including the California Green Building Standards Code. Design all structures to Risk Category II at exposure "C" (ASCE7-16), and Energy Climate Zone 10.

3. All onsite utilities are to be underground. As approved by the Planning Division, utility cabinets and transformers are exempt.

4. Construction projects requiring fire permits must apply and submit fire plans prior to the issuance of the building permit, including fire sprinkler submittals.

5. Building and Safety does not release all meters until final approvals are obtained from all agencies and departments. Commercial and industrial projects, see Policy 295.

6. The Developer/Owner is responsible for the coordination of releasing any Deferral of Development Impact Fees or Bonds after such fees have been paid. The Developer/Owner should be aware, once the deferral notice is sent to the San Bernardino County Recorder's Office; the release process takes two to three weeks. This process will delay final Certificates of Occupancy.

7. The Developer/Owner is responsible for the coordination of the final occupancy. The Developer/Owner shall request clearances from each department and/or applicable agency at least two weeks prior to requesting a final building inspection from Building and Safety. Each agency shall sign the back of the Building and Safety Job Card, or provide agency approved signed documentation, and provide a copy of the signatures to Building and Safety at the time the final inspection is requested.

8. Building and Safety inspection requests must be made by 4:00 pm. on the previous City working day to receive a next business day inspection. Please contact (909) 864-2136, Ext 228.

9. Construction activities shall not commence prior to 7:00 a.m. and shall terminate no later than 7:00 p.m. Monday through Saturday with no construction activities preformed during city or Federal Holidays. (Ordinance 420 HMC) unless restricted further by environmental review mitigation.

10. A security fence with screening shall protect all construction sites. The fencing and screening shall be maintained at all times to protect pedestrians. All development projects shall submit a construction fencing plan with the construction design plans. Construction projects that have phased occupancy shall be completely separated by a construction fence that is screened and show the adjusted fence locations at each phase.

11. On site toilet facilities shall be provided for construction workers and such facilities shall be maintained in a sanitary condition. Construction toilet facilities of the non-sewer type shall conform to ANSI ZA.3 and on site per NPDES stormwater requirements.

12. All construction materials, which are not used, shall be recycled pursuant to the requirements set forth by Ordinance No. 269. Receipts from the recycle company responsible for picking up the materials shall be kept in the construction office. After the construction is complete and before final occupancy, the trash receipts shall be forwarded to the City Public Services division.

13. Construction projects, requiring temporary electrical power, shall obtain an electrical permit from Building and Safety. No temporary electrical power will be granted to a project unless the following item is in place and approved by Building and Safety and the Planning Division.

    a) Installation of a construction trailer through the "Temporary Occupancy Permit", alternatively, a security fenced area where the electrical power will be located. Installation of construction/sales trailers must be located on private property. No trailers can be located in the street unless a permit from the Engineering Department is obtained.

14. Prior to the issuance of Building Permits, on site water service shall be installed and approved by the responsible agency. On site fire hydrants shall be approved by the Fire Department. No flammable materials will be allowed on the site until the fire hydrants are established and approved. No flammable construction materials shall be placed on the site without approvals by the Fire Department. All street and access roadways around the project shall be paved for emergency response vehicles before flammable materials are placed on the project. Fire flow tests shall be obtained by East Valley Water District.

15. The building is to be connected to the public sewer system, when provided. When the public system is not available, an onsite septic system is to be installed. Please provide Building Staff with a will-not/sewer not available letter from EVWD and an approved septic system design from the Santa ana Regional Water Quality Control Board (please contact Susan Beeson at (951) 782-4902). An approved design with percolation test will be required to be submitted to Building & Safety for separate review and permitting prior to issuance of a building Permit.

16. Prior to issuance of building permits, site-grading certifications, compaction reports, and survey report shall be submitted to Building and Safety or to Public Works, as applicable.

17. Prior to issuance of building permits, provide a receipt from the appropriate Unified School District stating that all school fees have been paid. (San Bernardino Unified School Districts)

18. Prior to final inspection, provide Building & Safety with a flash disk of the approved plans and documents.

19. All construction projects shall comply with the NPDES Stormwater Best Management Program. Prior to building permit issuance submit copy of the Water Quality Management Program Report. (WQMP)

20. All deferred plan items & required deputy inspections are to be identified on the plans cover sheet.

21. Site development and grading shall be designed to provide access to all entrances and exterior ground floor exits and access to normal paths of travel. The accessible route(s) of travel shall be the most practical direct route from each site arrival point.

22. All dead and removed trees and foliage is to be properly removed from the site.

23. The City enforces the State of California provisions of the California Building Code disabled access requirements. The Federal Americans with Disabilities Act (ADA) standards may differ in some cases from the California State requirements; therefore, it is the building owner's responsibility to be aware of those differences and comply accordingly.

24. At the time of submittal for plan review, projects meeting the requirements under Section 5.410.2 and Section 5.410.2.3 of the California Green Building Standards Code shall submit a Commissioning Plan.

25. Demolition permits shall be obtained for all structures to be demolished.

Main Office - 825 East Third Street, San Bernardino, CA 92415-0835 | Phone: 909.387.7910 Fax: 909.387.7911

www.SBCounty.gov

SAN BERNARDINO COUNTY

Department of Public Works

- Flood Control
- Operations
- Solid Waste Management
- Special Districts
- Surveyor
- Transportation

Brendon Biggs, M.S., P.E.
Director

Noel Castillo, P.E.
Assistant Director

David Doublet, M.S., P.E.
Assistant Director

April 27, 2023

Transmitted Via Email
File: 10(ENV)-4.01

City of Highland, Planning Division
Attn: Angela Tafalla, Assistant Planner
27215 Base Line
Highland, CA. 92346
atafolla@cityofhighland.org

RE: PROJECT NOTICE– CONDITIONAL USE PERMIT NO. 23-003 FOR PATRIOT WAREHOUSE, ON THE SOUTH SIDE OF 5TH STREET JUST WEST OF CENTRAL AVENUE; AREA ACROSS FOUR (4) PARCELS TOTALING APPROXIMATELY 2.86-ACRES.

Dear Ms. Tafolla:

Thank you for allowing the San Bernardino County Department of Public Works the opportunity to comment on the above-referenced project. **We received this request on April 13, 2023,** and pursuant to our review, we have the following comments for your consideration and inclusion into public record:

Flood Control Planning & Water Resources Division (Michael Fam, Chief, 909-387-8120):

1. The proposed Project is located adjacent to a San Bernardino County Flood Control District (SBCFCD) right-of way and/or facilities (2-603-1A) City Creek Channel. Any encroachments including, but not limited to access for grading, fence removal and installation, side drain connections, and utilities on the District's right-of-way or facilities will require a permit from the SBCFCD prior to start of construction. Please contact the San Bernardino County Flood Control Permit Section at (909) 387-7995 for further information regarding this process.

Permits/Operations Support Division (Johnny Gayman, Chief, 909-387-7995):

1. We are aware there may be storm drains in and around the site that may be affected by the proposed Project. When planning for or altering existing or future storm drains, be advised that the Project is subject to the County's Comprehensive Storm Drain Plan No. 6 dated, August 2001. It is to be used as a guideline for drainage in the area and is available in the S.B. County Department of Public Works offices. Any revision to the drainage should be reviewed and approved by the jurisdictional agency (City, County).

Flood Control Planning/Water Resources Division (Michael Fam, Chief, 909-387-8120):

1. The District's recommendations are most often made for site specific conditions. Therefore, the recommendations made here are general in nature until such time as more detailed plans become available.

2. According to the most recent FEMA Flood Insurance Rate Map (FIRM), Panels 06071C8701J, dated September 2, 2016, and 06071C8702H, dated August 28, 2008, the Project lies relatively equally-divided within FEMA Zones X-shaded (500-yr. floodplain; protected by a levee) and Zone X.

3. If any encroachment on District Right-of-Way is anticipated, a permit shall be obtained from the District. Other on-site or off-site improvements may be required, which cannot be determined at this time.
4. One of the benefits of the CSDP is to identify the alignment of future drainage and flood control facilities. It is hoped that the City of Highland will continue to use this document to protect the alignment of these future facilities.

5. We recommend that the Project include, and the City enforce, the most recent FEMA regulations for development in a floodplain.

We respectfully request to be included on the circulation list for all project notices, public reviews, or public hearings. In closing, I would like to thank you again for allowing the San Bernardino County Department of Public Works the opportunity to comment on the above-referenced project. Should you have any questions or need additional clarification, please contact the individuals who provided the specific comment, as listed above.

Sincerely,

Nancy Sansonetti

Nancy Sansonetti, AICP
Supervising Planner
Environmental Management Division

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

DATE : April 17, 2023

APPLICANT : Kevin Rice

ADDRESS : 1192-561-04, 1192-561-05, 1192-561-06, 1192-561-07.

SITE LOCATION: South side of 5th Street West of Central Ave, Highland, CA

FILE / INDEX No.: CUP 22-003 DRA 23-004 VAR 23-001

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

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

Fire Department Review of all projects is required.

ALL CONSTRUCTION (New and renovations to existing) SHALL COMPLY WITH THE ADOPTED CALIFORNIA FIRE CODE Along with amendments as adopted within the Highland Municipal Code (Ord. #411).

Note: All weather access roads (CFC) and fire hydrant/water system installations shall be in place, inspected and approved, **PRIOR** to combustible material being brought on site.

Note: The City of Highland has 2 areas within the '**FIRE SAFETY OVERLAY DISTRICT**' designated as **FR-1** and **FR-2**. Both areas may border or overlap areas identified by the State/CalFire as '**High Fire Severity Zone**' or '**Very High Fire Severity Zone**'. See **HMC** for construction requirements.

GENERAL.

1. **HF3:** A fuel break of one hundred (100) feet (brush and weed clearance) is required prior to construction. The clearance shall be maintained on a year-round basis. **CFC & HMC**

2. **HF31:** Approved fire hydrant pavement markers (blue dots) shall be installed at every hydrant.

3. **HF51:** The main electrical panel and all sub-panel(s) shall be labeled on inside cover for all circuits. **CEC**

4. **HF52:** Water heater (fuel fired), shall be properly vented to exterior of structure. Water heater shall be seismic strapped to wall and be located 18" above a garage floor. **CBC**

5. **HF55:** Commercial exit requirements:
   A. Required exit doors shall be maintained in an operable condition at all times
   B. Required exit doors shall swing outward and away in the direction of exit travel.
   C. Obstructions shall not be placed in the required width of an exit. Exits shall not be blocked or locked shut or obstructed in any manner during business hours.
   D. Exit paths shall be illuminated when structure is occupied.
   E. Exit path illumination shall be supplied from two (2) sources of power when occupant load is one hundred (100) persons or more.
   F. When exit way/exit pathway and/or exit doorway is not easily identified, additional exit signs shall be installed.

6. Exit signs shall be internally or externally illuminated by two lamps or shall be of the self-luminous type. **CFC; CBC**

7. **HF60:** Additional plans for access, fire safety systems, fire lanes and signage, gates, storage, or other special conditions may be requested for review, conditioning and approval by the fire marshal.

8. **HF56:** All flammable and combustible liquid storage and dispensing shall be in accordance with applicable sections of the **CFC, T-19** and city codes and ordinances.

9. **HF48:** A class "A" roof covering structure with "bird stops" shall be installed.

ACCESS:

10. **HF7:** Fire department **access** roads shall meet the fire dept. minimum unobstructed width of twenty (20) feet. (twenty-six (26) feet within FR-1&2 zones). **This standard shall not lessen other agency requirements.** Access roads shall be paved (asphalt/concrete) and in place **prior** to delivery of combustible building materials on site. Roads shall be designed and constructed to meet adopted city standards. **CFC**

11. **HF8:** All access roads, public, private streets and residential driveways shall maintain a minimum vertical clearance of thirteen (13) feet-six (6) inches. **CFC**

12. **HF10:** Driveways exceeding 150 feet shall have a fire department approved turn-around at the terminus. **CFC / APPENDIX D**

13. **HF11:** Fire department access roadway(s) and/or public/private street(s) exceeding one hundred fifty (**150**) feet in length shall provide an approved turn-around at the terminus (**cul-de-sac**). Minimum radius shall be **not less than forty (40)** feet. Or as approved by the fire marshal. Cul-de-sacs providing access to perimeter emergency access roads shall have a minimum radius of forty four **(44)** feet. **CFC / APPENDIX D, SBCO TRANSPORTATION STD**

14. **HF12:** Fire department access roadway(s); public/private street(s) and driveways shall not exceed 12% grade. **CBC / APPENDIX D, HMC**

15. **HF13:** Fire department access roadway(s); shall extend to within one hundred fifty (150) feet of and shall give reasonable access to all portions of the exterior walls of the first story of any building.
An access road, approved by the fire dept., shall be provided to within fifty (50) feet of all structures when the natural grade between access road and structure is in excess of 30%.
Where an approved access road cannot be provided, a fire protection system shall be required and approved by the fire department. **CFC**

16. **HF15:** "Phased" projects may be required to provide a minimum of two (2) remote points of approved access during construction. A secondary access, for fire and other emergency equipment and for routes of escape, which will safely handle evacuations. **CFC - APPENDIX D**

17. **HF19:** **Manually** operated gates across fire department access roadways, public and/or private streets and driveways, shall be equipped with approved emergency key-operated **"KNOX"** padlock or box containing key to open the private lock. For **automatic** gates, a "KNOX" emergency access switch, shall be installed, at location determined by fire department, and shall over-ride all command functions and open gate automatically upon activation. All automatic gates shall have a manual over-ride for use during loss of electric power. "KNOX BOX" request form

is available from the fire marshal or may be ordered directly from www.knoxbox.com (specify City of Highland, CA) **CFC – Appendix D Note: The city of Highland also requires an electronic "H" key system (Ord. #320) for multi-family, gated communities or secured storage facilities. HMC**

18. **HF24:** "NO PARKING – FIRE LANE" signs shall be posted at locations designated by fire marshal. Fire lane curbs shall be painted red, with white letters stating, "NO PARKING – FIRE LANE" on top, not face. **CFC - APPENDIX D**

19. **HF54:** Commercial and industrial structures-occupancies and gated complexes shall have a "**KNOX BOX**" system installed on the exterior of the building(s) or complex. location of device to be determined by the fire department. The box shall contain keys necessary to gain access and may contain pre-plans and MSDS information as required by the fire department. New and existing multi-tenant commercial buildings shall provide a 'KNOX' box large enough to contain keys to access each individual tenant space. Installation location(s) to be determined by the fire marshal. The box shall contain clearly marked keys to each tenant space or other areas as determined by the fire marshal. **CFC**

20. **HF61:** Aerial fire apparatus access roads. **Where required**: buildings or facilities **exceeding 30-feet** in height above the lowest level of fire dept. Vehicle access shall be provided access roads capable of accommodating aerial apparatus. **Width:** aerial apparatus access roads shall provide a minimum unobstructed width of **26-feet** in the immediate vicinity of any building exceeding 30-feet in height. **Proximity to buildings:** aerial apparatus access roads shall be located a minimum of 15-feet to a maximum of 30-feet from the building, and shall be positioned parallel to one entire side of the structure, as approved by the fire code official. **CFC APPENDIX D**

WATER:

21. **HF25:** Minimum required fire flow, as determined by California Fire Code Appendix 'B'.

System shall be looped with minimum eight (8) inch mains; six (6) inch laterals, six (6) inch risers; six (6) inch dia. Hydrants with two 2 ½" outlet(s) and one 4" outlet. **CFC APPENDIX B AND C**

Note: Hydrants shall meet EVWD standards.

22. **HF29:** Fire hydrant spacing shall be:
Commercial retail: 300 FEET
CFC / APPENDIX B AND C.

Note: Existing fire hydrants (off-site) can be included if they meet spacing requirements. Hydrants shall not be located at the 'bulb' end of cul-de-sacs.

23. **HF26:** Three sets of water delivery system plans, designed to meet the required fire flow for this project and/or development, shall be submitted to the fire department for review and approval. **CFC**

24. **HF27:** Applicant-developer shall provide a letter from the water company serving the project-development, verifying financial arrangements have been made and bonded for the required water improvements. **CFC**

25. **HF28:** Fire hydrants shall be installed, inspected and operational as per approved water system delivery plans **prior** to any framing, construction or delivery of combustible materials to project site. **CFC / CFC**

26. **HF30:** Private, on site fire hydrant(s) – yard hydrant(s)- capable of supplying required fire flow shall be installed at location(s) identified by the fire department. System shall be looped with minimum eight (8) inch mains; six (6) inch laterals, six (6) inch risers; six (6) inch dia. hydrants with one 2 ½" outlet and one 4" outlet. **CFC / APPENDIX B AND C**

27. **HF38:** Approved fire hydrant(s) capable of supplying required fire flow, shall be provided to all premises upon which facilities, buildings or portions of buildings are constructed or moved within the jurisdiction. When any portion of the facility or building protected is in excess of 150 feet from a fire hydrant on a public street, as measured by an approved route around the exterior of the facility or building, additional fire hydrants or on-site fire hydrants, meeting the required fire flow, shall be provided. **CFC APPENDIX B AND C**

ADDRESSING – IDENTIFICATION:

28. **HF21:** **Commercial** and **multi-family residential** address numbers shall be displayed on all **new and existing** structures in such a manner as to be plainly visible and legible from the access roadway or street. Numerals shall be of a contrasting color to the building and electrically illuminated.
Minimum size of the numerals shall be **8"** height, 3/4" stroke, or as approved by the fire marshal.
Industrial occupancies shall have address numbers of 12" height, 1" stroke and shall be electrically illuminated so as to be visible and legible from access roadway or street.
Note: Depending on height and setback of a building, larger numerals may be required and at additional locations on the building, as determined by a case-by-case review.
HMC

FIRE PROTECTION & ALARM SYSTEMS:

29. **HF36:** Automatic fire sprinklers shall be installed according to **NFPA 13** and fire dept. requirements. Submit three **(3)** sets of shop plans with material cut sheets and hydraulic calculations, indicating the type of occupancy, type of materials to be stored (if any), for fire dept. review and approval prior to any installation. Submit copy of California C-16 license. **CFC; CBC; HMC**

30. **HF37:** Automatic fire sprinkler control devices (P.I.V & O.S.&Y.) Shall be visible from fire dept. access roadway, and identify system being controlled and address of structure.
Fire Dept. Connection (FDC) shall be located no closer than forty (40) feet and not to exceed one hundred fifty (150) from structure. Required fire hydrant shall have a maximum distance from FDC of thirty (30) feet. FDC shall identify address and system of structure being protected. **CFC**

31. **HF41:** A minimum of one 2A-10BC fire extinguisher shall be installed for each 3,000 sq.ft. of floor area. Travel distance to any one fire extinguisher shall not exceed 75 feet. Additional fire extinguishers, size and class to be determined by fire department, may be required. Fire extinguishers shall be serviced bi-annually and shall have a current State Fire Marshall service tag attached. Fire extinguishers are to be serviced every two years and inspected & tagged every year. **CFC**; **NFPA**

32. **HF43:** An automatic fire detection and alarm system meeting the requirements of CFC 907, CBC and NFPA 72 shall be installed. Three (3) sets of shop plans with material cut sheets and calculations shall be submitted to the fire department for review and approval prior to installation. **CFC; CBC; NFPA**

33. **HF44:** An automatic smoke removal system shall be installed. The system shall comply with CFC and CBC requirements. Three (3) sets of shop plans with material cut sheets and calculations shall be submitted to the fire department for review and approval prior to installation. This system may be mitigated as allowed by the California Fire and Building codes. Please indicate type and code section of the applicable mitigation employed in this application on your plans. **CFC; CBC**

34. **HF45:** An automatic smoke ventilation system – fusible link type, shall be installed. Roof vent, venting ratios and draft curtains shall be provided. Three (3) sets of shop plans with material cut sheets and calculations shall be submitted to the fire department for review and approval prior to installation. This system may be mitigated as allowed by the California Fire and Building codes. Please indicate type and code section of the applicable mitigation employed in this application on your plans **CFC; CBC**

35. **HF59:** Commercial and industrial buildings, in excess of 20,000 square feet, and with an interior area more than 150 feet from exterior exit, shall be equipped with

a class i standpipe system. Standpipe connections shall be configured to reach any portion of interior space within 150 feet in any direction of travel. This system shall be calculated to provide 500 GPM from an adjacent automatic fire sprinkler riser at 100-psi nozzle pressure for two hand lines flowing.

36. **HF60:** California Fire Code, **FIRE SAFETY DURING CONSTRUCTION AND DEMOLITION**, shall apply to this project. it is the responsibility of the project manager to meet with the fire marshal to discuss requirements specific to this project.

37. **HF61**: **TENANT IMPROVEMENT**. Review the 'tenant improvement information' handout. If any of the items listed apply to this project, they must be included in the 'fire department notes' section on the plan.

38. **HF62**: Additional plans for access, fire safety systems, storage or other special condition may be requested for review, conditioning and approval by the fire marshal.

39. **HF63**: Submit to fire marshal's office: **one copy** of building and/or structure plans for fire department review.

40. **HF64:** Spray booths, spray finishing operations shall comply with requirements of California Fire Code

41. **Note:** Fire sprinkler design requirements for Spec warehouse buildings will change depending on type of occupancy, storage heights and/or commodities that are being used or handled.

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

COMMUNITY WORKS DESIGN GROUP

LANDSCAPE ARCHITECTURE

4649 Brockton Avenue

Riverside, CA 92506

(951) 369-0700

Fax (951) 369-4039

http//www.comworksdg.com

CA License #2110

NV License #389

April 13, 2023

Kim Stater, Assistant Community Development Director
City of Highland
Community Development Department – Planning Division
27215 Base Line
Highland, CA 92346

RE: PRELIMINARY LANDSCAPE PLAN REVIEW:
CUP 23-004
Patriot Partners Warehouse –
5th Street west of Central

Dear Kim:

We have reviewed the preliminary landscape plans for the facility listed above in comparison to the City's standards and guidelines, the City's Water Efficient Landscape Ordinance, and recently processed applications of similar occupancy. Accordingly, we recommend the following landscape-specific conditions.

1) Due to building orientation and lack of buffer or planter area for westerly frontage section/main entrance off 5th Street, additional features including accentuating low walls, mounding, public art, or other features should be considered in the proposed planter areas to balance the absence of features at the entrance.

2) Building main vehicular access is directly adjacent to a narrow walk and glazing which may cause issues or confusion with some drivers. Applicant should consider creating a buffer between vehicular and pedestrian areas.

3) To verify that the landscape complements the appearance and scale of the warehouse architecture, applicant shall include the actual proposed planting species in architectural renderings and elevations for communication with review committees. Current renderings do not reflect the plant species, forms, nor density of the materials specified on the conceptual landscape plan.

4) Current conceptual planting plan does not offer enough taller/columnar plant species that would create a foundation and transition for the tall structure or offer screening to adjacent properties. Applicant should consider additional species that will meet the need for more vertical planting. This should include more columnar or vertical plant material to create a hierarchy and vertical transition from ground plane to Building.

5) Applicant shall include full color planting imagery boards of plants included in the conceptual design palette with plants grouped by size (Trees, Vines, Foreground, Mid-ground, Background, and Groundcover) for better communication of palette for design review.

6) Applicant shall include a mix of larger tree sizes with the minimum size being 24" box- 50% of total, 36" box 30% of total, and 48" box 20% of total.

7) Applicant shall coordinate with city Landscape Architect for street tree selection on 5th street in addition to currently shown Pines.

8) Applicant should clarify perimeter fencing treatments. The only perimeter control currently noted on the building plans appears to be an 8' concrete tilt-up wall with no other perimeter fencing types called out. Adjacent property to the east is a head start childcare center that will require additional fencing and or buffer treatments to include more trees, screening plant material, mounding, and or other specialized treatments.

9) Applicant shall verify and add shading exhibit for parking lots. According to the keynotes on the site plan, they should be on the Landscape plan.

10) Provide concrete headers where frontage landscape meets adjacent neighboring parcels to protect the integrity of the proposed planting, and to define the limits of maintenance responsibility including area adjacent to flood control channel. At a minimum a 6" concrete mow curb is required to separate new planter areas from adjacent existing properties landscape.

We look forward to discussing these items in further detail. If you have any questions or concerns, please feel free to contact us at (951) 369-0700.

Sincerely,

COMMUNITY WORKS DESIGN GROUP

Dan Burkhart ASLA, Certified Arborist WE—11637A for

Scott Rice ASLA, LEED AP, CASp
City Landscape Architect
Consultant to the City of Highland via Community Works Design Group
Landscape Architect CA #5111

Attachment 6

Resolution No. 2023 –

Approving VAR-23-001

PC RESOLUTION NO. 2023 –

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF HIGHLAND, CALIFORNIA, ADOPTING VARIANCE (VAR-23-001) TO ALLOW AN INCREASE IN THE MAXIMUM BUILDING HEIGHT IN THE BUSINESS PARK ZONE FROM 35' TO 45' IN ASSOCIATION WITH CONDITIONAL USE PERMIT (CUP-23-003) AND DESIGN REVIEW APPLICATION (DRA-23-004) TO CONSTRUCT A 53,665 SQUARE FOOT WAREHOUSE, LOCATED ON THE SOUTH SIDE OF 5TH STREET, 250' FEET WEST OF CENTRAL AVENUE. APN: 1192-561-04, -05, -06 and -07

APPLICANT: PATRIOT 5TH & CENTRAL, LLC (PATRIOT PARTNERS)

A. RECITALS

1. On March 23, 2023, the Applicant filed an application for Conditional Use Permit (CUP-23-003) to develop a 53,665 square foot industrial warehouse and associated improvements including loading docks, passenger vehicle parking spaces, a stormwater detention/infiltration basin, and landscape area. Related applications were also filed for Design Review (DRA-23-004) including a Site Plan, Building Elevations, Conceptual Grading Plan, Conceptual Landscape Plan; Variance (VAR-23-001) to increase the maximum building height permitted to 45'.

2. The site is located on an approximately 2.86 acres at the south side of 5th Street, west of Central Avenue in the City's Business Park Zoning and General Plan Designations.

3. Pursuant to the provision of the California Environmental Quality Act (CEQA) and State and Local CEQA Guidelines, the City of Highland is the Lead Agency, and is charged with the responsibility of deciding whether or not to approve the proposed Project. An Initial Study and Mitigated Negative Declaration were prepared and circulated in accordance with state and local law and will be considered by the Planning Commission at the September 19, 2023, public hearing.

4. On September 19, 2023, the Planning Commission of the City of Highland conducted a Public Hearing at the City Hall Council Chambers in Highland, California, at 6:00 p.m.

5. All legal prerequisites to the adoption of this Resolution have occurred.

B. RESOLUTION

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

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

2. The City of Highland Planning Commission after due consideration, inspection, investigation and study made by itself and on its behalf, and after due consideration of all evidence and reports offered at said hearing, including the staff report to the Planning Commission dated September 19, 2023, and which is incorporated herein by this reference, does find and determine the following facts:

   a. All necessary public meetings and opportunities for public testimony and comment have been conducted in compliance with State Law and the Municipal Code of the City of Highland.

4. A duly noticed public hearing was held by the Planning Commission on September 19, 2023 in the City Hall Council Chambers and notice of the time, date, place and purpose of the aforesaid hearing was given as required by applicable law. At the public hearing, the Planning Commission took testimony, both written and oral, from various parties, including the Applicant.

5. Pursuant to the California Environmental Quality Act (CEQA) Guidelines, an Initial Study was prepared for the project. It was determined that Mitigation Measures were necessary to address potential impacts. A Notice of Intent to adopt a Mitigated Negative Declaration (MND) was circulated and Mitigation Monitoring and Reporting Program prepared for consideration by the Commission.

6. Findings of Fact for Variance VAR-23-001:

   a. That a strict or literal interpretation and enforcement of the specified regulation would result in practical difficulty or unnecessary hardship not otherwise shared by others within the surrounding area or vicinity.

      Response: The regulation for which a variance is being requested is, Highland Municipal Code, Title 16, *Land Use and Development,* Table 16.24.040.A *Industrial Site Development Minimum Standards, No. 8. Maximum building height (in feet) – 35'.* The Business Park Zone permits general warehousing. Warehousing built to industry standard requires 36' clear height to accommodate joists, lights and sprinkler systems with 4-5 feet to reach the roof of the structure followed by an additional 4-5 feet above the roofline to screen roof-mounted equipment such as HVAC. Limiting the building height to 35' makes the use infeasible.

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

Response: The property in question is zoned Business Park which is the limiting condition in this application. While permitting warehousing as a use, the zoning standards did not properly account for the necessary building height to accommodate the operational characteristics. Within the past two years, the Planning Commission has granted five (5) similar variances to allow warehousing buildings additional height in the Business Park Zone for the same reason. Industrially Zoned property elsewhere in the City that permits warehousing, allows a maximum building height of 50'.

c. That the struct interpretation and enforcement of the specified regulation would deprive the applicant of privileges enjoyed by the owners of other properties in the vicinity and under the same zoning classification.

Response: The Applicant would be deprived of constructing a fully-functional warehouse on the site which is zoned Business Park and allows warehousing and distribution. Five (5) similar Variances have been granted for other properties in the vicinity and under the same zoning classification of Business Park.

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

Response: The granting of the variance is permitted by the Municipal Code, Section 16.08.070 *Variances*. The Variance was considered by the Commission with respect to the totality of the project and the appropriate findings made. There is no granting of a special privilege as height variances are explicitly listed and have been recently granted to others.

e. That a granting of the variance will not be detrimental to the public health, safety or welfare, or materially injurious to properties or improvements in the vicinity; and

Response: The granting of a variance for an additional 10' of building height will increase the massing of the building. The site design brings the building all the way to the front of the site on 5th Street with substantial building setbacks to existing adjacent educational uses. Noise, sound, vibration, lighting and traffic issues were all analyzed in the project's Initial Study. Mitigation Measures were established as appropriate to respond to any negative impact to properties and improvements in the area. The Mitigation Measures will be adopted with the project's Conditions of Approval.

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

Response: The granting of the variance will allow the project to be developed in compliance with City and industry standards for warehousing and distribution. This use complies with the General Plan and Zoning designations of Business Park. The project's design also complies with other development standards in Title 16 as well as General Plan Policies included in the Land Use Element and Community Design Element especially for the 5th Street Corridor and is an attribute to the San Bernardino International Airport Gateway.

7. Based on the Findings and Conclusions set forth above, the Planning Commission approves Variance VAR-23-001 to allow a maximum building height for this project of 45' in the Business Park Zone. The variance is related to the development of a 53,665 square foot warehouse subject to Conditional Use Permit CUP-23-003, and Design Review DRA-23-004 and their Conditions of Approval.

PASSED, APPROVED AND ADOPTED this 19th day of September, 2023.

_____
Randall Hamerly, Chairman

ATTEST:

_____
Lawrence A. Mainez
Community Development Director

Attachment 7

Resolution No. 2023 –

Approving DRA-23-004

PC RESOLUTION NO. 2023 –

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF HIGHLAND, CALIFORNIA, ADOPTING DESIGN REVIEW APPLICATION (DRA-23-004) FOR THE DEVELOPMENT OF A 53,665 SQUARE FOOT CONCRETE TILT-UP WAREHOUSE INCLUDING THE PROJECT'S SITE PLAN, BUILDING ELEVATIONS, CONCEPTUAL GRADING PLAN, PUBLIC ART PIECE, AND CONCEPTUAL LANDSCAPE PLAN GENERALLY LOCATED ON THE SOUTH SIDE OF 5TH STREET, 250 FEET WEST OF CENTRAL AVENUE. APN: 1192-561-04, -05, -06 and -07

RELATED ENTITLEMENTS INCLUDE DESIGN REVIEW APPLICATION (CUP-23-003) AND VARIANCE (VAR-23-001)

APPLICANT: PATRIOT 5TH & Central, LLC (PATRIOT PARTNERS)

A. RECITALS

1. On March 23, 2023, the Applicant filed an applications for Design Review (DRA-23-004), a Conditional Use Permit (CUP-23-003) and Variance (VAR-23-001) to develop a 53,665 square foot industrial warehouse and associated improvements including loading docks, passenger vehicle parking spaces, a stormwater detention/infiltration basin, and landscape area.

2. The site is located on an approximately 2.86 acres at the south side of 5th Street, west of Central Avenue in the City's Business Park Zoning and General Plan Designations.

3. Pursuant to the provision of the California Environmental Quality Act (CEQA) and State and Local CEQA Guidelines, the City of Highland is the Lead Agency, and is charged with the responsibility of deciding whether or not to approve the proposed Project. An Initial Study and Mitigated Negative Declaration were prepared and circulated in accordance with state and local law and will be considered by the Planning Commission at the September 19, 2023, public hearing.

4. On September 19, 2023, the Planning Commission of the City of Highland conducted a Public Hearing at the City Hall Council Chambers in Highland, California, at 6:00 p.m.

5. All legal prerequisites to the adoption of this Resolution have occurred.

B. RESOLUTION

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

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

Section 2. Pursuant the California Code of Regulations, the City of Highland Planning Commission hereby finds that a Mitigated Negative Declaration prepared for the project has been completed in compliance with the California Environmental Quality Act (CEQA) and that the Planning Commission has reviewed and considered the information contained in the staff report, and the comments received during the public review process, prior to approving the project.

Section 3. Based upon substantial evidence presented to the Planning Commission during the September 19, 2023, Public Hearing, including public testimony and written and oral Staff Reports, the Planning Commission finds as follows:

a. All necessary public meetings and opportunities for public testimony and comment have been conducted in compliance with State Law and the Municipal Code of the City of Highland.

Section 4. Desing Review Findings of Fact

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

Response: The site's designation under the General Plan is categorized as a Business Park, a classification that permits an array of light industrial activities, research and development endeavors, and office operations that contribute to aesthetically pleasing and conducive working environments. Specifically, the Business Park designation allows for light manufacturing, wholesaling, and warehousing activities, provided they are conducted within an enclosed structure, as stipulated in Chapter 2 of the Land Use Element. The proposed development of a 53,665-square-foot warehouse aligns well with these permissible uses.

Furthermore, the project is consistent with the objectives outlined in the 5th Street Corridor Policy Area, Circulation Element, and Community Design Element, thereby fulfilling all pertinent goals and policies.

b. That the proposed use is in accordance with the objectives of Title 16, Land Use and Development of the City of Highland Municipal Code, and the purposes of the land use district in which the site is located.

Response: In alignment with the Highland Municipal Code's standards for warehousing within the Business Park District, the project is designed to comply with Section 16.24.040, which delineates the Employment District Development Standards. The project proposes a lot coverage of 43%, well within the maximum allowable limit of 60%. Additionally, the project meets the mandated building setbacks and landscape coverage specifications. It is also in compliance with general development standards concerning circulation, parking, and lighting.

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

Response: In accordance with the Highland General Plan, specific criteria are outlined for this location under the Land Use and Community Design Elements. Goal 10.8 is designed to ensure that developments are both professionally executed and aesthetically pleasing through a coordinated approach to site planning, signage, and architectural design. To comply with these guidelines, the project will feature specialized landscaping at its entrances, which serves to enhance the contemporary architectural elements of the building. This approach is congruent with the established thematic development in the Highland area.

The design meets the intent of Policy 10.8.1 which encourages "contemporary, clean and distinctive buildings with clearly visible entrances" and Policy 10.8.3 to "avoid long, blank building walls by incorporating diagonal façade articulation and modulation and varying use of color, materials and landscaping." Parking and service areas are screened from public view with walls and landscaping and berms and utilities will be underground. The building is set back as far as possible from adjacent educational facilities.

d. That the proposed use, together with the conditions applicable thereto, will not be detrimental to the public health, safety, or welfare or will not be materially injurious to properties or improvements in the vicinity of the site.

Response: The warehouse development will be in compliance with Municipal, Fire & Building codes. Each public safety division of the City has reviewed the project and provided relevant Conditions of Approval that will be adopted by resolution. The necessary ingress and egress are provided and all public utilities and services will be in place. There is no indication that the project would be detrimental to the public health, safety or welfare, or materially injurious to properties and improvement in the vicinity.

Section 5. Based on the Findings and Conclusions set forth above, the Planning Commission approves Design Review Application DRA-23-004. All improvements will be completed subject to the Conditions of Approval attached hereto and incorporated by reference.

C. ADOPTION OF RESOLUTION.

The City Clerk shall certify to the adoption of this Resolution and shall cause the same to be published or posted in the manner prescribed by law.

PASSED, APPROVED AND ADOPTED this 19th day of September, 2023.

ATTEST:

Randall Hamerly, Chairman Planning Commission	Lawrence A. Mainez Community Development Director

CITY OF HIGHLAND
PLANNING DIVISION CONDITIONS OF APPROVAL

Date:	September 16, 2023
Applicant:	Patriot 5th & Central, LLC
File/Index:	**Design Review Application DRA-23-004**
Proposal:	Design Review of a 53,665 square foot concrete tilt-up warehouse/distribution facility. DRA includes the Site Plan, Building Elevations, Conceptual Grading Plan, Public Art Piece and Conceptual Landscape Plan.
Location:	A 2.86 acre site on the south side of 6th Street, approximately 250 feet west of Central Ave.; Assessor's Parcel Number 1192-561-04, -05, -06, and -07
Related Entitlements:	CUP-23-003, VAR-23-001

PLANNING CONDITIONS OF APPROVAL

Note: These conditions represent Planning Division conditions only and are meant to be only one part of the Project's overall conditions that may include Building and Safety, Engineering, and the Fire Department conditions of approval. All required on-site and off-site improvements shall be completed and approved prior to final inspection for occupancy, except where noted.

This Design Review Application is conditionally approved, subject to compliance with the requirements as specified below. The Conditions listed below are continuing Conditions; failure of the Applicant and/or operator to comply with any or all Conditions at any time, shall result in initiating revocation of the subject permit.

1. Design Review Application (DRA-23-004) shall become null and void:

   a. Unless all conditions have been complied with and the occupancy or use of the land or structures authorized by this design review application, and have occurred within thirty-six (36) months from the approval date this design review application shall expire and be null and void without further action by the City of Highland.

   b. Where circumstances beyond the control of the Applicant cause delays which do not permit compliance within the time limitation established in this Section, the Planning Commission may grant an extension of time for a period of time not to exceed an additional thirty-six (36) months. An application for an extension of time must be set forth in writing, stating the reasons for the extension, and must be filed with the community development department no less than 30 calendar days nor more than 90 calendar days prior to the expiration date of the permit or approval. Such application shall be filed together with the City's processing fee, as established by the City Council.

NOTE: All required on-site and off-site improvements shall be completed and approved prior to final inspection for occupancy.

2. The proposed Design Review entitlement includes approval of a Site Plan, Building Elevations, Conceptual Grading Plan and Conceptual Landscape Plan for the construction and operation of an approximate 53,665 square foot speculative industrial warehouse and associated improvements including loading docks, passenger vehicle parking, a stormwater detention/infiltration basin, landscaping and off-site improvements as illustrated in project plans.

    a. The approved site plan, building elevations, conceptual grading plan, conceptual landscape plan, public art piece, color and material samples are on file with the Planning Division and included herein by reference.

    b. Three complete sets of plans reflecting these conditions of approval and any Planning Commission directives shall be submitted to the planning Division within two weeks of this project's approval.

3. The operator and recorded owner of the property shall submit to the Planning Division written evidence of agreement with all conditions of this approval before the approval becomes effective. Plan check cannot begin prior to receipt of this signed documentation.

4. In compliance with the Highland Municipal Code, the Applicant/Owner shall agree, at his/her sole cost and expense, to defend, indemnify, and hold harmless, the City, its officers, employees, agents, and consultants, from any claim, action, or proceeding brought by a third-party against the City, its officers, agents, and employees, which seeks to attack, set aside, challenge, void, or annul an approval of the City Council, Planning Commission, or other decision-making body, including staff, concerning this project. The City may, at its sole discretion, participate at its own expense in the defense of any such action but such participation shall not relieve the Applicant/Owner of his/her obligations under this condition.

5. The Owner/Applicant is responsible for implementing all conditions of approval to the satisfaction of the Community Development Director, City Engineer, Fire Marshal, and Police Department (if applicable). No final inspection or clearances shall be given until all conditions are met. Each condition of approval is separately enforced, and if one of the conditions of approval is found to be invalid by a court of law, all the other conditions shall remain valid and enforceable.

6. Revisions, modification, or deletions of associated plans must be submitted to the Planning Division for review and approval. Revisions may require additional review by the Planning Commission.

7. Pursuant to provisions of California Public Resources Code Section 21089 (b), this Application shall not be operative, vested or final, nor will building permits be issued or a map recorded, until: (1) the Notice of Determination (NOD) regarding the associated environmental action is filed and posted with the Clerk of the Board of Supervisors of the County of San Bernardino, and; (2) any and all required filing fees assessed pursuant to California Fish and Game Code Section 711.4, together with any required handling charges, are paid to the Clerk of the Board of Supervisors of the County of San Bernardino.

    a. The Applicant shall provide the Planning Division with a check for the appropriate fee, made payable to the Clerk of the Board of Supervisors, no later than 24 hours after receiving approval of the project. The City will file the NOD and fee payment with the County/State and will provide the Applicant with a copy of the receipt and filed NOD.

8. Development Impact Fees shall be paid in accordance with City Ordinance (**see attached DIF flyer).** Fees are subject to change by action of the City Council. Fees are locked in upon submission of application to the Building & Safety Division for plan check (footnote #3).

9. A copy of the utility plan shall be submitted with or prior to the submittal of a grading plan to the Community Development Director and City Engineer for review and approval. The utility plan shall show the location of all proposed above ground electrical transformers, utility cabinets, back flow devices, detector check valves, etc. both on site and in the public right-of-way.

10. Prior to issuance of a Certificate of Occupancy by the City, all on and off-site landscaping, irrigation or other improvements shown on the approved landscaping and irrigation plans, including any walls and fences, shall be installed.

11. The project site has been reviewed and approved for warehouse use. Any change of use of this project site, the occupancy, or change of use in the building, or portion thereof, may require a revised plot plan be submitted to the City for review and approval, which identifies location of use, letter of intent and parking requirements. Outdoor storage of materials is prohibited.

12. All permanent parking areas shall be paved and permanently maintained with asphalt or concrete and designated with clearly painted lines. The number of parking spaces, including disabled parking, shall comply with the approved Site Plan.

    The Applicant / Developer shall install two (2) bicycle racks on-site near the building. The bike racks shall be located in areas where they will not impede the flow of pedestrian traffic.

13. All ground mounted, as well as wall mounted mechanical, electrical, or gas equipment shall be screened from public view by the use of landscaping and/or architectural treatments compatible with the adjoining building's architectural design.

14. All rooftop mounted mechanical equipment, with the exception of solar panels, shall be screened from public view. This can be accomplished by architectural treatments of parapets equal in height to the tallest piece of roof-mounted equipment, but not to exceed an overall height of 45 feet.

15. The photometric plan shall be provided to the Planning Division for review and approval prior to issuance of a grading plan in compliance with Municipal Code Sections 16.40.160 *Lighting* and 16.48.080 *Light and glare*.

    a) The amount of illumination projected onto a residentially zoned property or use should not exceed 0.1 foot-candle at the property line. Illumination should not exceed 0.5 foot-candles measured at the property line adjacent to non-residential properties.

    b) Lights shall be shielded and directed away from surrounding properties and right-of-way.

    c) Parking lot light standards shall not exceed twenty-five feet (25') in height measured from grade.

    d) Parking lot light standards shall be located at a distance from parking lot trees, so the trees do not interfere with the lighting pattern or the light fixture. Lighting standards shall be shown on the landscape plans and appropriately positions so as not to displace the intended location of trees in parking lot planters.

16. The design and installation of the Signs shall be in accordance with Chapter 16.56, Sign Regulations, of the Highland Municipal Code.

17. A 3' wall or berm shall be constructed in back of the landscaped area along 5th Street to provide screening from parking areas.

18. Construction activities shall be restricted to weekdays and Saturdays between 7:00 a.m. and 7:00 p.m. only. No construction, other than interior finish work shall be conducted any time on Sundays. Construction equipment shall be muffled in accordance with manufacturer's specifications.

19. The Developer shall comply with all applicable Conditions of Approval and the Mitigation Monitoring and Reporting Plan related to the associated entitlements; CUP-23-003, VAR-23-001.

Development Impact Fees (DIF)

PLANNING DIVISION

Development Impact Fees
Worksheet

New Commercial / Industrial / Office

1. Are DIF fees locked per City Council Ordinance 461: ☐YES / ☐NO**

2. If yes per building permit No. _____

COMMERCIAL

3. Development Impact Fee (A) x new commercial structure sq. ft. (B)
A_____ x B_____ = **1**_____

INDUSTRIAL

4. Development Impact Fee (A) x new industrial structure sq. ft. (B)
A_____ x B_____ = **2**_____

OFFICE

5. Development Impact Fee (A) x new office sq. ft. (B) = DIF due
A_____ x B_____ = **3**_____

6. Total DIF Amount due(1+2+3):_____

Planner:_____ Date: _____

***Attention Applicant if question number one is marked "No" all calculations are just approximates, actual cost may vary depending on fee at time of building and safety application submittal.*

CITY OF HIGHLAND
DEVELOPMENT IMPACT FEES
Effective 4/28/21

	Detached Dwelling	Attached Dwelling	Mobile Home	Commercial Lodging	Commercial/ Office	Industrial
Law Enforcement Facilities	$284.05	$449.19	$243.46	$188.92	$0.160	$0.010
Fire Suppression Facilities, Vehicles & Equipment	$1,008.86	$327.43	$1,057.84	$1,603.54	$0.250	$0.072
Local Circulation System	$4,957.93	$3,309.38	$2,595.60	$2,607.84	$4.65	$3.478
Regional Circulation System	$14,377.74	$9,598.99	$7,525.84	$7,566.37	$13.51	$10.39
Regional Flood Control Facilities	$1,155.73	$494.57	$406.86	$[illegible].42	$0.26	$0.32
General Facilities, Vehicles & Equipment	$1,259.33	$1,259.33	$1,259.33	$214.11	$0.298	$0.298
Library Facilities & Collection	$1,158.57	$1,259.33	$[illegible]	N/A	N/A	N/A
Public Use (Community Center Facilities)	$1,444.06	$1,389.46	$[illegible].88	N/A	N/A	N/A
Park Land Acquisition & Park Facilities Development	$4,702.87	$4,525.[illegible]	$3,242.07	N/A	N/A	N/A
TOTAL:	$30,349.14	$22,468.72	$18,123.45	$12,367.21	$19.120	$14.572

Notes:

1. Fees applicable City-wide except for East Highlands Ranch which is subject to a different fee schedule. Certain properties fronting Greenspot Road, between Cole Buckle Road and Santa Paula Street, must also pay a Greenspot Impact Fee (Resolution No.1994-037).
2. Fees are per dwelling unit for residential, per lodging unit for commercial lodging, and per gross square footage for commercial or industrial.
3. Fee locked in at time of permit application. (Reso. 2007-060)
4. Fee collected at time of occupancy. (Reso. 2018-002 & 2018-003)
5. Additional inclusionary housing fees of $3,750 required per Resolution 2006-020 & Ordinance 306.
6. Certain projects may be charged an impact fee based on the Alternative Cost Methodology for Regional Circulation ($383.95 per trip-mile), and for Local Circulation ($156.00 per trip-mile.)

IMPACT FEE FOR BUILDING EXPANSION
(no charge for first 499 square feet of residential building expansion)

DETACHED DWELLING	$20.232	per square foot
ATTACHED DWELLING	$14.979	per square foot
MOBILE HOME	$12.082	per square foot
COMMERICIAL LODGING	$ 8.245	per square foot
COMMERCIAL/OFFICE	$19.120	per square foot
INDUSTRIAL	$14.572	per square foot

C:\Users\atafolla\AppData\Local\Microsoft\Windows\INetCache\Content.Outlook\W5KVKE6J\DIF Fees Handout 5-3-21.doc
Last Updated 5/3/21

These fees will change on April 1, 2024

PATRIOT PARTNERS
5TH AND CENTRAL

HIGHLAND, CA



PATRIOT PARTNERS 5TH AND CENTRAL
HIGHLAND, CA

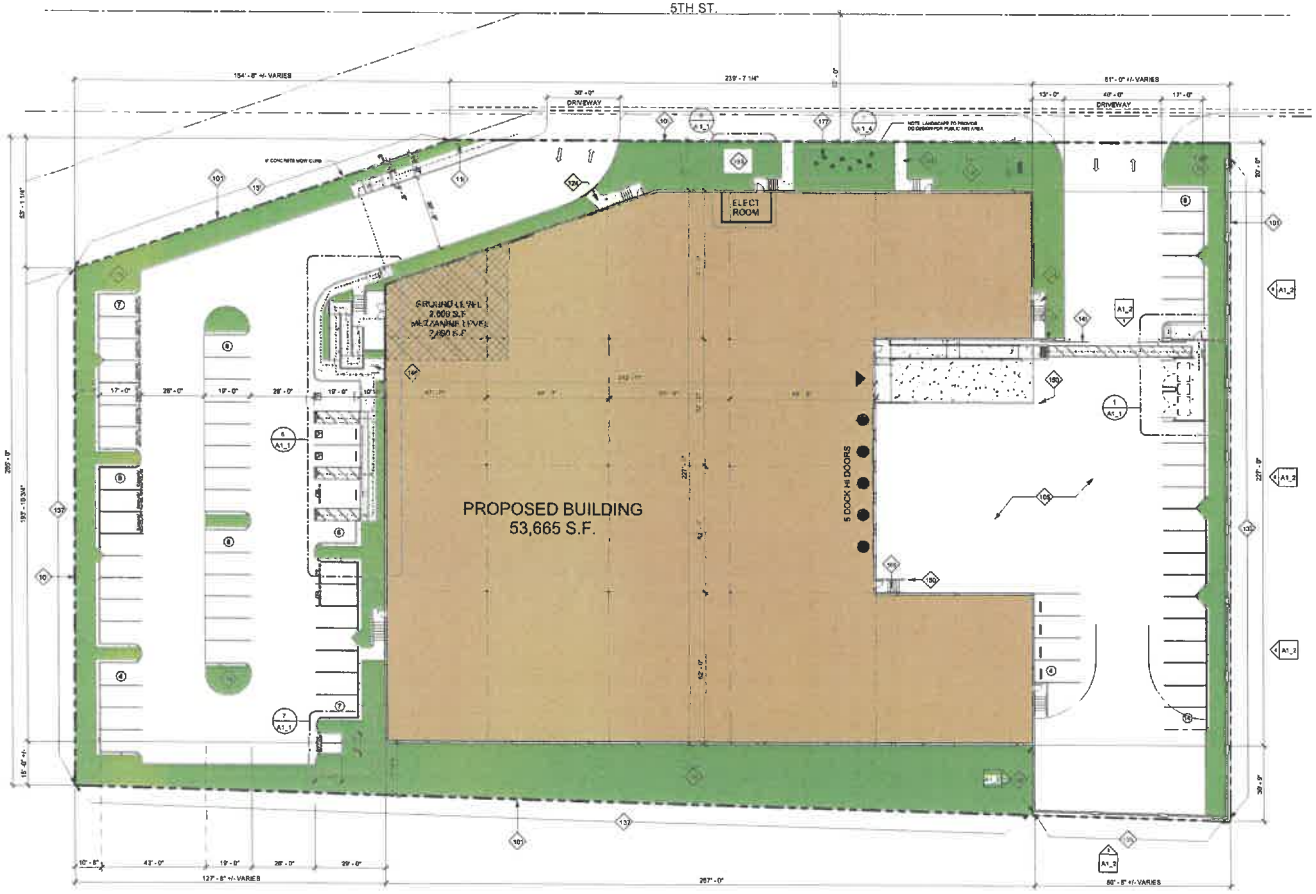
PROJECT
2ND PLANNING SUBMITTAL

HERDMAN
ARCHITECTURE + DESIGN
A22-2227
08.10.2023

TITLE SHEET

A0

8/10/2023 1:49:03 PM



1 PROPOSED SITE PLAN
1" = 20'-0"

DEVELOPER/OWNER

PATRIOT PARTNERS
12126 W. SUNSET BLVD.
LOS ANGELES, CA 90049
CONTACT: 858.952.4134
EMAIL: KEVIN@PATRIOTDEVELOPMENTPARTNERS.COM

APPLICANT'S REPRESENTATIVE/ARCHITECT

HERDMAN ARCHITECTURE & DESIGN, INC.
100 BAYVIEW CIRCLE SUITE 100
NEWPORT BEACH, CA 92660
CONTACT: BRADLEY HERDMAN
PHONE: 714.368.2600
EMAIL: PROJECTADMIN@HERDMAN-AD.COM

SCOPE OF WORK

CONSTRUCT NEW ONE STORY + MEZZANINE CONCRETE TILT-UP WAREHOUSE/DISTRIBUTION FACILITY WITH ELECTRICAL AND PLUMBING SERVICES, EXTERIOR LIGHTING, LANDSCAPING & IRRIGATION, TRASH ENCLOSURES, CONCRETE SCREEN WALLS, AND BUILDING/FENCING METAL GATES, FIRE SPRINKLER AND GRADING PLANS TO BE A SEPARATE SUBMITTAL AND PERMIT

LEGAL DESCRIPTION & ZONING

LEGAL DESCRIPTION: SEE CIVIL DRAWING

ASSESSOR'S PARCEL NO: SEE CIVIL DRAWING

PROJECT INFORMATION & AREA ANALYSIS

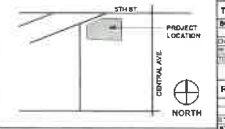
BUILDING ADDRESS:	XXXX
CONSTRUCTION TYPE:	IIIB
OCCUPANCY:	B / S-1
FIRE SPRINKLER:	YES (ESFR PER NFPA 72, NFPA 13 & NFPA 24)
CLEAR HEIGHT:	32'
ZONING:	
GENERAL PLAN:	(SP) EUSINESS PART
SPECIFIC PLAN:	N/A
FEMA FLOOD ZONE:	NO FLOOD ZONE
BUILDING SETBACKS:	
FRONT SETBACK:	20'
SIDE SETBACK:	20'
REAR SETBACK:	20'

ALLOWABLE AREA*
UNLIMITED AREA PER CBC 507 OR X SF PER TABLE 506.2

SHEET INDEX

A1 SITE PLAN
A1_1 ENLARGED SITE PLANS
A1_2 GATE & FENCE ELEVATIONS
A1_3 SITE WALL PLAN
A1_4 PUBLIC ART
A2 GROUND LEVEL FLOOR PLANS
A4 EXTERIOR ELEVATIONS WITH TREES
A4_1 EXTERIOR ELEVATIONS
A6 COLOR BOARD
C1 CONCEPTUAL GRADING PLAN
L1 CONCEPTUAL LANDSCAPE PLAN
L3 PLANT IMAGERY
PC-1.0 SITE PHOTOMETRIC PLAN

VICINITY MAP



SITE PLAN GENERAL NOTES

1. THE SITE PLAN SHALL MEET ALL ENGINEERING & NPDES REQUIREMENTS
2. GENERAL CONTRACTOR TO REVIEW THE SOILS REPORT AND ALL AMENDMENTS LISTED ON THE TITLE SHEET AND FOLLOW ALL RECOMMENDATIONS
3. U.O.N., ALL DIMENSIONS TO CONCRETE WALLS AND CURBS ARE EITHER TO THE CENTER (SHOWN WITH A CENTERLINE) OR FACE OF THE WALL OR CURB. ALL DIMENSIONS TO FRAMED WALLS ARE EITHER TO THE CENTER LINE OF THE WALL FRAMING (SHOWN WITH A CENTERLINE) OR THE FACE OF THE WALL FINISH.
4. REFER TO CIVIL AND MEP PLANS TO CONFIRM UTILITY INFORMATION SHOWN ON THE ARCHITECT'S SITE PLAN AND FOR ADDITIONAL UTILITY INFORMATION. GENERAL CONTRACTOR TO COORDINATE ALL POINTS OF CONNECTION.
5. REFER TO CIVIL DRAWINGS FOR ALL FINISHED GRADES AND SLOPES. ALL FINISHED GRADES TO PROVIDE POSITIVE DRAINAGE AWAY FROM THE BUILDING. GENERAL CONTRACTOR TO FIELD VERIFY.
6. ALL ACCESSIBLE ROUTES IDENTIFIED ON THE SITE PLAN DRAWINGS SHALL CONFORM TO THE FOLLOWING:
   a) SLOPES IN THE DIRECTION OF TRAVEL DO NOT EXCEED 5%. CROSS SLOPES DO NOT EXCEED 2%.
   b) THE CLEAR WIDTH OF ALL WALKWAYS IS 4'-0" MIN.
   c) CHANGES IN LEVEL UP TO 1/2" COMPLY w/ 11B-303.2. CHANGES IN LEVEL GREATER THAN 1/2" IF THEY OCCUR ARE RAMPED. SEE PLANS.
   d) THE VERTICAL CLEARANCE ALONG THE ACCESSIBLE ROUTE IS 80" MIN.
7. ALL PAVED AND LANDSCAPED AREAS TO BE BOUND BY A MIN. 6" HIGH, 8" WIDE CONCRETE CURB U.O.N.
8. A CONCRETE MOW STRIP EXTENDING 12" BEYOND EA END OF THE OPENING SHALL BE PROVIDED @ ALL EXTERIOR GLAZING WHERE THE SILL IS WITHIN 3' VERTICAL OF THE FINISHED GRADE. SEE SHDT. 1
10. PROVIDE PIPE BOLLARD PROTECTION POSTS AS REQUIRED BY UTILITY COMPANIES AND OR FIRE AUTHORITIES AT ALL EXTERIOR ELECTRICAL EQUIPMENT AND FIRE PREVENTION DEVICES. IF PIPE BOLLARD PROTECTION POST DETAILS ARE NOT PROVIDED BY UTILITY COMPANIES AND OR FIRE AUTHORITY SEE DETAIL 3/AD1.1
11. ALL EXPOSED BIORETENTION DEVICE COVERINGS SHALL BE PAINTED FOREST GREEN.
12. WHERE OCCURS, GENERAL CONTRACTOR TO PROVIDE FLUID APPLIED DAMP PROOFING AT ALL RETAINING AND PLANTER WALLS WHERE THE SIDE OF THE WALL OPPOSITE THE SOIL SIDE IS EXPOSED TO VIEW AND ALL EXTERIOR WALLS WHERE THE ADJACENT FLOOR SLAB IS BELOW GRADE. SEE 9/AD1.2
13. PROVIDE A HOSE BIB NEAR THE MAIN ENTRANCE AND IN THE TRASH ENCLOSURE. SEE PLAN FOR LOCATION.

KEYNOTES

101	PROPERTY LINE
106	CONCRETE PAVING
108	@ SHADING, PROPOSED LANDSCAPING. SEE LANDSCAPE PLANS.
109	PG TRANSFORMER LOCATION
114	ACCESSIBLE SITE ENTRANCE SIGN
124	EXTERIOR CONCRETE LANDING.
135	CONCRETE TILT-UP SCREEN WALL. MIN HEIGHT 8' ABOVE HIGHEST ADJACENT FINISHED GRADE. PAINT BOTH SIDES AND TOP OF WALL. SEE PLANS FOR COLOR SCHEDULE
137	TUBE STEEL FENCE, MIN HEIGHT 8' ABOVE HIGHEST ADJACENT FINISHED GRADE
143	PAINTED STEEL ROLLING GATE(S). MIN HEIGHT 8' ABOVE HIGHEST ADJACENT FINISHED GRADE OR AS SHOWN ON EXTERIOR ELEVATIONS. PROVIDE KNOX BOX AS REQUIRED BY FIRE AUTHORITY
145	2 POSITION BIKE RACK.
150	STEEL PIPE BOLLARD PROTECTION POST.
169	CONCRETE STAIRS ON GRADE
177	PUBLIC ART

LOT AREA

	SQUARE FOOTAGE	ACRES
NET	134785 SF	2.86

FLOOR AREA RATIO

BUILDING AREA	SITE AREA	FAR ALLOWABLE	FAR PROVIDED
53665 SF	134785 SF	50%	43%

BUILDING AREA SUMMARY

NAME	AREA
GROUND FLOOR	
WAREHOUSE	49665 SF
OFFICE	2000 SF
	51665 SF
MEZZANINE	
OFFICE	2000 SF
	2000 SF
TOTAL BUILDING LEVEL + MEZZANINE	
WAREHOUSE	49665 SF
OFFICE	4000 SF
TOTAL BUILDING AREA	53665 SF

LANDSCAPE AREA SUMMARY

LOT AREA	% LANDSCAPING REQUIRED	REQ'D LANDSCAPING	% LANDSCAPING PROVIDED	% LANDSCAPING PROVIDED
134785 SF	6%	8031 SF	20.1%	

TOTAL PARKING REQUIRED

BUILDING USE	BUILDING AREA	PARKING RATIO 1/X	REQ. PARKING
OFFICE	4000 SF	350	16
WAREHOUSE	49665 SF	1000	49.7
TOTAL	53665 SF		65.7

REQUIRED PARKING BREAKDOWN

SPACE TYPE	SPACES REQUIRED
STANDARD STALLS	50
STANDARD ACCESSIBLE STALLS	2
VAN ACCESSIBLE STALLS	1
FUTURE EV CHARGING ONLY STALLS	2
FUTURE EV CHARGING ONLY STALLS	10
STANDARD ACCESSIBLE STALLS	
FUTURE EV CHARGING ONLY VAN ACCESSIBLE STALLS	1
TOTAL	66

PARKING PROVIDED

SPACE TYPE	SPACES PROVIDED
STANDARD STALLS	50
STANDARD ACCESSIBLE STALLS	2
VAN ACCESSIBLE STALLS	1
EV CHARGING ONLY STALLS	2
FUTURE EV CHARGING ONLY STALLS	10
EV CHARGING ONLY VAN ACCESSIBLE STALLS	1
TOTAL	66

SITE LEGEND

LANDSCAPE AREA

CONCRETE PAVING WHEN OCCURS @ PARKING AREAS, DRIVE AISLES & / OR TRUCK COURT. SEE CIVIL DRAWINGS FOR PAVING SECTIONS

FIRE HYDRANT. PROVIDE PIPE BOLLARD PROTECTION POSTS AS REQUIRED BY THE FIRE AUTHORITY. SEE 3/AD1.1

STREET LIGHT

INDICATES AN ACCESSIBLE ROUTE. MUST COMPLY w/ SITE PLAN GENERAL NOTE #6

PROPERTY LINE

DOCK HIGH DOOR

DRIVE THRU DOOR

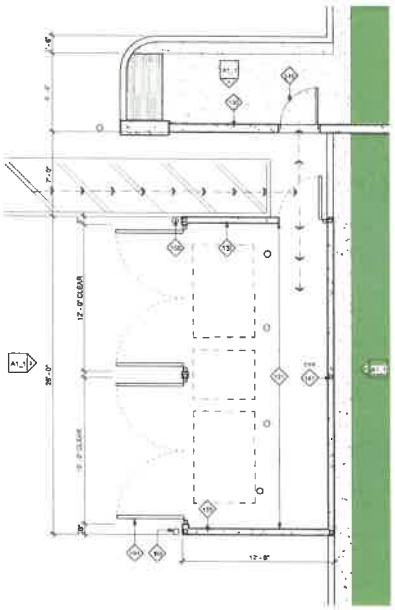
PROJECT
PATRIOT PARTNERS 5TH AND CENTRAL
HIGHLAND, CA
2ND PLANNING SUBMITTAL

HERDMAN
ARCHITECTURE + DESIGN
A22-2227
08.10.2023

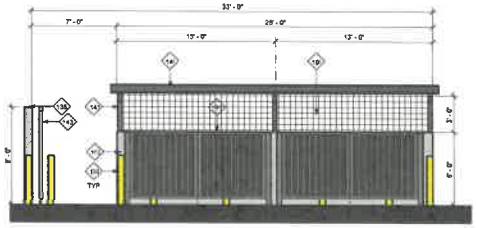
SITE PLAN

A1

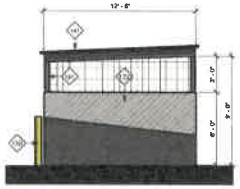
8/10/2023 1:49:08 PM



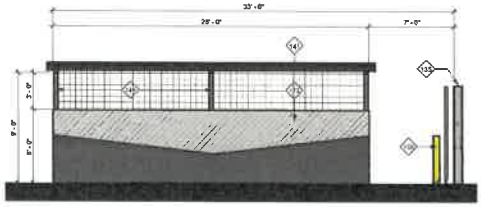
1 ENLARGED TRASH ENCLOSURE PLAN
1/4" = 1'-0"



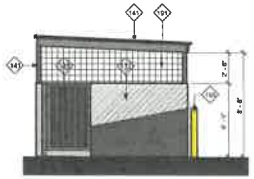
2 TRASH ENCLOSURE WEST ELEVATION
1/4" = 1'-0"



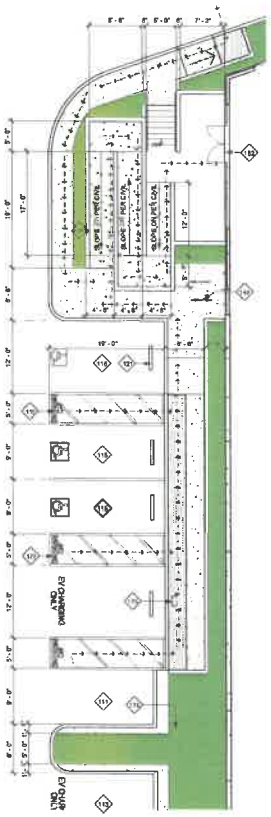
3 TRASH ENCLOSURE NORTH ELEVATION
1/4" = 1'-0"



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



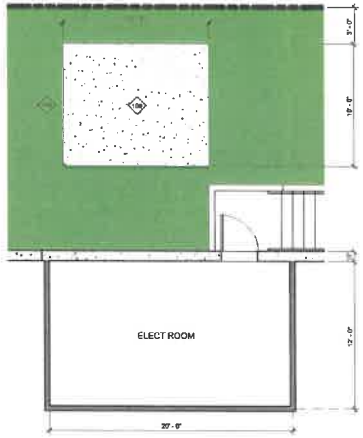
5 TRASH ENCLOSURE SOUTH ELEVATION
1/4" = 1'-0"



6 ENLARGED SITE PLAN WEST SIDE
1/8" = 1'-0"



7 ENLARGED SITE PLAN SOUTHWEST SIDE
1/8" = 1'-0"



8 ENLARGED TRANSFORMER PAD
1/4" = 1'-0"

KEYNOTES

108	@ SIDING, PROPOSED LANDSCAPING. SEE LANDSCAPE PLANS.
109	(N) TRANSFORMER LOCATION.
110	ACCESS AISLE FOR ACCESSIBLE PARKING STALL. 5'-0" WIDE
111	TYP U.O.N., STANDARD PARKING STALL. 9'-0" WIDE x 20'-0" DEEP
113	FUTURE EV CHARGING ONLY PARKING STALL. MATCH STANDARD STALL DEPTH. PROVIDE FOR FUTURE INSTALLATION OF CHARGING EQUIPMENT.
113	STANDARD ACCESSIBLE PARKING STALL. 9'-0" WIDE x DEPTH OF STANDARD STALL
116	VAN ACCESSIBLE PARKING STALL. 12'-0" WIDE x DEPTH OF STANDARD STALL
118	FUTURE VAN ACCESSIBLE EV CHARGING ONLY PARKING STALL. 12'-0" WIDE x DEPTH OF STANDARD STALL. PROVIDE FOR FUTURE INSTALLATION OF CHARGING EQUIPMENT.
121	PRECAST CONCRETE WHEEL STOP
122	ZERO CURB FACE
135	CONCRETE TILT-UP SCREEN WALL. MIN HEIGHT 8' ABOVE HIGHEST ADJACENT FINISHED GRADE. PAINT BOTH SIDES AND TOP OF WALL. SEE PLANS FOR COLOR SCHEDULE
141	PAINTED STEEL ROOF COVERING. HSS COLUMNS, HSS BEAMS, AND METAL DECK ROOFING.
143	PAINTED STEEL ROLLING GATE(S). MIN HEIGHT 8' ABOVE HIGHEST ADJACENT FINISHED GRADE OR AS SHOWN ON EXTERIOR ELEVATIONS. PROVIDE KNOX BOX AS REQUIRED BY FIRE AUTHORITY
145	PAINTED STEEL SWINGING PEDESTRIAN GATE. WHEN OCCURS IN TUBE STEEL FENCE, ALIGN TOP w/ FENCE HEIGHT. WHEN OCCURS IN CONCRETE SCREEN WALL, U.O.N., ALIGN TOP w/ SCREEN WALL. PROVIDE KNOX BOX AS REQUIRED BY FIRE AUTHORITY
148	2 POSITION BIKE RACK
150	STEEL PIPE BOLLARD PROTECTION POST.
162	ACCESSIBLE BUILDING ENTRANCE
172	CONCRETE TILT-UP TRASH ENCLOSURE WALL. MIN HEIGHT 6'-0" ABOVE HIGHEST ADJACENT FINISHED GRADE. PAINT BOTH SIDES AND TOP OF WALL. SEE PLANS FOR COLOR SCHEDULE
178	AMBULATORY ACCESSIBLE EVCS (S), ELECTRICAL VEHICLE CHARGING STATION), 9'-0" WIDE x DEPTH OF STANDARD STALL. PROVIDE ELECTRIC VEHICLE SUPPLY EQUIPMENT.
191	WIRE MESH BETWEEN TRASH ENCLOSURE PANELS AND ROOF, TYPICAL ON 4 SIDES OF ENCLOSURE

SITE LEGEND

- LANDSCAPE AREA
- CONCRETE PAVING WHEN OCCURS @ PARKING AREAS, DRIVE AISLES & / OR TRUCK COURT. SEE CIVIL DRAWINGS FOR PAVING SECTIONS
- FIRE HYDRANT. PROVIDE PIPE BOLLARD PROTECTION POSTS AS REQUIRED BY THE FIRE AUTHORITY. SEE SHEET 1
- STREET LIGHT
- INDICATES AN ACCESSIBLE ROUTE MUST COMPLY w/ SITE PLAN GENERAL NOTE #5
- PROPERTY LINE
- DOCK HIGH DOOR
- DRIVE THRU. DOOR

EXTERIOR COLOR SCHEDULE

A	EXTERIOR PAINT COLOR: SW 9995 SUPERWHITE
B	EXTERIOR PAINT COLOR: SW 7674 PEPPERCORN
C	EXTERIOR PAINT COLOR: SW 7069 IRON ORE
D	FOAM TRIM COLOR: SW 9995 SUPERWHITE
E	ACM PANEL COLOR MATCH STOREFRONT FRAMING
F	EXPOSED STEEL BROW & CANOPY FRAMING & ALL BEHIND OPEN TRELLIS (KEY NOTE 135, OR 429) WHEN OCCURS A TRASH ENCLOSURE ROOF PAINT COLOR MATCH STOREFRONT FRAMING
G	EXTERIOR STOREFRONT FRAMING COLOR X
H	EXTERIOR GLASS COLOR FOR SINGLE GLAZING & EXTERIOR LAYER OF INSULATED GLASS: X
I	EXTERIOR GLASS COLOR FOR THE INNER LAYER OF INSULATED GLASS: CLEAR GLASS

NOTES:

1. PAINT MAN DOORS, STAIR & RAMP GUARD WALLS, GUARD RAILS, DOWN SPOUTS, LOUVERS, & ROOF LEVEL WALL PANEL RETURNS TO MATCH ADJACENT BUILDING WALL COLOR, U.O.N.
2. U.O.N., EXTERIOR SIDE OF TRUCK DOORS TO BE X INTERIOR SIDE TO BE PRE FINISHED WITH MANUFACTURER'S LIGHT GRAY
3. POWER WASH EXTERIOR CONCRETE WALLS PRIOR TO PAINTING TO REMOVE ALL CHEMICALS AND DIRT THAT WILL IMPEDE THE PRIMER COAT FROM ADHERING TO THE WALLS.
4. PAINT EXTERIOR WALLS w/ 1- COAT SPRAYED AND BACK ROLLED ACRYLIC FLAT PRIMER AND 2-COATS SPRAYED-ON FLAT FINISH IN THE FINAL WALL COLOR. ALL PAINTS TO BE AS SPECIFIED BY THE MANUFACTURER FOR CONCRETE TILT-UP WALL PANELS. FINISHED JOB SHALL BE SMOOTH AND FREE OF LAPPING AND OR STREAKING. REGARDLESS OF THE COLOR.
5. EXCEPT WHERE NOTED OTHERWISE ON THE PLANS ALL PANEL JOINTS SHALL BE CAULKED PER DETAIL 1/A04.1
6. PAINT CONCRETE BEHIND ANY OPEN TRELLIS WORK THE COLOR OF THE TRELLIS.
7. @ SOLID SOFFITS WITH GLAZING DIRECTLY ABOVE OR BELOW, PAINT THE EXPOSED WALL CHAMFER JUST ABOVE OR BELOW THE SOFFIT TO MATCH THE SOFFIT COLOR.

SITE PLAN GENERAL NOTES

1. THE SITE PLAN SHALL MEET ALL ENGINEERING & NPDES REQUIREMENTS.
2. GENERAL CONTRACTOR TO REVIEW THE SOILS REPORT AND ALL AMENDMENTS LISTED ON THE TITLE SHEET AND FOLLOW ALL RECOMMENDATIONS.
3. U.O.N., ALL DIMENSIONS TO CONCRETE WALLS AND CURBS ARE EITHER TO THE CENTER (SHOWN WITH A CENTERLINE) OR FACE OF THE WALL OR CURB. ALL DIMENSIONS TO FRAMED WALLS ARE EITHER TO THE CENTER LINE OF THE WALL FRAMING (SHOWN WITH A CENTERLINE) OR THE FACE OF THE WALL FINISH.
4. REFER TO CIVIL, AND MEP PLANS TO CONFIRM UTILITY INFORMATION SHOWN ON THE ARCHITECT'S SITE PLAN AND FOR ADDITIONAL UTILITY INFORMATION. GENERAL CONTRACTOR TO COORDINATE ALL POINTS OF CONNECTION.
5. REFER TO CIVIL DRAWINGS FOR ALL FINISHED GRADES AND SLOPES. ALL FINISHED GRADES TO PROVIDE POSITIVE DRAINAGE AWAY FROM THE BUILDING. GENERAL CONTRACTOR TO FIELD VERIFY.
6. ALL ACCESSIBLE ROUTES IDENTIFIED ON THE SITE PLAN DRAWINGS SHALL CONFORM TO THE FOLLOWING:
   a) SLOPES IN THE DIRECTION OF TRAVEL DO NOT EXCEED 5%. CROSS SLOPES DO NOT EXCEED 2%.
   b) THE CLEAR WIDTH OF ALL WALKWAYS IS 4'-0" MIN.
   c) CHANGES IN LEVEL UP TO 1/2" COMPLY w/ 11A6.2.1. CHANGES IN LEVEL GREATER THAN 1/2" IF THEY OCCUR ARE RAMPED. SEE PLANS
   d) THE VERTICAL CLEARANCE ALONG THE ACCESSIBLE ROUTE IS 80" MIN.
7. ALL PAVED AND LANDSCAPED AREAS TO BE SLOPED BY A MIN. 5" HIGH, 6" WIDE CONCRETE CURB U.O.N.
8. A CONCRETE MOW STRIP EXTENDING 12" BEYOND EA END OF THE OPENING SHALL BE PROVIDED @ ALL EXTERIOR GLAZING WHERE THE SILL IS WITHIN 3' VERTICAL OF THE FINISHED GRADE. SEE 3/A01.1
9. PROVIDE PIPE BOLLARD PROTECTION POSTS AS REQUIRED BY UTILITY COMPANIES AND OR FIRE AUTHORITIES AT ALL EXTERIOR ELECTRICAL EQUIPMENT AND FIRE PREVENTION DEVICES IF PIPE BOLLARD PROTECTION POST DETAILS ARE NOT PROVIDED BY UTILITY COMPANIES AND OR FIRE AUTHORITY SEE DETAIL 3/A01.1
10. ALL EXPOSED BIORETENTION DEVICE COVERINGS SHALL BE PAINTED FOREST GREEN.
11. WHERE OCCURS, GENERAL CONTRACTOR TO PROVIDE R4.1/O APPLIED DAMP PROOFING AT ALL RETAINING AND PLANTER WALLS WHERE THE SIDE OF THE WALL OPPOSITE THE SOIL SIDE IS EXPOSED TO VIEW AND ALL EXTERIOR WALLS WHERE THE ADJACENT FLOOR SLAB IS BELOW GRADE. SEE 8/A01.3
12. PROVIDE A HOSE BIB NEAR THE MAIN ENTRANCE AND IN THE TRASH ENCLOSURE. SEE PLAN FOR LOCATION.

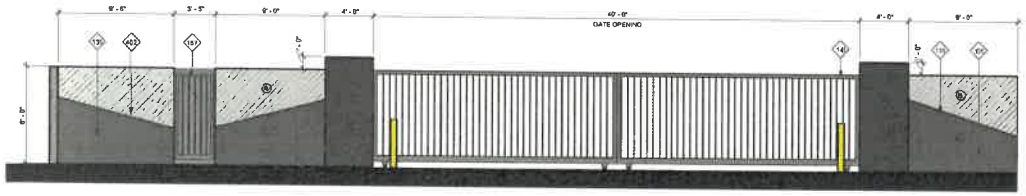
PROJECT
PATRIOT PARTNERS 5TH AND CENTRAL
HIGHLAND, CA
2ND PLANNING SUBMITTAL

HERDMAN
ARCHITECTURE - DESIGN
A22-2227
08.10.2023

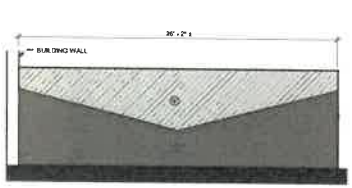
ENLARGED SITE PLANS

A1_1

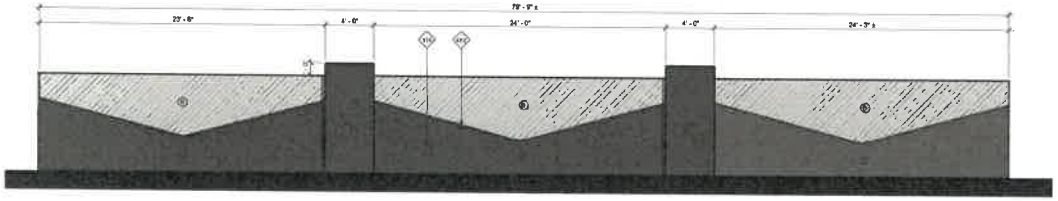
6/19/2023 2:00:53 PM



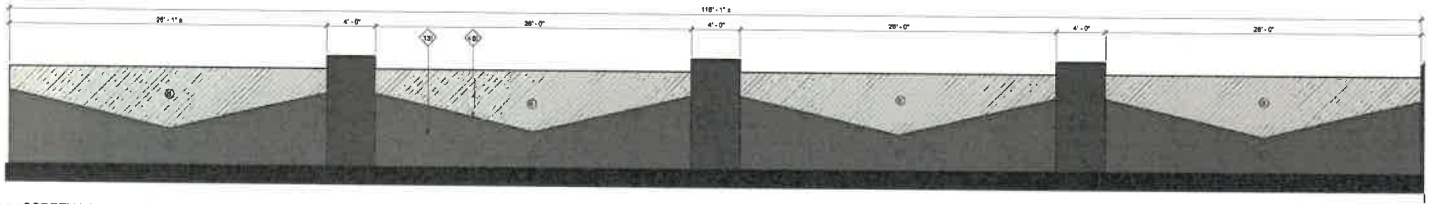
1 NORTH TRUCK YARD - GATE ELEVATION
1/4" = 1'-0"



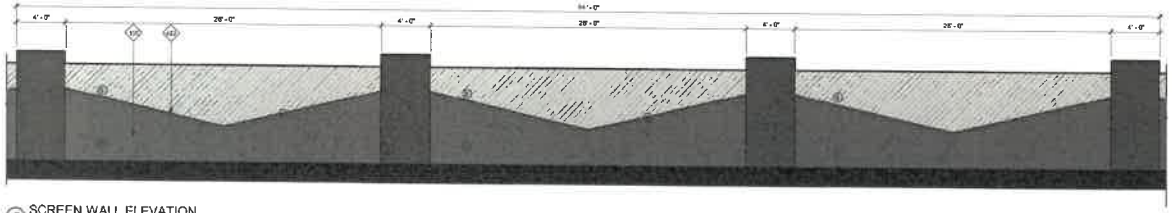
2 SOUTH EAST CORNER ELEVATION
1/4" = 1'-0"



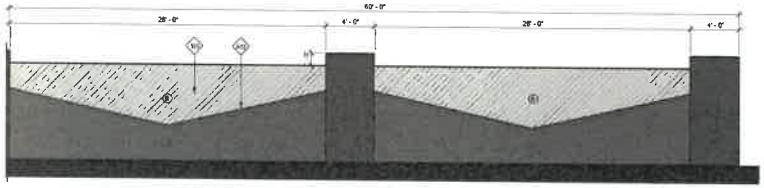
3 SOUTH TRUCK YARD - GATE ELEVATION
1/4" = 1'-0"



4 SCREEN WALL ELEVATION
1/4" = 1'-0"



5 SCREEN WALL ELEVATION
1/4" = 1'-0"



6 SCREEN WALL ELEVATION
1/4" = 1'-0"

KEYNOTES

135	CONCRETE TILT-UP SCREEN WALL. MIN HEIGHT 8' ABOVE HIGHEST ADJACENT FINISHED GRADE. PAINT BOTH SIDES AND TOP OF WALL. SEE PLANS FOR COLOR SCHEDULE
143	PAINTED STEEL ROLLING GATE(S). MIN HEIGHT 8' ABOVE HIGHEST ADJACENT FINISHED GRADE OR AS SHOWN ON EXTERIOR ELEVATIONS. FIRE/KNOX BOX AS REQUIRED BY FIRE AUTHORITY
157	PAINTED STEEL SWINGING PEDESTRIAN TRASH ENCLOSURE GATE. SEE TRASH ENCLOSURE PLANS FOR HEIGHT
402	WALL REVEAL

EXTERIOR COLOR SCHEDULE

	A	EXTERIOR PAINT COLOR: SW 6993 SUPERWHITE
	B	EXTERIOR PAINT COLOR: SW 7674 PEPPERCORN
	C	EXTERIOR PAINT COLOR: SW 7069 IRON ORE
	D	FORMLINER COLOR: SW 6993 SUPERWHITE
	E	ACM PANEL COLOR: MATCH STOREFRONT FRAMING
	F	EXPOSED STEEL BROW & CANOPY FRAMING. WALL BEHIND OPEN TRELLIS (KEY NOTE 429, OR #29) WHEN OCCURS & TRASH ENCLOSURE ROOF PAINT COLOR: MATCH STOREFRONT FRAMING
	G	EXTERIOR STOREFRONT FRAMING COLOR X
	H	EXTERIOR GLASS COLOR FOR SINGLE GLAZING & EXTERIOR LAYER OF INSULATED GLASS X
	I	EXTERIOR GLASS COLOR FOR THE INNER LAYER OF INSULATED GLASS: CLEAR GLASS

NOTES:

1. PAINT MAN DOORS, STAIR & RAMP GUARD WALLS, GUARD RAILS, DOWN SPOUTS, LOUVERS, & ROOF LEVEL WALL PANEL RETURNS TO MATCH ADJACENT BUILDING WALL COLOR, U.O.N.
2. U.O.N., EXTERIOR SIDE OF TRUCK DOORS TO BE X INTERIOR SIDE TO BE PRE FINISHED WITH MANUFACTURER'S LIGHT GRAY
3. POWER WASH EXTERIOR CONCRETE WALLS PRIOR TO PAINTING TO REMOVE ALL CHEMICALS AND DIRT THAT WILL IMPEDE THE PRIMER COAT FROM ADHERING TO THE WALLS
4. PAINT EXTERIOR WALLS w/ 1- COAT SPRAYED AND BACK ROLLED ACRYLIC FLAT PRIMER AND 2-COATS SPRAYED-ON FLAT FINISH IN THE FINAL WALL COLOR. ALL PAINTS TO BE AS SPECIFIED BY THE MANUFACTURER FOR CONCRETE TILT UP WALL PANELS. FINISHED JOB SHALL BE SMOOTH AND FREE OF LAPPING AND OR STREAKING, REGARDLESS OF THE COLOR
5. EXCEPT WHERE NOTED OTHERWISE ON THE PLANS ALL PANEL JOINTS SHALL BE CAULKED PER DETAIL 1/A04.1
6. PAINT CONCRETE BEHIND ANY OPEN TRELLIS W/ONE THE COLOR OF THE TRELLIS
7. @ SOLID BROWS WITH GLAZING DIRECTLY ABOVE OR BELOW, PAINT THE EXPOSED WALL CHAMFER JUST ABOVE OR BELOW THE BROW TO MATCH THE BROW COLOR

SITE PLAN GENERAL NOTES

1. THE SITE PLAN SHALL MEET ALL ENGINEERING & NPDES REQUIREMENTS
2. GENERAL CONTRACTOR TO REVIEW THE SOILS REPORT AND ALL AMENDMENTS LISTED ON THE TITLE SHEET AND FOLLOW ALL RECOMMENDATIONS
3. U.O.N., ALL DIMENSIONS TO CONCRETE WALLS AND CURBS ARE EITHER TO THE CENTER (SHOWN WITH A CENTERLINE) OR FACE OF THE WALL OR CURB. ALL DIMENSIONS TO FRAMED WALLS ARE EITHER TO THE CENTER LINE OF THE WALL FRAMING (SHOWN WITH A CENTERLINE) OR THE FACE OF THE WALL FINISH
4. REFER TO CIVIL AND MEP PLANS TO CONFIRM UTILITY INFORMATION SHOWN ON THE ARCHITECT'S SITE PLAN AND FOR ADDITIONAL UTILITY INFORMATION GENERAL CONTRACTOR TO COORDINATE ALL POINTS OF CONNECTION
5. REFER TO CIVIL DRAWINGS FOR ALL FINISHED GRADES AND SLOPES. ALL FINISHED GRADES TO PROVIDE POSITIVE DRAINAGE AWAY FROM THE BUILDING. GENERAL CONTRACTOR TO FIELD VERIFY.
6. ALL ACCESSIBLE ROUTES IDENTIFIED ON THE SITE PLAN DRAWINGS SHALL CONFORM TO THE FOLLOWING
   a) SLOPES IN THE DIRECTION OF TRAVEL DO NOT EXCEED 5%. CROSS SLOPES DO NOT EXCEED 2%.
   b) THE CLEAR WIDTH OF ALL WALKWAYS IS 4'-0" MIN.
   c) CHANGES IN LEVEL UP TO 1/2" COMPLY w/ 11A§ 2.1. CHANGES IN LEVEL GREATER THAN 1/2" IF THEY OCCUR ARE RAMPED. SEE PLANS
   d) THE VERTICAL CLEARANCE ALONG THE ACCESSIBLE ROUTE IS 80" MIN.
7. ALL PAVED AND LANDSCAPED AREAS TO BE BOUND BY A MIN. 8" HIGH, 8" WIDE CONCRETE CURB U.O.N.
8. A CONCRETE MOW STRIP EXTENDING 12" BEYOND EA END OF THE OPENING SHALL BE PROVIDED @ ALL EXTERIOR GLAZING WHERE THE SILL IS WITHIN 3' VERTICAL OF THE FINISHED GRADE. SEE 3/A01.1
9. PROVIDE FIRE BOLLARD PROTECTION POSTS AS REQUIRED BY UTILITY COMPANIES AND OR FIRE AUTHORITIES AT ALL EXTERIOR ELECTRICAL EQUIPMENT AND FIRE PREVENTION DEVICES. IF FIRE BOLLARD PROTECTION POST DETAIL 6 ARE NOT PROVIDED BY UTILITY COMPANIES AND OR FIRE AUTHORITY SEE DETAIL 3/A01.1
10. ALL EXPOSED BIORETENTION DEVICE COVERINGS SHALL BE PAINTED FOREST GREEN
11. WHERE OCCURS, GENERAL CONTRACTOR TO PROVIDE FLUID APPLIED DAMP PROOFING AT ALL RETAINING AND PLANTER WALLS WHERE THE SIDE OF THE WALL OPPOSITE THE SOIL SIDE IS EXPOSED TO VIEW AND ALL EXTERIOR WALLS WHERE THE ADJACENT FLOOR SLAB IS BELOW GRADE. SEE 9/A01.2
12. PROVIDE A HOSE BIB NEAR THE MAIN ENTRANCE AND IN THE TRASH ENCLOSURE. SEE PLAN FOR LOCATION

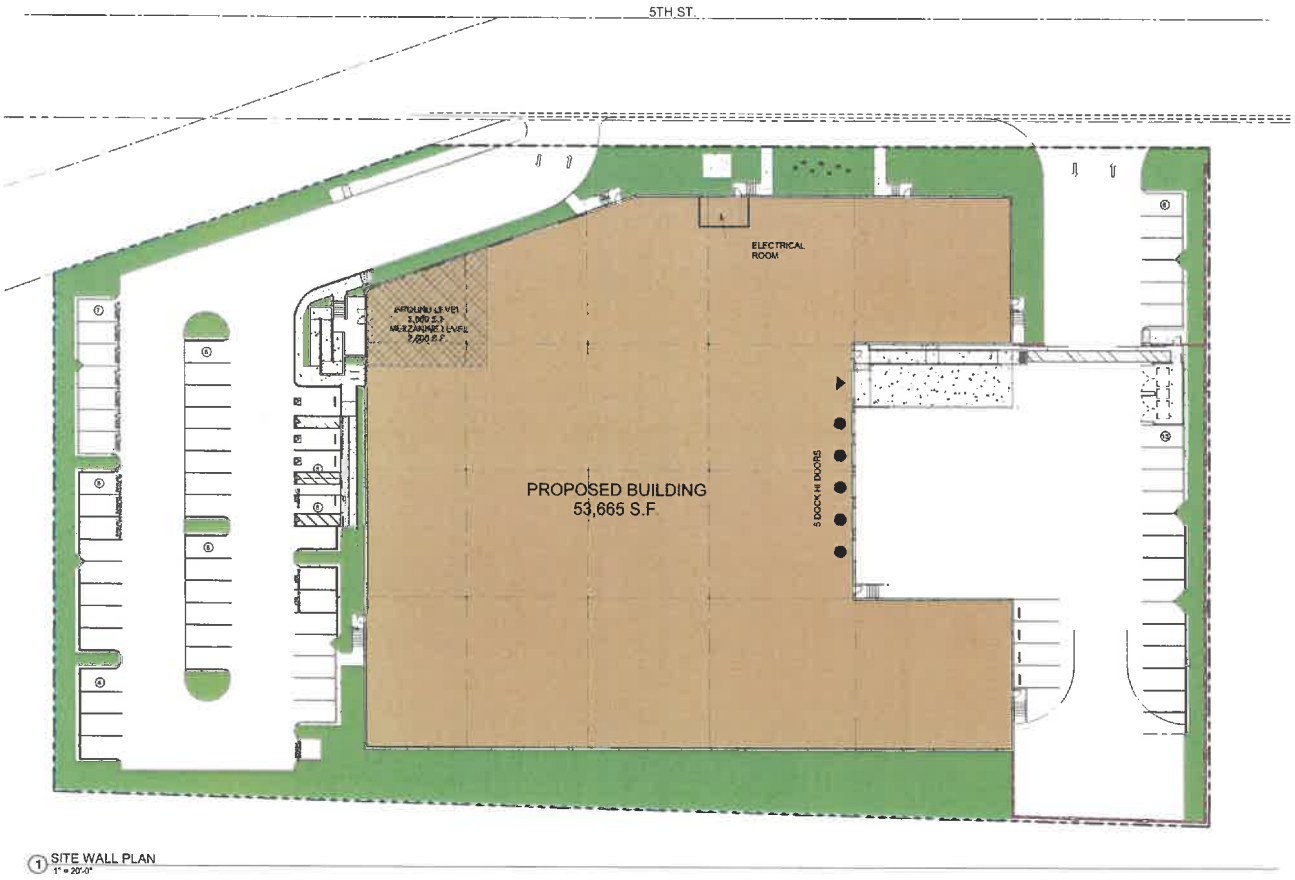
PROJECT
PATRIOT PARTNERS 5TH AND CENTRAL
2ND PLANNING SUBMITTAL
HIGHLAND, CA

HERDMAN
ARCHITECTURE + DESIGN
A22-2227
06.10.2023

GATE & FENCE ELEVATIONS

A1_2

5/10/2023 1:49:20 PM



1 SITE WALL PLAN
1" = 20'-0"

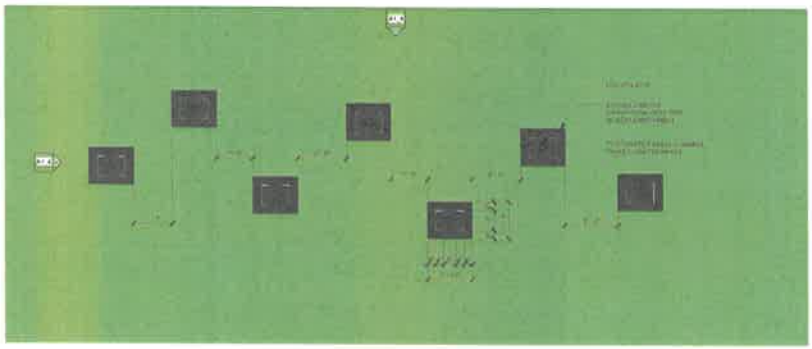
PROJECT
PATRIOT PARTNERS 5TH AND CENTRAL
HIGHLAND, CA
2ND PLANNING SUBMITTAL

HERDMAN
ARCHITECTURE + DESIGN
A22-2227
08.10.2023

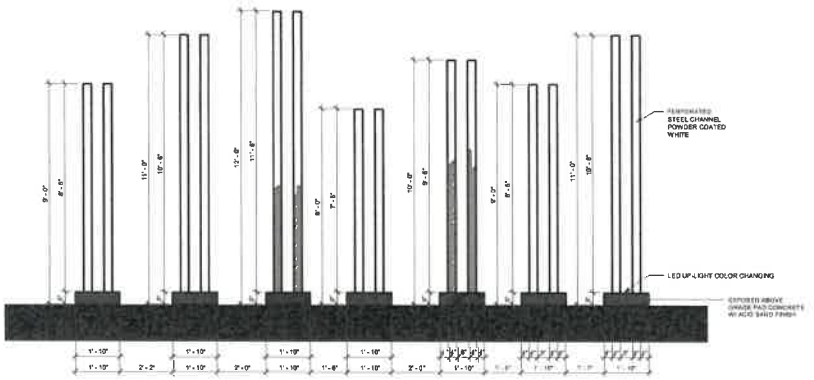
SITE WALL PLAN

A1_3

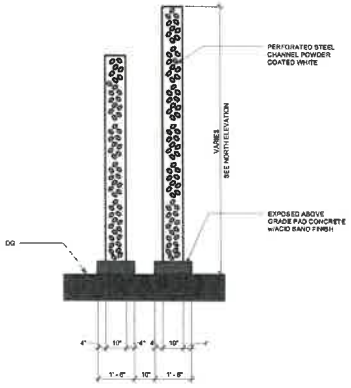
SITE LEGEND
PROPERTY LINE
PROPOSED NEW 8' CONCRETE SCREEN WALL
PROPOSED NEW 6' TUBE STEEL FENCE
NOTE: PROVIDE ANTI-GRAFFITI COATING ON ALL EXTERIOR WALLS UP TO 12' HEIGHT



1 ENLARGED PUBLIC ART PLAN
1/2" = 1'-0"



2 PUBLIC ART - NORTH ELEVATION
1/2" = 1'-0"



3 PUBLIC ART - WEST ELEVATION
1/2" = 1'-0"



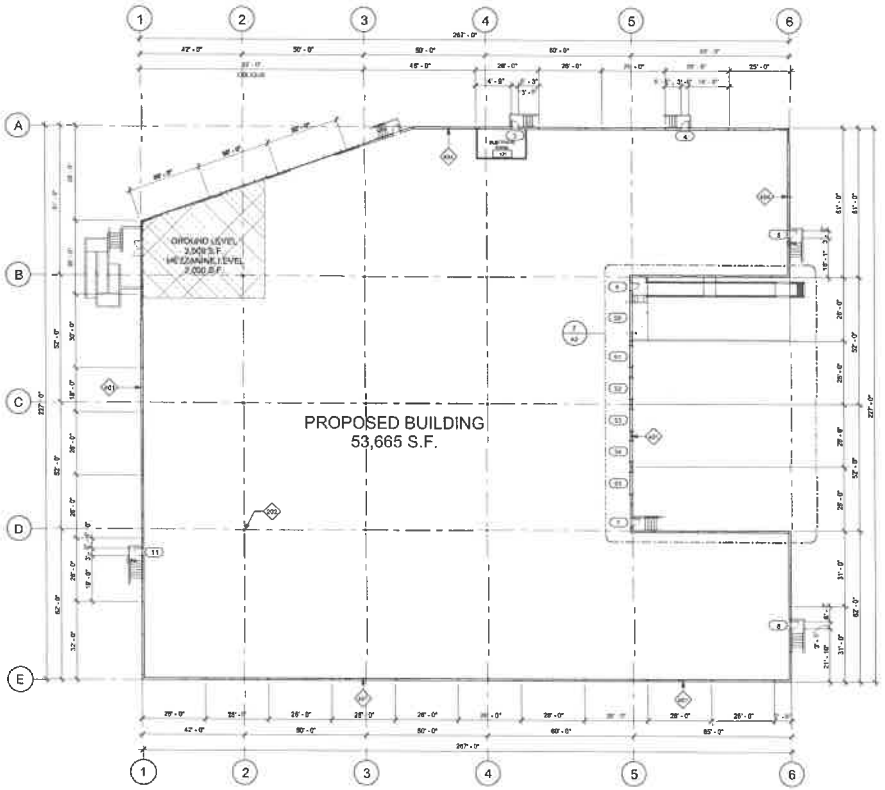
PROJECT
PATRIOT PARTNERS 5TH AND CENTRAL
HIGHLAND, CA
2ND PLANNING SUBMITTAL

HERDMAN
ARCHITECTURE + DESIGN
A22-2227
08.10.2023

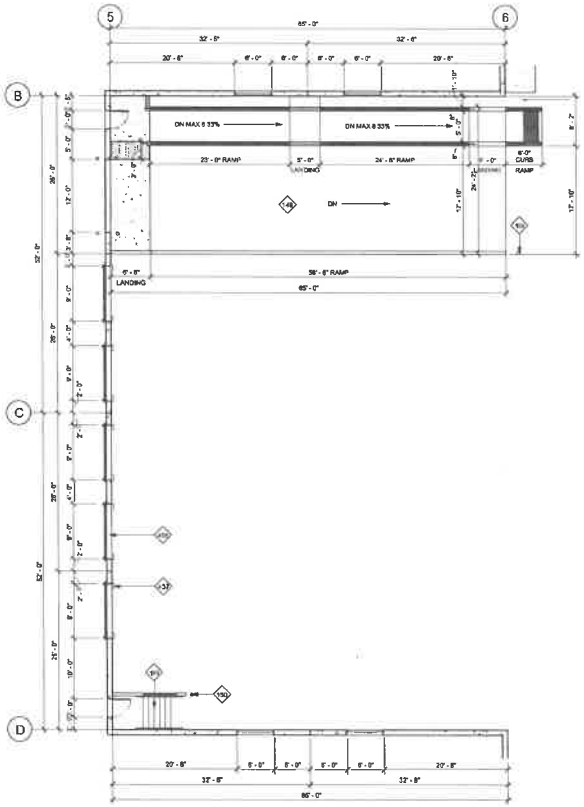
PUBLIC ART

A1_4

8/10/2023 1:49:35 PM



1 OVERALL GROUND LEVEL FLOOR PLAN
1" = 20'-0"



2 EAST FLOOR PLAN, EAST TRUCK YARD
1/8" = 1'-0"

KEYNOTES

149	CONCRETE TRUCK RAMP w/ 42" HIGH CONCRETE TILT-UP GUARD ON OPEN SIDE(S). PAINT ALL SIDES OF GUARD WALLS AND HANDRAILS. SEE ARCHITECTURAL DRAWINGS FOR COLOR SCHEDULE
190	STEEL PIPE BOLLARD PROTECTION POST
198	CONCRETE STAIRS ON GRADE
202	LINE OF FLOOR ABOVE.
401	PAINTED CONCRETE TILT-UP WALL PANEL.
404	PANEL JOINT
408	STEEL SECTIONAL OVERHEAD DOOR
437	DOCK BUMPER.

FLOOR PLAN LEGEND

- EXTERIOR CONCRETE TILT-UP WALL PANEL OR INTERIOR CONCRETE TILT-UP MEZZANINE SHEAR WALL PANEL. SEE STRUCTURAL DRAWINGS FOR ADDITIONAL INFORMATION
- STOREFRONT GLAZING SYSTEM. SEE ENLARGED FLOOR PLANS AND EXTERIOR ELEVATIONS FOR ADDITIONAL INFORMATION
- METAL STUD NON BEARING PARTITION WALL. SEE ENLARGED FLOOR PLANS & WALL TYPE SCHEDULE FOR ADDITIONAL INFORMATION
- WOOD STUD BEARING WALL. SEE ENLARGED FLOOR PLANS & WALL TYPE SCHEDULE FOR ADDITIONAL INFORMATION
- STRUCTURAL BUILDING COLUMN
- PROVIDE VAPOR BARRIER UNDER PROPOSED AND OR FUTURE OFFICE AREA FLOOR SLAB. EXTEND MIN 10'-0" BEYOND T.I. AREA OR AS DIMENSIONED ON THE FLOOR PLAN. SEE 4/A01.0
- FIRE SPRINKLER RISER. SEE FIRE PROTECTION PLANS AND 7/A05.0
- DOOR TAG. SEE SHEET A8.0 FOR DOOR SCHEDULE
- WINDOW TAG. SEE SHEET A8.0 FOR WINDOW SCHEDULE
- STOREFRONT TAG. SEE SHEETS A5.0.1 & A8.0.2 FOR STOREFRONT SCHEDULE
- WALL TAG

FLOOR SLAB GENERAL NOTES

1. THE FLOOR SLAB THICKNESS TO BE X". SEE STRUCTURAL DRAWINGS FOR ADDITIONAL REQUIREMENTS.
2. THE FLOOR SLAB TO BE CLASS V PER ACI 302-1R-04 TABLE 2.1
3. THE GENERAL CONTRACTOR SHALL COORDINATE WITH THE OWNER WHETHER OR NOT TO PROVIDE JOINT FILLER AT FLOOR SLAB CONTROL AND CONSTRUCTION JOINTS
4. SLOPE POUR STRIPS @ EXTERIOR PEDESTRIAN AND OVERHEAD DOORS. SEE 3, 7, & 1 0/A04.1.
5. CRANES, CONCRETE TRUCKS, AND SIMILAR HEAVY EQUIPMENT ARE PROHIBITED ON THE FLOOR SLAB DURING CONSTRUCTION.
6. BELOW FLOOR SLAB SOIL COMPACTION TO BE 95% MIN.
7. TRENCH SOIL COMPACTION TO BE 90% MIN
8. SLAB FINISH TO BE STEEL FLOAT HARD TROWEL BURNISHED FINISH
9. THE GENERAL CONTRACTOR TO MAINTAIN A CLEAN FLOOR SLAB. ALL TRUCKS AND EQUIPMENT TO BE DIAPERED.
10. ALL CONSTRUCTION MARKINGS SHALL BE REMOVED FROM THE FLOOR SLAB PRIOR TO SEALING.
11. SEE 6/A20.1 FOR SLAB PATCHING DETAIL.
12. PROVIDE 12'-0" WIDE PERIMETER FLOOR POUR-STRIPS AT ALL TRUCK DOCK WALLS AND 5'-0" WIDE AT ALL OTHER WALLS UNLESS NOTED OTHERWISE ON STRUCTURAL DRAWINGS. NO UNDERGROUND PIPING, CONDUITS, ETC ALLOWED IN POUR-STRIPS AT DOCK DOORS TO ALLOW FOR CURRENT OR FUTURE RECESSED DOCK LEVELERS
13. ALL FLOOR SLAB NAIL OR BRACE FRAME HOLES TO BE FILLED WITH APPROVED 2-PART EPOXY COMPOUND TO MATCH CONCRETE COLOR. PECIA BOND LV 3000, SIKA PIKE EPOXY INJECTION RESIN OR =.
14. ALL FLOOR SLAB PANEL FORM NAIL HOLES TO BE PREDRILLED AND WOOD DOWELED PRIOR TO NAILING BRACE HOLES TO BE PREDRILLED
15. CHAMFER AND REVEAL STRIPS ATTACHED TO THE FLOOR SLAB MUST BE PROPERLY PATCHED PRIOR TO BEALING THE FLOOR SLAB

FLOOR PLAN GENERAL NOTES

1. WHERE A MEZZANINE OCCURS AND A 1" TOPPING IS CALLED OUT FOR IN THE STRUCTURAL DRAWINGS, PROVIDE A 1" THICK TOPPING OF DYP-CRETE 3000 WITH A MINIMUM STRENGTH OF 3,000 PSI
2. PROVIDE FIRE EXTINGUISHERS AS REQUIRED BY THE FIRE DEPARTMENT AND THE CBC/FC. REQUIREMENTS AND LOCATIONS TO BE DETERMINED IN THE FIELD BY THE FIRE DEPARTMENT INSPECTOR.
3. ALL PENETRATIONS THROUGH FIRE RATED PARTITIONS SHALL BE SEALED WITH APPROVED FIRE CAULKING. SEE SHTS A/20.1, & A/20.4.
4. U.O.N., ALL DIMENSIONS TO CONCRETE WALLS ARE EITHER TO THE CENTER (S=DWN WITH A CENTERLINE) OR FACE OF THE WALL. ALL DIMENSIONS TO FRAMED WALLS ARE EITHER TO THE CENTER OF THE WALL FRAMING (S=DWN WITH A CENTERLINE) OR FACE OF THE WALL FINISH
5. PROVIDE ILLUMINATED AND TACTILE EXIT SIGNAGE. SEE EXITING & SIGNAGE PLANS.
6. SEE CIVIL DRAWINGS FOR ALL UTILITY POINTS OF CONNECTION. GENERAL CONTRACTOR TO VERIFY LOCATIONS
7. PROVIDE PIPE BOLLARD PROTECTION POSTS @ FIRE RISERS & ELECTRICAL GEAR AS REQUIRED BY THE ELECTRICAL AND FIRE PROTECTION PLANS. SEE 7/A05.0 FOR ADDITIONAL INFORMATION
8. FOR REQUIRED LANDINGS @ ACCESSIBLE DOORS, SEE 11/A0.2.1
9. NO SMOKING IS ALLOWED WITHIN 25' OF ALL BUILDING ENTRANCES. PER GREEN BUILDING STANDARD CODE DIVISION 5.504.7. POST REQUIRED SIGNAGE.
10. U.O.N. @ INTERIOR PARTITIONS, FINISHED HINGE SIDE OF JAMB TO BE 6" FROM FINISHED SURFACE OF INTERSECTING WALL.

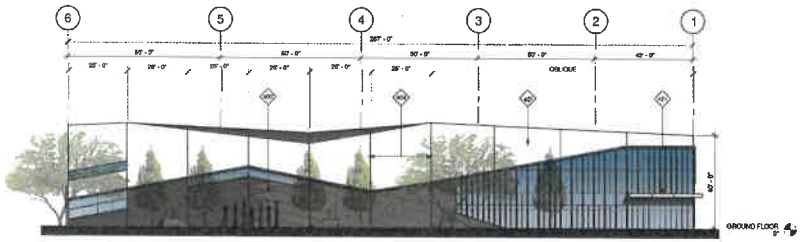
PROJECT
PATRIOT PARTNERS 5TH AND CENTRAL
HIGHLAND, CA
2ND PLANNING SUBMITTAL

HERDMAN
ARCHITECTURE + DESIGN
A22-2227
08.10.2023

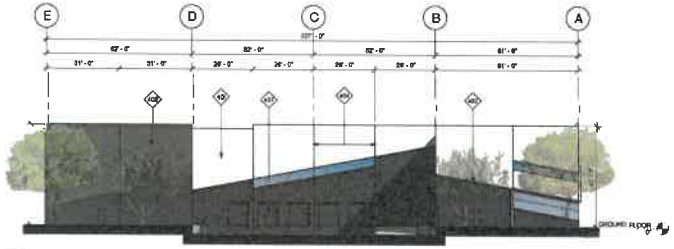
GROUND LEVEL FLOOR PLANS

A2

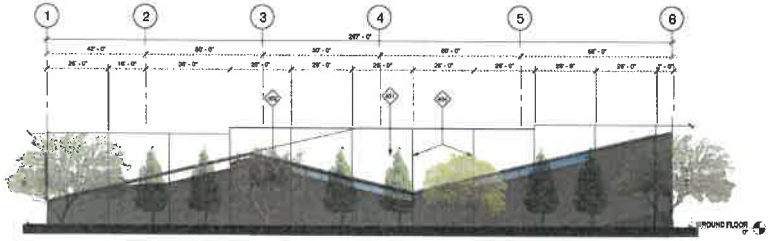
8/10/2023 1:49:38 PM



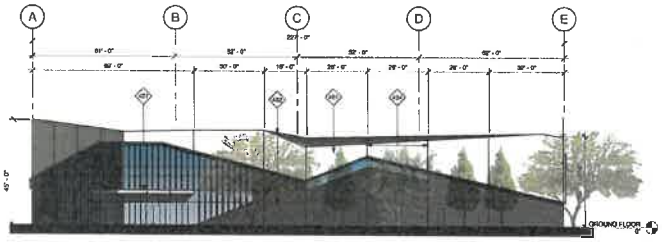
1 PROPOSED NORTH ELEVATION
1" = 20'-0"



2 PROPOSED EAST ELEVATION
1" = 20'-0"



3 PROPOSED SOUTH ELEVATION
1" = 20'-0"



4 PROPOSED WEST ELEVATION
1" = 20'-0"

KEYNOTES

401 PAINTED CONCRETE TILT-UP WALL PANEL.
402 WALL REVEAL
404 PANEL JOINT.
421 DECORATIVE SOLID BROW WRAPPED IN ALUMINUM PANELS NOMINAL 18" THKNS. MAX 24" PROJECTION FROM BUILDING
432 DOCK BUMPER

GLAZING LEGEND & NOTES

STOREFRONT FRAMING:
U.O.N @ VISION SYSTEM, MIN 2"x4 1/2" OFFSET SYSTEM. U.O.N. @ SPANDREL SYSTEM, 2"x1 3/4" OFFSET SYSTEM. STOREFRONT SYSTEM TO BE DESIGN BUILD BY THE GENERAL CONTRACTOR DESIGN SHALL COMPLY WITH ALL RELEVANT CODE & WIND LOADING REQUIREMENTS

VISION SYSTEM GLAZING:
FOR EXTERIOR VISION GLAZING USE 1" INSULATED GLASS CONSISTING OF AN OUTER LAYER OF 1/4" VISTACOOL AND AN INNER LAYER OF 1/4" SOLARBAN 90. FOR INTERIOR GLAZING USE 1/2" CLEAR GLASS

SPANDREL SYSTEM GLAZING:
FOR EXTERIOR SPANDREL GLAZING USE 1/4" VISTACOOL. BACK PAINTING OF GLASS NOT REQUIRED

NOTES:
1. FOR GLASS AND MULLION COLORS, SEE EXTERIOR COLORS, LEGEND & NOTES, THIS SHEET.
2. PROVIDE TEMPERED GLASS @ THE FOLLOWING:
   A. ALL SPANDREL SYSTEM GLAZING IN FRONT OF CONCRETE WALL PANELS.
   B. ALL GLAZING WITHIN 18" OF AN ADJACENT WALKING SURFACE.
   C. ALL GLAZING WITH 24" OF ANY PORTION OF A DOOR.
3. @ SPANDREL SYSTEM GLAZING IN FRONT OF CONCRETE WALL PANELS, PROVIDE 1" DIA. VENTILATION HOLES IN THE CONCRETE A MAX OF 2'-0" O.C. CONTRACTOR TO PROVIDE A SMOOTH FINISH ON THE GLASS FACING CONCRETE SURFACES AND TO PAINT THEM IN A COLOR SELECTED BY THE ARCHITECT.
4. @ SPANDREL SYSTEM GLAZING NOT IN FRONT OF A CONCRETE WALL PANEL, PROVIDE TENCATE MIRAFI 140N FILTER FABRIC SHADE CLOTH.

EXTERIOR WALL COLOR LEGEND & NOTES

- (A) EXTERIOR PAINT COLOR: SW 6095 SUPERWHITE
- (B) EXTERIOR PAINT COLOR: SW 7674 PEPPERCORN
- (C) EXTERIOR PAINT COLOR: SW 7069 IRON ORE
- (D) FORMLINER COLOR: SW 6095 SUPERWHITE
- (E) ACM PANEL COLOR: MATCH STOREFRONT FRAMING.
- (F) EXPOSED STEEL BROW & CANOPY FRAMING, WALL BEHIND OPEN TRELLIS (KEY NOTE 426, OR 429) WHEN OCCURS & TRASH ENCLOSURE ROOF PAINT COLOR: MATCH STOREFRONT FRAMING.
- (G) EXTERIOR STOREFRONT FRAMING COLOR: X
- (H) EXTERIOR GLASS COLOR FOR SINGLE GLAZING & EXTERIOR LAYER OF INSULATED GLASS: X
- (I) EXTERIOR GLASS COLOR FOR THE INNER LAYER OF INSULATED GLASS: CLEAR GLASS

NOTES:
1. PAINT MAN DOORS, STAIR & RAMP GUARD WALLS, GUARD RAILS, DOWN SPOUTS, LOUVERS, & ROOF LEVEL WALL PANEL RETURNS TO MATCH ADJACENT BUILDING WALL COLOR, U.O.N.
2. U.O.N., EXTERIOR SIDE OF TRUCK DOORS TO BE X INTERIOR SIDE TO BE PRE-FINISHED WITH MANUFACTURERS LIGHT GRAY
3. POWER WASH EXTERIOR CONCRETE WALLS PRIOR TO PAINTING TO REMOVE ALL CHEMICALS AND DIRT THAT WILL INHIBIT THE PRIMER COAT FROM ADHERING TO THE WALLS
4. PAINT EXTERIOR WALLS w/ 1- COAT SPRAYED AND BACK ROLLED ACRYLIC FLAT PRIMER AND 2-COATS SPRAYED ON FLAT FINISH IN THE FINAL WALL COLOR. ALL PAINTS TO BE AS SPECIFIED BY THE MANUFACTURER FOR CONCRETE TILT UP WALL PANELS. FINISHED JOB SHALL BE SMOOTH AND FREE OF LAPPING AND OR STREAMING, REGARDLESS OF THE COLOR.
5. EXCEPT WHERE NOTED OTHERWISE ON THE PLANS ALL PANEL JOINTS SHALL BE CAULKED PER DETAIL 1/A04.1.
6. PAINT CONCRETE BEHIND ANY OPEN TRELLIS WORK THE COLOR OF THE TRELLIS
7. @ SOLID BROWS WITH GLAZING DIRECTLY ABOVE OR BELOW, PAINT THE EXPOSED WALL CHAMFER JUST ABOVE OR BELOW THE BROW TO MATCH THE BROW COLOR.

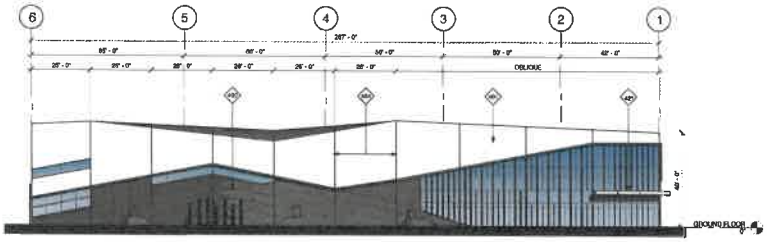
PROJECT
PATRIOT PARTNERS 5TH AND CENTRAL
HIGHLAND, CA
2ND PLANNING SUBMITTAL

HERDMAN
ARCHITECTURE + DESIGN
A22-2227
08.10.2023

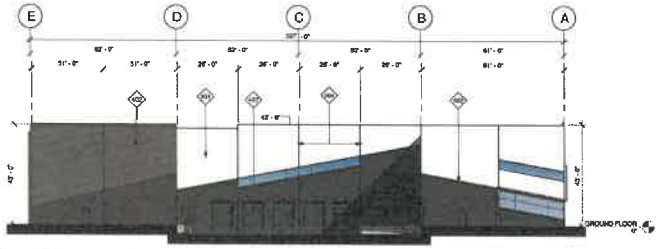
EXTERIOR ELEVATIONS

A4

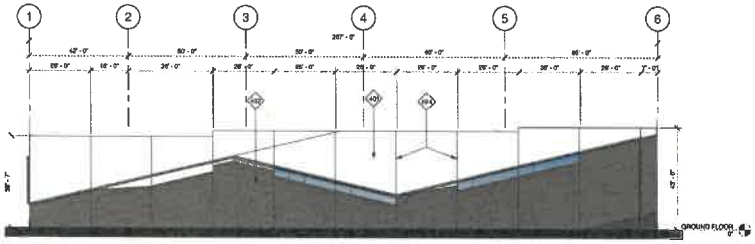
8/10/2023 1:49:40 PM



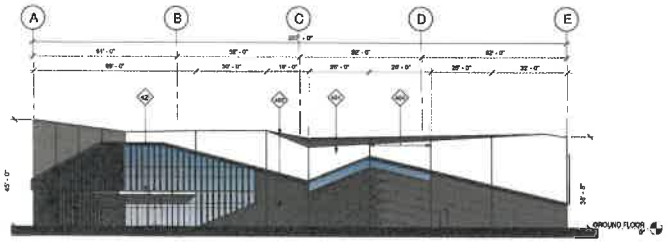
1 PROPOSED NORTH ELEVATION
1" = 20'-0"



2 PROPOSED EAST ELEVATION
1" = 20'-0"



3 PROPOSED SOUTH ELEVATION
1" = 20'-0"



4 PROPOSED WEST ELEVATION
1" = 20'-0"

KEYNOTES

401 PAINTED CONCRETE TILT-UP WALL PANEL
402 WALL REVEAL
404 PANEL JOINT
421 DECORATIVE BOLD BROW WRAPPED W/ ALUMINUM PANELS (NOMINAL 18" THKNS, MAX 24" PROJECTION FROM BUILDING
437 DOCK BUMPER

GLAZING LEGEND & NOTES

STOREFRONT FRAMING:
U.O.N @ VISION SYSTEM, MIN 2"x4 1/2" OFFSET SYSTEM. U.O.N. @ SPANDREL SYSTEM, 2"x1 3/4" OFFSET SYSTEM. STOREFRONT SYSTEM TO BE DESIGN BUILD BY THE GENERAL CONTRACTOR. DESIGN SHALL COMPLY WITH ALL RELEVANT CODE & WIND LOADING REQUIREMENTS

VISION SYSTEM GLAZING:
FOR EXTERIOR VISION GLAZING USE 1" INSULATED GLASS CONSISTING OF AN OUTER LAYER OF 1/4" VISTACOOL AND AN INNER LAYER OF 1/4" SOLARBAN 60. FOR INTERIOR GLAZING USE 1/2" CLEAR GLASS

SPANDREL SYSTEM GLAZING:
FOR EXTERIOR SPANDREL GLAZING USE 1/4" VISTACOOL, BACK PAINTING OF GLASS NOT REQUIRED

NOTES:
1. FOR GLASS AND MULLION COLORS, SEE EXTERIOR COLORS, LEGEND & NOTES, THIS SHEET.
2. PROVIDE TEMPERED GLASS @ THE FOLLOWING:
   A. ALL SPANDREL SYSTEM GLAZING IN FRONT OF CONCRETE WALL PANELS
   B. ALL GLAZING WITHIN 18" OF AN ADJACENT WALKING SURFACE
   C. ALL GLAZING WITH 24" OF ANY PORTION OF A DOOR
3. @ SPANDREL SYSTEM GLAZING IN FRONT OF CONCRETE WALL PANELS, PROVIDE 1" DIA. VENTILATION HOLES IN THE CONCRETE A MAX OF 3'-0" O.C. CONTRACTOR TO PROVIDE A SMOOTH FINISH ON THE GLASS FACING CONCRETE SURFACES AND TO PAINT THEM IN A COLOR SELECTED BY THE ARCHITECT.
4. @ SPANDREL SYSTEM GLAZING NOT IN FRONT OF A CONCRETE WALL PANEL, PROVIDE TENCATE MIRAFI 140N FILTER FABRIC BRAID CLOTH

EXTERIOR WALL COLOR LEGEND & NOTES

(A) EXTERIOR PAINT COLOR: SW 6988 SUPERWHITE
(B) EXTERIOR PAINT COLOR: SW 7674 PEPPERCORN
(C) EXTERIOR PAINT COLOR: SW 7069 IRON ORE
(D) FORMLINER COLOR: SW 6988 SUPERWHITE
(E) ACM PANEL, COLOR MATCH STOREFRONT FRAMING
(F) EXPOSED STEEL BROW & CANOPY FRAMING. WALL BEHIND OPEN TRELLIS (KEY NOTE 428, OR 429) WHEN OCCURS & TRASH ENCLOSURE ROOF PAINT COLOR MATCH STOREFRONT FRAMING
(G) EXTERIOR STOREFRONT FRAMING COLOR: X
(H) EXTERIOR GLASS COLOR FOR SINGLE GLAZING & EXTERIOR LAYER OF INSULATED GLASS: X
(I) EXTERIOR GLASS COLOR FOR THE INNER LAYER OF INSULATED GLASS: CLEAR GLASS

NOTES:
1. PAINT MAN DOORS, STAIR & RAMP GUARD WALLS, GUARD RAILS, DOWN SPOUTS, LOUVERS, & ROOF LEVEL WALL PANEL RETURNS TO MATCH ADJACENT BUILDING WALL COLOR, U.O.N.
2. U.O.N., EXTERIOR SIDE OF TRUCK DOORS TO BE X. INTERIOR SIDE TO BE PRE-FINISHED WITH MANUFACTURER'S LIGHT GRAY.
3. POWER WASH EXTERIOR CONCRETE WALLS PRIOR TO PAINTING TO REMOVE ALL CHEMICALS AND DIRT THAT WILL IMPEDE THE PRIMER COAT FROM ADHERING TO THE WALLS.
4. PAINT EXTERIOR WALLS w/ 1- COAT SPRAYED AND BACK ROLLED ACRYLIC FLAT PRIMER AND 2-COATS SPRAYED-ON FLAT FINISH IN THE FINAL WALL COLOR. ALL PAINTS TO BE AS SPECIFIED BY THE MANUFACTURER FOR CONCRETE TILT-UP WALL PANELS. FINISHED JOB SHALL BE SMOOTH AND FREE OF LAPPING AND OR STREAKING, REGARDLESS OF THE COLOR.
5. EXCEPT WHERE NOTED OTHERWISE ON THE PLANS ALL PANEL JOINTS SHALL BE CAULKED PER DETAIL 1/A04.1.
6. PAINT CONCRETE BEHIND ANY OPEN TRELLIS WORK THE COLOR OF THE TRELLIS.
7. @ BOLD BROWS WITH GLAZING DIRECTLY ABOVE OR BELOW, PAINT THE EXPOSED WALL CHAMFER JUST ABOVE OR BELOW THE BROW TO MATCH THE BROW COLOR.

PROJECT
PATRIOT PARTNERS 5TH AND CENTRAL
HIGHLAND, CA
2ND PLANNING SUBMITTAL

HERDMAN
ARCHITECTURE + DESIGN
A22-2227
08.10.2023

EXTERIOR ELEVATION

A4_1

8/10/2023 3:01:25 PM

EXTERIOR PAINT

A. SW 6995
SUPERWHITE

EXTERIOR PAINT

B. SW 7674
PEPPERCORN

EXTERIOR PAINT

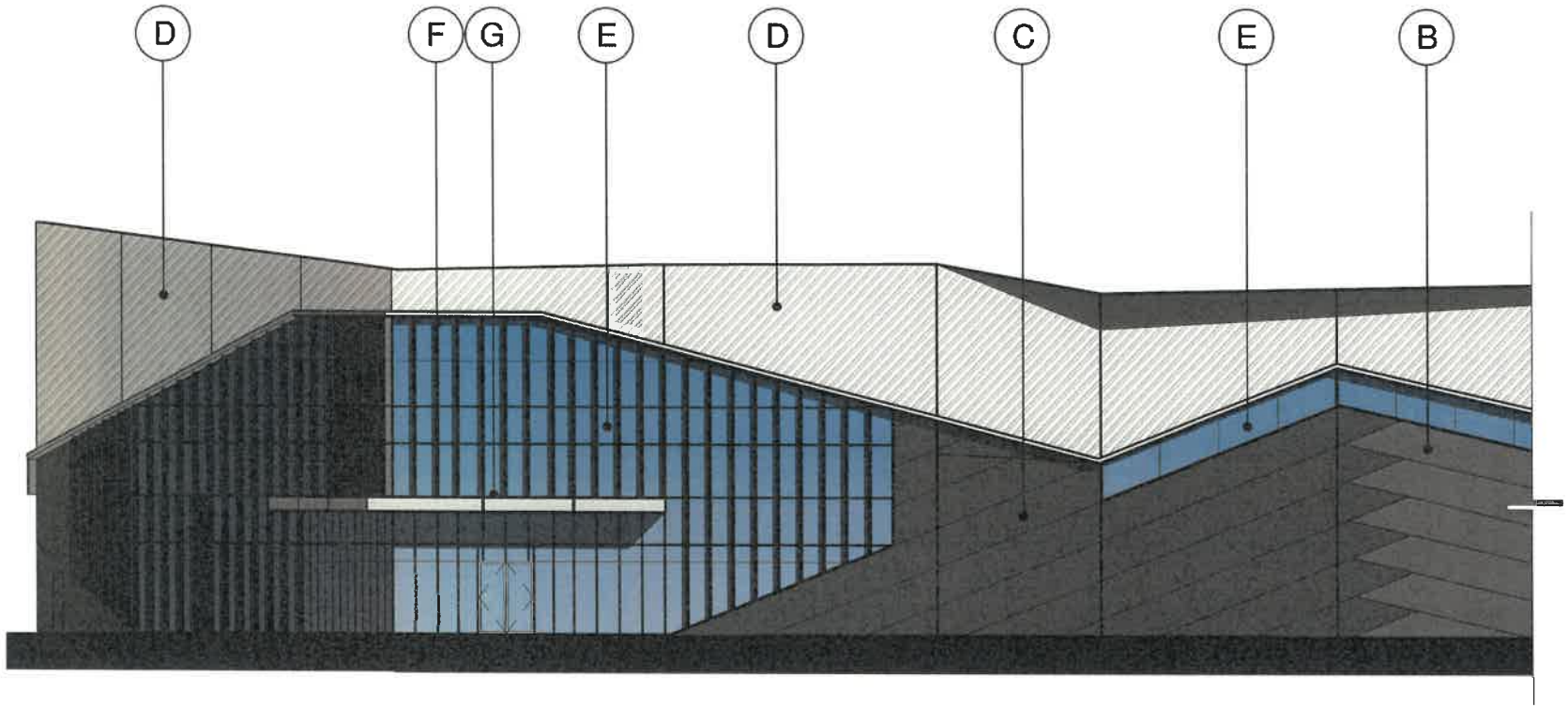
C. SW 7069
IRON ORE

D. FORMLINER

E. STOREFRONT
MEDIUM PERFORMANCE
BLUE REFLECTED GLAZING
BLACK ANODIZED MULLION

F. BLACK ANODIZED
STOREFRONT CAP EXTENSION

G. CLEAR ANODIZED
METAL EYE BROW



ENLARGED VIEW @ OFFICE CORNER

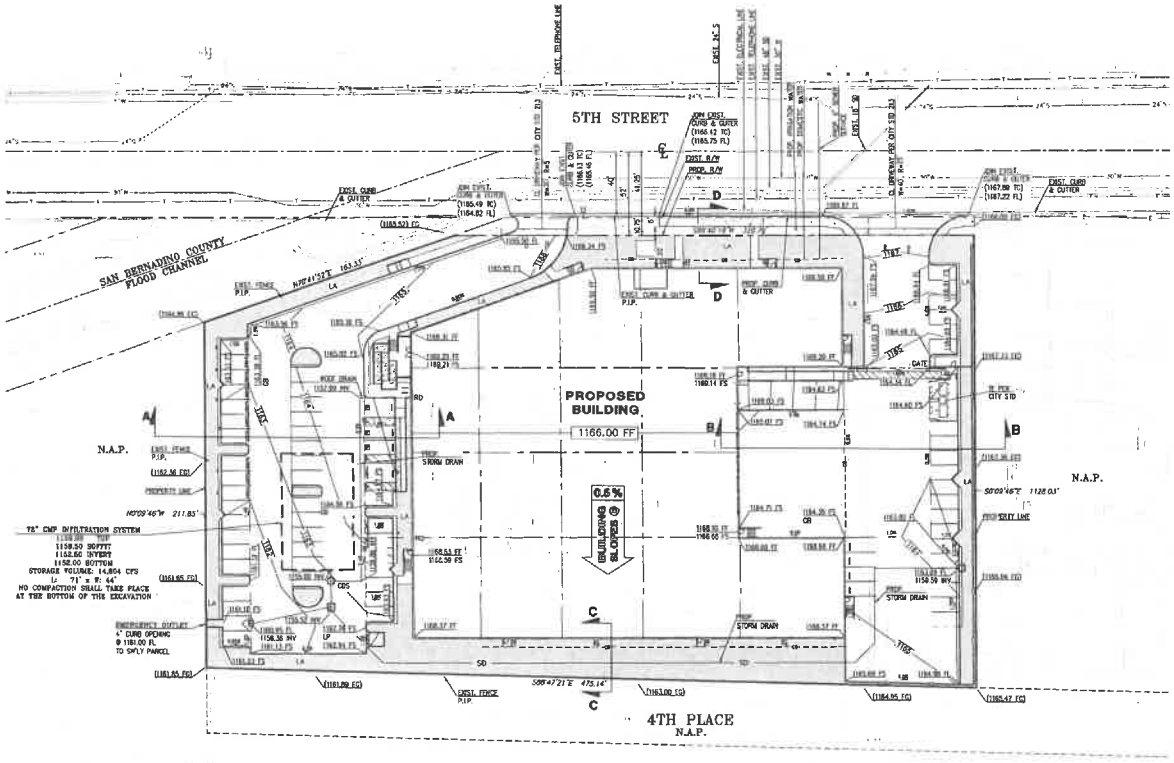
PROJECT
PATRIOT PARTNERS 5TH AND CENTRAL
HIGHLAND, CA
2ND PLANNING SUBMITTAL

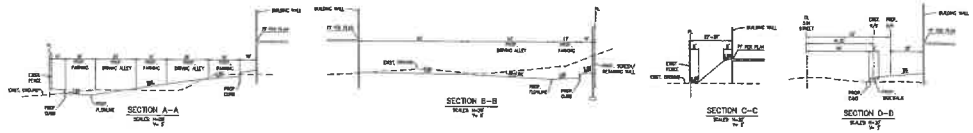
HERDMAN
ARCHITECTURE + DESIGN
A22-2227
08.10.2023

COLOR BOARD

A5

8/10/2023 9:51:08 AM





LEGEND

- SD PROPOSED STORM DRAIN
- S PROPOSED SEWER
- W PROPOSED WATER
- GB GRADE BREAK
- R RIDGE LINE
- PROPERTY LINE
- CL
- EXISTING R/W
- PROPOSED R/W
- LINE OF SIGHT
- LANDSCAPE EASEMENT
- PROPOSED CURB OPENING INLET
- PROPOSED STREET LIGHT
- CF CURB FACE
- CB CATCH BASIN
- C&G CURB & GUTTER
- CDS CONTECH CDS UNIT
- CL CENTERLINE
- DWY DRIVEWAY
- (XIST EXISTING
- EP EDGE OF PAVEMENT
- EG EXISTING GROUND
- FF FINISHED FLOOR
- FS FINISHED SURFACE
- FL FLOWLINE
- GB GRADE BREAK
- INV INVERT
- LA LANDSCAPE AREA
- LP LOW POINT
- LT. LEFT
- N.A.P. NOT A PART
- P.I.P. PROTECT IN PLACE
- PP POWER POLE
- PL PROPERTY LINE
- PROP. PROPOSED
- RD ROOF DRAIN
- RT. RIGHT
- R/W RIGHT-OF-WAY
- STD STANDARD
- STL STREET LIGHT
- TE TRASH ENCLOSURE
- TP TOP OF PAVEMENT
- TC TOP OF CURB
- TG TOP OF GRATE
- EP EDGE OF PAVEMENT
- WSE WATER SURFACE ELEVATION

EARTHWORK VOLUMES

	CUT (CY)	FILL (CY)
RAW	2,861	6,125
OVEREXCAVATION	8,418	7,074
SUBTOTAL	2,395	8,418
SHRINKAGE 10%	842	–
SUBSIDENCE 0.2'	–	949
SPOILS	470	–
TOTAL	10,441	15,491

5,051 CY IMPORT

NOTE:
EARTHWORK ESTIMATE IS PRELIMINARY AND BASED ON CONCEPTUAL DESIGN ONLY AND TAKES INTO ACCOUNT PRELIMINARY SOILS PARAMETERS PROVIDED BY THE SOILS ENGINEER. ADJUSTMENTS MAY BE REQUIRED BASED ON FINAL DESIGN OF SITE PAVING THICKNESS. ADDITIONAL ADJUSTMENTS MAY BE REQUIRED BASED ON SITE SOIL CHARACTERISTICS EXPERIENCED DURING CONSTRUCTION.

LEGAL DESCRIPTION

ALL THAT CERTAIN REAL PROPERTY SITUATED IN THE COUNTY OF SAN BERNARDINO, STATE OF CALIFORNIA, DESCRIBED AS FOLLOWS:

PARCEL NO. 1:

THE WEST 475 FEET OF LOT 27, CUNNINGHAM SUBDIVISION, IN THE CITY OF HIGHLAND, COUNTY OF SAN BERNARDINO, STATE OF CALIFORNIA, AS PER PLAT RECORDED IN BOOK 2, PAGE 22 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY;

EXCEPT THEREFROM THE EAST 65 FEET THEREOF.

ALSO EXCEPTING THEREFROM THE NORTH 82.5 FEET AND EXCEPTING THEREFROM THE SOUTH 310 FEET.

ALSO EXCEPTING THEREFROM THAT PORTION OR PROPERTY HEREIN CONVEYED TO SAN BERNARDINO CO. FLOOD CONTROL DISTRICT, RECORDED JUNE 17, 1963 IN BOOK 5925, PAGE 948 OF OFFICIAL RECORDS.

PARCEL NO. 2:

A RIGHT OF WAY OVER AND ACROSS THE NORTH 40 FEET OF THE SOUTH 310 FEET OF LOT 27, CUNNINGHAM SUBDIVISION, IN THE CITY OF HIGHLAND, COUNTY OF SAN BERNARDINO, STATE OF CALIFORNIA, AS PER PLAT RECORDED IN BOOK 2, PAGE 22 OF MAPS, RECORDS OF SAID COUNTY, FOR ROAD PURPOSES AND FOR CONNECTING WATER LINES FROM THE WATER MAIN RUNNING ALONG THE NORTH LINE OF THE SOUTH 270 FEET OF SAID LOT.

APN: 1192-561-04-0-000, APN: 1192-561-05-0-000, APN: 1192-561-06-0-000

PARCEL NO. 3:

THE EAST 65 FEET OF THE WEST 475 FEET OF LOT 27, CUNNINGHAM SUBDIVISION, IN THE CITY OF HIGHLAND, COUNTY OF SAN BERNARDINO, STATE OF CALIFORNIA, AS PER PLAT RECORDED IN BOOK 2, PAGE 22 OF MAPS, RECORDS OF SAID COUNTY.

EXCEPTING THEREFROM THE NORTH 82.5 FEET AND EXCEPTING THEREFROM THE SOUTH 310 FEET.

PARCEL NO. 4:

A RIGHT OF WAY OVER AND ACROSS THE NORTH 40 FEET OF THE SOUTH 310 FEET OF LOT 27, CUNNINGHAM SUBDIVISION, IN THE CITY OF HIGHLAND, COUNTY OF SAN BERNARDINO, STATE OF CALIFORNIA, AS PER PLAT RECORDED IN BOOK 2, PAGE 22 OF MAPS, RECORDS OF SAID COUNTY, FOR ROAD PURPOSES AND FOR CONNECTING WATER LINES FROM THE WATER MAIN RUNNING ALONG THE NORTH LINE OF THE SOUTH 270 FEET OF SAID LOT.

APN: 1192-561-07-0-000

N

SCALE 1" = 30'

ARCHITECTURE
HERDMAN ARCHITECTURE
100 BAYVIEW CIRCLE SUITE 100
NEWPORT BEACH, CALIFORNIA 92660
PHONE: (949) 430-6066
CONTACT: CAROL DHEN

ENGINEER
HUITT-ZOLLARS
3990 CONCOURS, SUITE 330
ONTARIO, CALIFORNIA 91764
PHONE: (909) 941-7799
CONTACT: RYAN PENG

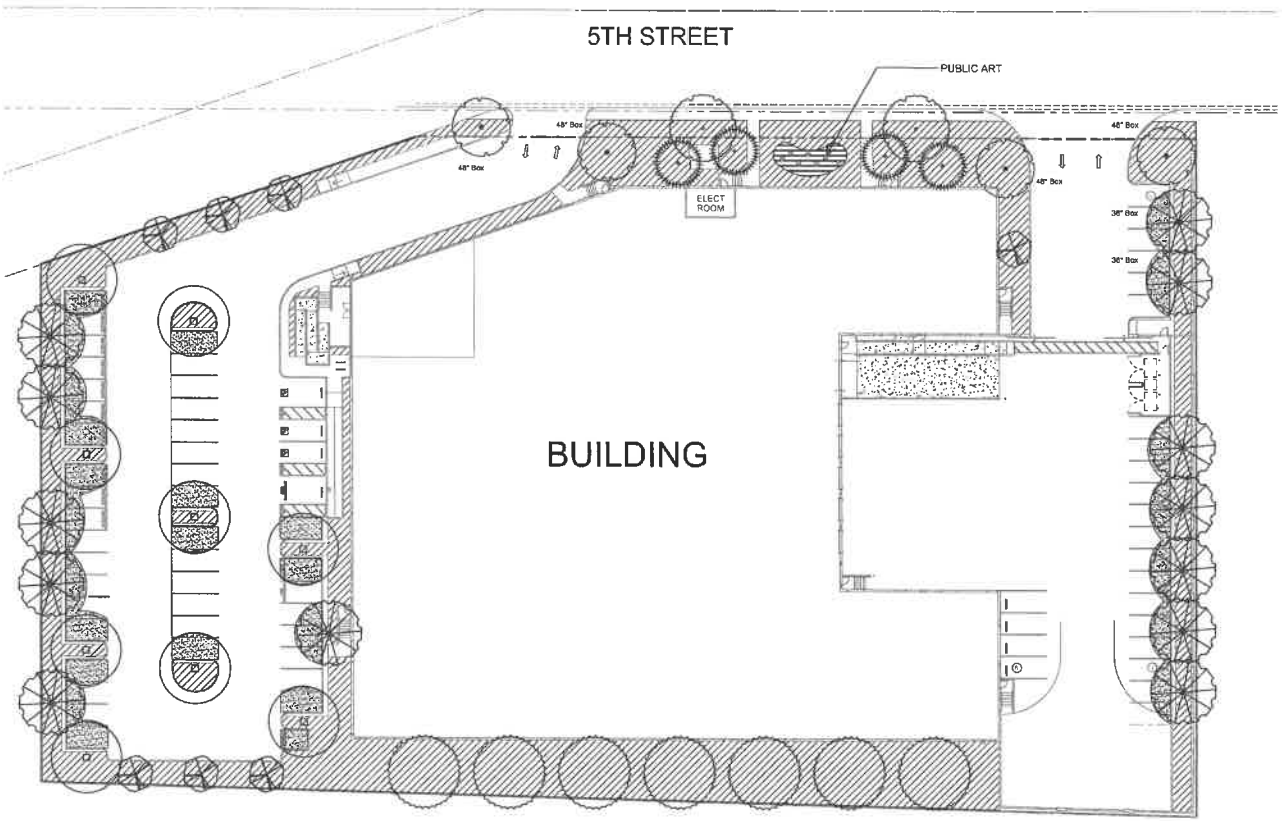
OWNER
PATRIOT DEVELOPMENT PARTNERS
110 NOB AVENUE
DEL MAR, CA 92014
PHONE: 858-952-4134
CONTACT: KEVIN RICE

BENCH MARK	BASIS OF BEARING
BENCHMARK: S 1418 ELEVATION = 1191.18' 2.63 MI EAST ALONG 3RD STREET FROM THE SAN BERNARDINO COUNTY COURTHOUSE IN SAN BERNARDINO, 0.10 M WEST OF STERLING AVENUE, 30 TOP AND 1.0 FT WEST OF THE EAST END OF THE NORTH HEADWALL OF A DOUBLE-BOX CULVERT UNDER THE STREET, 26.0 FT NORTH OF THE WESTBOUND LANES CENTERLINE	BASIS OF BEARINGS: BEARINGS SHOWN HEREON ARE BASED ON THE CENTERLINE OF 5TH STREET BEING NORTH 88°47'21" WEST ON RECORD OF SURVEY 97-0071, R.S.B. 113/15-22

CONCEPTUAL GRADING PLAN
FOR
5TH AT CENTRAL INDUSTRIAL
CITY OF HIGHLAND

HUITT-ZOLLARS
HUITT-ZOLLARS, INC.
3990 CONCOURS, SUITE 330 • ONTARIO, CALIFORNIA 91764 • (909) 941-7799

WORKED BY	R.P.
DRAWN BY	T.A.
CHECKED BY	R.P.
SHEET	1
OF	1
SHEETS	
JOB NO.	21-40508.01



PLANTING LEGEND

TREES

SYMBOL	BOTANICAL/COMMON NAME	SIZE	QTY	WUCOLS	REMARKS
	Olea europaea Olive	48" Box	4	L	Multi
	Chilopsis linearis Desert Willow	48" Box	4	L	Multi
	Chilopsis linearis hybrid Chilopsis	36" Box	13	L	Standard
	Pinus eldarica Afghan Pine	24" Box	7	L	Standard
	Rhus lancea African Sumac	24" Box	9	L	Standard
	Tristania conferta Brisbane Box	24" Box	7	M	Standard
	Cinnamomum camphora Camphor Tree	24" Box	2	M	Street Tree

Total Trees: 44
50% - 24" Box Required: 22 Provided: 23
30% - 36" Box Required: 13 Provided: 13
20% - 48" Box Required: 8 Provided: 8

SHRUBS

SYMBOL	BOTANICAL/COMMON NAME	SIZE		WUCOLS	SPACING
	Aloe ferox/arborescens Pineapple Guava	5 Gal	52	L	3' OC 2' from hardscape
	Aloe striata Coral Aloe	1 Gal		L	
	Callistemon 'Little John' Dwarf Bottle Brush	5 Gal		L	3' OC 2' from hardscape
	Cassia phyllodenia Silverleaf Cassia	5 Gal		L	2.5' O.C. 2' from hardscape
	Dietes bicolor Fortnight Lily	5 Gal		M	3' OC 2' from hardscape
	Leucophyllum / Texaspurn Texas Privet	5 Gal		M	3' OC 2' from hardscape
	Salvia g. 'Allen Chickering' Allen Chickering Sage	5 Gal		L	4' O.C. 2.5' from hardscape
	Salvia greggii Autumn Sage	5 Gal		L	3' OC 2' from hardscape
	Salvia leucantha Mexican Sage	5 Gal		L	3' OC 2' from hardscape
	Westringia f. 'Grey Box' Dwarf Coast Rosemary	5 Gal		L	3' OC 2' from hardscape

GROUNDCOVER

SYMBOL	BOTANICAL/COMMON NAME	SIZE	SPACING	WUCOLS	REMARKS
	Lantana 'Gold Mound' Yellow Lantana	1 Gal	36" O.C.	L	
	Lonicera 'Heltiane' Hall's Honeysuckle	1 Gal	48" O.C.	L	
	Muhlenbergia capillaris Pink Muhly	1 Gal	36" O.C.	M	Grass
	Myoporum parvifolium Myoporum	1 Gal	36" O.C.	L	
	Rosmarinus 'HuntingtonCarpet' Prostrate Rosemary	1 Gal	48" O.C.	L	

3" layer decomposed granite over filter fabric

Shading Provided: 4,567 sq. ft

Concrete mow curb

N

0 10' 20' 40'

Landscape Plan - Sheet 1

5th and Central

23-030
03.22.23
06.09.23
08.18.23

Patriot Partners

Highland, California

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


Olea europaea


Chilopsis linearis


Chitalpa tashkentensis


Pinus eldarica


Rhus lanceo


Tristania conferta


Cinnamomum camphora


Acca sellowiana


Callistemon 'Little John'


Cassia phyllodenia


Dietes bicolor


Ligustrum j. 'Texanum'


Muhlenbergia capillaris


Salvia c. 'Allen Chickering'


Senna aregaii


Salvia leucantha


Westringia f. 'Grey Box'


Aloe striata


Lantana 'Gold Mound'


Lonicera j. 'Halliana'


Myoporum parvifolium


Rosmarinus 'HuntingtonCarpet'

Plant Imagery - Sheet 2

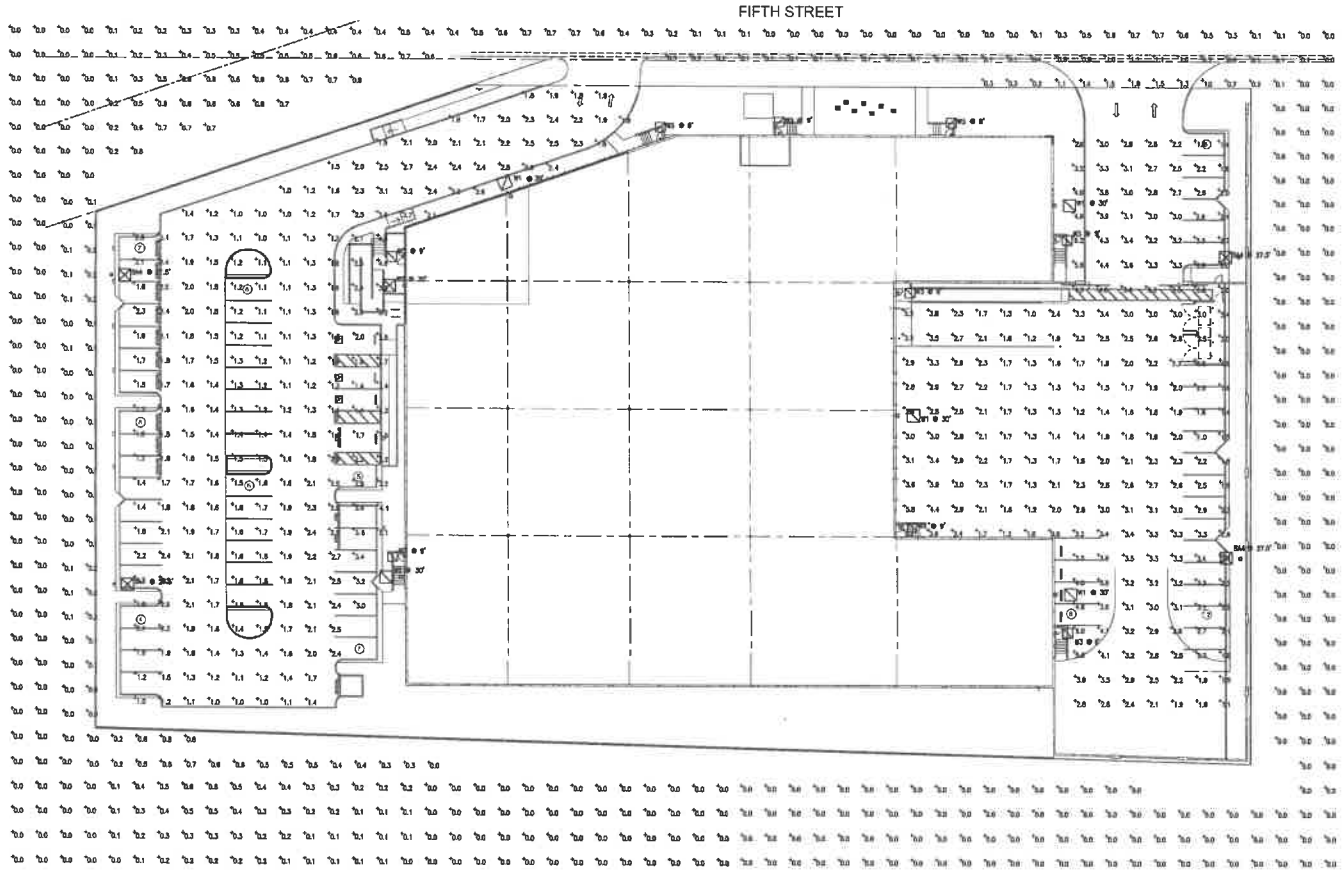
5th and Central

23-030
03.22.23
06.09.23
08.18.23

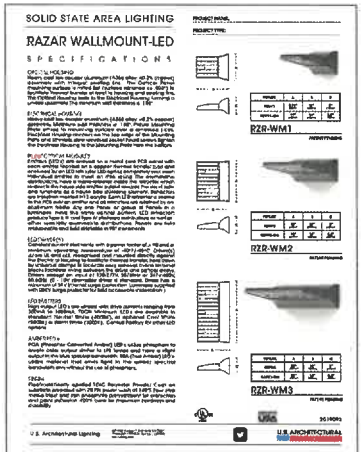
Patriot Partners

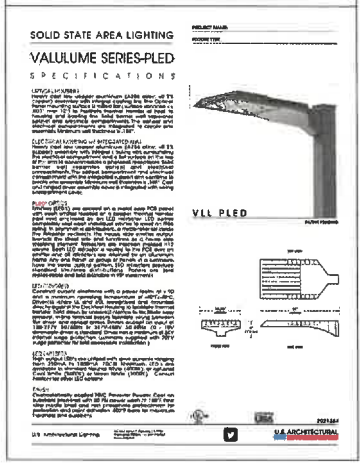
Highland, California

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



ELECTRICAL SITE PHOTOMETRIC PLAN (1)





Schedule

Symbol	Label	QTY	Manufacturer	Catalog Number	Description	Lamp	Number Lamps	Lumens per Lamp	LLF	Wattage
	W3	9	U.S. ARCHITECTURAL LIGHTING	RZR-WM1-PLED-B-W-[illegible]	CAST BLACK PAINTED FINNED METAL HOUSING.	20 WHITE LIGHT EMITTING DIODES (LEDS), BASE UP.	20	151	0.9	31.4
	W2	1	U.S. ARCHITECTURAL LIGHTING	VLL-PLED-W-W-BOLED-[illegible]	CAST BLACK PAINTED FINNED METAL HOUSING.	80 WHITE LIGHT EMITTING DIODES (LEDS), BASE UP.	80	218	0.9	128.4
	W1	5	U.S. ARCHITECTURAL LIGHTING	VLL-PLED-W-W-BOLED-[illegible]	CAST BLACK PAINTED FINNED METAL HOUSING.	80 WHITE LIGHT EMITTING DIODES (LEDS), BASE UP.	80	293	0.9	173.6
	SA4	4	U.S. ARCHITECTURAL LIGHTING	VLL-PLED-B-W-BOLED-[illegible] POLE MT AT 27.0 FT AFG BIAS RATING B1 U0 G3 25 FT POLE 2.5 FT BASE	CAST BLACK PAINTED FINNED METAL HOUSING.	80 WHITE LIGHT EMITTING DIODES (LEDS), BASE UP.	80	167	0.9	128.4

Statistics

Description	Symbol	Avg	Max	Min	Max/Min	Avg/Min
Calc Zone #1	+	1.9 fc	5.1 fc	1.0 fc	5.1:1	1.9:1
Calc Zone #2	+	5.7 fc	6.3 fc	0.8 fc	7.9:1	3.4:1
Calc Zone #3	+	0.1 fc	1.0 fc	0.0 fc	N/A	N/A
Calc Zone #4	+	0.3 fc	0.6 fc	0.0 fc	N/A	N/A

PROJECT
PATRIOT PARTNERS 5TH AND CENTRAL
HIGHLAND, CA
1ST PLANNING SUBMITTAL

HERDMAN
ARCHITECTURE + DESIGN
A19-2115
XX XX 2022

SITE PHOTOMETRIC PLAN

FC-1.0

RPM
Registered Professional Engineer
No. 013584
Exp. 11-30-2023
ELECTRICAL
STATE OF CALIFORNIA
08/08/2023

Attachment 8

Resolution No. 2023 –

Approving IS/MND & MMRP

PC RESOLUTION NO. 2023 –

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF HIGHLAND, CALIFORNIA, ADOPTING A MITIGATED NEGATIVE DECLARATION AND MITIGATION MONITORING AND REPORTING PROGRAM FOR THE DEVELOPMENT OF A 53,665 SQUARE FOOT WAREHOUSE AND ASSOCAITED IMPROVEMENTS LOCATED ON THE SOUTH SIDE OF 5TH STREET, 250' WEST OF CENTRAL AVENUE. RELATED ENTITLEMENTS INCLUDE CONDITIONAL USE PERMIT (CUP-23-003), DESIGN REVIEW APPLICATION (DRA-23-004), AND VARIANCE (VAR-23-001). APN: 1192-561-04, -05, -06 and -07

APPLICANT: PATRIOT 5TH & CENTRAL, LLC (PATRIOT PARTNERS)

A. RECITALS

1. On March 23, 2023, the Applicant filed an application for Conditional Use Permit (CUP-23-003) to develop a 53,665 square foot industrial warehouse and associated improvements including loading docks, passenger vehicle parking spaces, a stormwater detention/infiltration basin, and landscape area. Related applications were also filed for Design Review (DRA-23-004) including a Site Plan, Building Elevations, Conceptual Grading Plan, Conceptual Landscape Plan; Variance (VAR-23-001) to increase the maximum building height permitted to 45'.

2. The site is located on an approximately 2.86 acres at the south side of 5th Street, west of Central Avenue in the City's Business Park Zoning and General Plan Designations.

3. Pursuant to the provision of the California Environmental Quality Act (CEQA) and State and Local CEQA Guidelines, the City of Highland is the Lead Agency, and is charged with the responsibility of deciding whether or not to approve the proposed Project.

4. The Initial Study prepared for the Project was made available for public review from July 14, 2023 to August 14, 2023.

5. The Initial Study also finds that the issues of Air Quality, Biological Resources, Cultural Resources, Geology and Soils, and Tribal Cultural Resources require the implementation of mitigation measures to reduce impacts to a less than significant level, and a Mitigated Negative Declaration is the appropriate document for this project.

6. On September 19, 2023, the Planning Commission of the City of Highland, conducted a Public Hearing on the subject Project and concluded the Hearing on that date.

7. All legal prerequisites to the adoption of this Resolution have occurred.

B. RESOLUTION

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

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

Section 2. Based upon substantial evidence presented to the Planning Commission during the September 19, 2023, Public Hearing, including public testimony and written and oral Staff Reports, the Planning Commission finds as follows:

a. All necessary Public Meetings and opportunities for public testimony and comment have been conducted in compliance with State Law and the Municipal Code of the City of Highland.

Section 3 The Planning Commission hereby adopts the Mitigated Negative Declaration and Mitigation Monitoring and Reporting Program, both of which are attached hereto and incorporated herein by reference.

Section 4. The Planning Commission hereby instructs City staff to file a Notice of Determination with the Clerk of the Board of the Supervisors of the County of San Bernardino, pursuant to the Public Resources Code and State CEQA Guidelines.

C. ADOPTION OF RESOLUTION.

The City Clerk shall certify to the adoption of this Resolution and shall cause the same to be published or posted in the manner prescribed by law.

PASSED, APPROVED AND ADOPTED this 19th day of September, 2023.

ATTEST:

Randall Hamerly, Chairman
Planning Commission

Lawrence A. Mainez,
Community Development Director

Final
Initial Study/Mitigated Negative Declaration

Southwest Corner of 5th Street and Central Avenue Warehouse Project

August 2023

Prepared for:

City of Highland
27215 Base Line
Highland, California
92346

CONTACT:
Kim Stater



Prepared by:

DUDEK

605 Third Street
Encinitas, California 92024

CONTACT:
Hayley Ward

FINAL

Initial Study/Mitigated Negative Declaration

Southwest Corner of 5th Street and Central Avenue Warehouse Project

AUGUST 2023

Prepared for:

CITY OF HIGHLAND California

CITY OF HIGHLAND
27215 Base Line
Highland, California 92346
Contact: Kim Stater

Prepared by:

DUDEK

605 Third Street
Encinitas, California 92024
Contact: Hayley Ward

Printed on 30% post-consumer recycled material.

Table of Contents

SECTION **PAGE**

Acronyms and Abbreviations v

Preface ix

1 Introduction 1
- 1.1 Project Overview 1
- 1.2 California Environmental Quality Act Compliance 1
- 1.3 Public Review Process 1
- 1.4 Initial Study Checklist 2

2 Project Description 3
- 2.1 Project Location 3
- 2.2 Environmental Setting 3
- 2.3 Project Characteristics 4
- 2.4 Project Construction and Phasing 6
- 2.5 Project Approvals 7

3 Initial Study Checklist 9
- 3.1 Aesthetics 14
- 3.2 Agriculture and Forestry Resources 17
- 3.3 Air Quality 18
- 3.4 Biological Resources 38
- 3.5 Cultural Resources 43
- 3.6 Energy 48
- 3.7 Geology and Soils 53
- 3.8 Greenhouse Gas Emissions 57
- 3.9 Hazards and Hazardous Materials 69
- 3.10 Hydrology and Water Quality 74
- 3.11 Land Use and Planning 79
- 3.12 Mineral Resources 81
- 3.13 Noise 82
- 3.14 Population and Housing 95
- 3.15 Public Services 96
- 3.16 Recreation 98
- 3.17 Transportation 99
- 3.18 Tribal Cultural Resources 107
- 3.19 Utilities and Service Systems 114
- 3.20 Wildfire 119
- 3.21 Mandatory Findings of Significance 121

4 References and Preparers 123
4.1 References 123
4.2 List of Preparers 130

APPENDICES

A-1 Air Quality, Greenhouse Gas Emission, and Energy Emissions Modeling Inputs and Outputs
A-2 Construction and Operational Health Risk Assessments
B Biological Resources Attachments
C Arborist Report
D Built Environment Inventory and Evaluation Report
E Archaeological Resources Assessment
F Geotechnical Report
G Phase I Environmental Site Assessment
H-1 Preliminary Water Quality Management Plan
H-2 Preliminary Drainage Report
I Noise Attachments
I-1 Field Noise Data Sheets
I-2 Construction Noise Modeling Input and Output
I-3 Equipment Specifications and Noise Calculations
J Transportation Technical Memorandum
K Mitigation Monitoring and Reporting Program

FIGURES

1 Project Location 131
2 Aerial Overview 133
3 General Plan Land Use 135
4 Zoning 137
5 Airport Gateway Specific Plan 139
6 Site Plan 141
7 Conceptual Elevations 143
8 Conceptual Rendering 145
9 Conceptual Landscape Plan 147
10 Biological Resources 149
11 Noise Measurement Locations 151
12 Project Trip Assignment 153

TABLES

2-1 Surrounding Land Uses 4
2-2 Summary of Passenger Parking Stalls 5
2-3 Anticipated Project Construction Schedule 7
3.3-1 South Coast Air Quality Management District Air Quality Significance Thresholds 21
3.3-2 Construction Scenario Assumptions 23
3.3-3 Estimated Maximum Daily Construction Criteria Air Pollutant Emissions 24
3.3-4 Estimated Maximum Daily Operation Criteria Air Pollutant Emissions 26
3.3-5 Construction Localized Significance Thresholds Analysis 28
3.3-6 American Meteorological Society/Environmental Protection Agency Regulatory Model Principal Parameters 31
3.3-7 Construction Health Risk Assessment Results – Unmitigated 33
3.3-8 Construction Health Risk Assessment Results – Mitigated 34
3.3-9 American Meteorological Society/Environmental Protection Agency Regulatory Model Principal Parameters 35
3.3-10 Operational Health Risk Assessment Results - Unmitigated 36
3.3-11 Operational Health Risk Assessment Results – Mitigated 37
3.6-1 Total Proposed Project Construction Petroleum Demand 49
3.6-2 Operational Annual Mobile Source Petroleum Demand 51
3.8-1 Estimated Annual Construction Greenhouse Gas Emissions 60
3.8-2 Estimated Annual Operational Greenhouse Gas Emissions 62
3.8-3 Project Potential to Conflict with the 2017 Scoping Plan GHG Reduction Measures 64
3.8-4 Project Potential to Conflict with 2022 Scoping Plan GHG Reduction Measures 65
3.13-1 Typical Sound Levels in the Environment and Industry 82
3.13-2 Measured Noise Levels 84
3.13-3 Measures of Substantial Increase for Community Noise Sources 86
3.13-4 Construction Noise Summary of Results (dBA $L_{eq\ 1\text{-}hour}$/ dBA $L_{eq\ 8\text{-}hour}$) 90
3.13-5 Mechanical Equipment Operation Noise Summary of Results 91
3.13-6 Combined On-Site Noise Summary of Results – Noise Levels (dBA L_{eq}) at Property Boundaries 92
3.17-1 Project Trip Generation Summary 100
3.18-1 Assembly Bill 52 Native American Heritage Commission–Listed Native American Contacts 112
3.19-1 Projected Multiple Dry Year Supply and Demand Comparison (Acre-Feet) 116

INTENTIONALLY LEFT BLANK

Acronyms and Abbreviations

Acronym/Abbreviation	Definition
AB	Assembly Bill
ACM	asbestos-containing materials
ADA	Americans with Disabilities Act
AERMOD	American Meteorological Society/Environmental Protection Agency Regulatory Model
APN	Assessor's Parcel Number
AQMP	Air Quality Management Plan
bgs	below ground surface
BMP	best management practice
BP	business park
CAAQS	California Ambient Air Quality Standards
CAL FIRE	California Department of Forestry and Fire Protection
CalEEMod	California Emissions Estimator Model
CalRecycle	California Department of Resources Recycling and Recovery
CARB	California Air Resources Board
CEQA	California Environmental Quality Act
CH_4	methane
CHRIS	California Historical resources Information System
City	City of Highland
CMP	Congestion Management Program
CNEL	Community Noise Equivalent Level
CO	carbon monoxide
CO_2	carbon dioxide
CO_2e	carbon dioxide equivalent
CRHR	California Register of Historic Resources
dB	decibels
dBA	A-weighted decibel
DBH	diameter at breast height
DPM	diesel particulate matter
EPA	U.S. Environmental Protection Agency
EV	electric vehicle
EVWD	East Valley Water District
FICON	Federal Interagency Committee on Noise
FTA	Federal Transit Administration
GHG	greenhouse gas
GWP	global warming potential
HARP2	Hotspots Analysis and Reporting Program Version 2
HRA	health risk assessment
HVAC	heating, ventilation, and air conditioning
I	Interstate

Acronym/Abbreviation	Definition
IS	initial study
LACM	Los Angeles County Museum
L_{dn}	day–night average noise level
LDV	light-duty vehicle
L_{eq}	equivalent noise level over a given period
LOS	level of service
LST	localized significance threshold
MDV	medium-duty vehicle
MM	Mitigation Measure
MND	mitigated negative declaration
MS4	Municipal Separate Storm Sewer System
MT	metric tons
N_2O	nitrous oxide
NAAQS	National Ambient Air Quality Standards
NAHC	Native American Heritage Commission
NO_2	nitrogen dioxide
NO_x	oxides of nitrogen
NPDES	National Pollution Discharge Elimination System
NRHP	National Register of Historic Places
O_3	ozone
OEHHA	Office of Environmental Health Hazard Assessment
OSHA	Occupational Safety and Health Administration
PCE	passenger car equivalent
PM_{10}	particulate matter with an aerodynamic diameter equal to or less than 10 microns
$PM_{2.5}$	particulate matter with an aerodynamic diameter equal to or less than 2.5 microns
PPV	peak particle velocity
PRC	California Public Resources Code
PRIMP	Paleontological Resources Impact Mitigation Program
project	5th Street and Central Avenue Warehouse Project
REL	reference exposure level
ROW	right-of-way
RTP	Regional Transportation Plan
SB	Senate Bill
SBIA	San Bernardino International Airport and Trade Center
SBSD	San Bernardino County Sheriff's Department
SCAB	South Coast Air Basin
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SCE	Southern California Edison
SCS	Sustainable Communities Strategy
SLF	Sacred Lands File
SO_x	sulfur oxides
SR	State Route

Acronym/Abbreviation	Definition
SVP	Society of Vertebrate Paleontology
SWPPP	stormwater pollution prevention plan
SWRCB	State Water Resources Control Board
TAC	toxic air contaminant
TCR	tribal cultural resource
VMT	vehicle miles traveled
VOC	volatile organic compound
WQMP	Water Quality Management Plan
WRP	Water Reclamation Plant
YSMN	Yuhaaviatam of San Manuel Nation
ZEV	zero emission vehicle

INTENTIONALLY LEFT BLANK

Preface

This Initial Study/Mitigated Negative Declaration (IS/MND) was prepared for the proposed Southwest Corner of 5th Street and Central Avenue Warehouse Project (project) and made available for public comment for a public review period from July 14, 2023, through August 14, 2023. In accordance with the California Environmental Quality Act (CEQA) Guidelines, Section 15074(b) (14 CCR 15074(b)), before approving the proposed project, the City of Highland (City), as the lead agency under CEQA, will consider the IS/MND with any comments received during this public review period. Specifically, Section 15074(b) of the CEQA Guidelines (14 CCR 15074(b)) states the following:

Prior to approving a project, the decision-making body of the lead agency shall consider the proposed negative declaration or mitigated negative declaration together with any comments received during the public review process. The decision-making body shall adopt the proposed negative declaration or mitigated negative declaration only if it finds on the basis of the whole record before it (including the initial study and any comments received), that there is no substantial evidence that the project will have a significant effect on the environment and that the negative declaration or mitigated negative declaration reflects the lead agency's independent judgment and analysis.

No comment letters were received for this project.

Lastly, a Mitigation Monitoring and Reporting Program has been appended to this Final IS/MND as Appendix K.

INTENTIONALLY LEFT BLANK

1 Introduction

1.1 Project Overview

The City of Highland (City) received an application from Patriot Development Partners (project applicant) requesting the following approvals for development of the Southwest Corner of 5th Street and Central Avenue Warehouse Project (project) located at the southwest corner of 5th Street and Central Avenue in Highland, California:

- Conditional Use Permit
- Design Review
- Variance

The project includes design review for the construction of an approximately 53,665-square-foot, one story industrial/warehouse building on an approximately 2.43-acre (gross) property located in the southern part of the City. The project site consists of Assessor's Parcel Numbers (APNs) 1192-561-04, 1192-561-05, 1192-561-06, 1192-561-07, in addition to small portions of parcels 1192-561-01, 1192-561-03, and 1192-561-10, under separate ownership. In addition to the industrial/warehouse building, the project would include a landscaping area, passenger vehicle parking spaces, and tractor-trailer loading docks.

1.2 California Environmental Quality Act Compliance

The City is the lead California Environmental Quality Act (CEQA) agency responsible for the review and approval of the proposed project. Based on the findings of the Initial Study (IS), the City has made the determination that a Mitigated Negative Declaration (MND) is the appropriate environmental document to be prepared in compliance with CEQA (California Public Resources Code, Section 21000 et seq.). As stated in CEQA Section 21064, an MND may be prepared for a project subject to CEQA when an IS has identified no potentially significant effects on the environment.

This draft Initial Study/Mitigated Negative Declaration (IS/MND) has been prepared by the City as lead agency and is in conformance with Section 15070(a) of the CEQA Guidelines (14 CCR 15000 et seq.). The purpose of the MND and the IS Checklist is to determine any potentially significant impacts associated with the proposed project and to incorporate mitigation measures into the project design, as necessary, to reduce or eliminate the significant or potentially significant effects of the project.

1.3 Public Review Process

In accordance with CEQA, a good faith effort has been made during the preparation of this IS/MND to contact affected agencies, organizations, and persons who may have an interest in this project.

In reviewing the IS/MND, affected public agencies and the interested public should focus on the sufficiency of the document in identifying and analyzing the project's possible impacts on the environment. The Draft IS/MND and related documents are available for review on City's website (https:// https://www.cityofhighland.org/209/Public-Notices).

Comments on the IS/MND may be made in writing before the end of the public review period. Following the close of the public comment period, the City will consider this IS/MND and comments thereto in determining whether to approve the proposed project.

Written comments on the IS/MND should be sent to the following address by August 14, 2023.

City of Highland
Planning Department
27215 Base Line
Highland, California 92346
Contact: Kim Stater
Email: kstater@cityofhighland.org

1.4 Initial Study Checklist

Dudek, under the City's guidance, prepared the project's Environmental Checklist (i.e., IS) per CEQA Guidelines Sections 15063–15065. The CEQA Guidelines include a suggested checklist to indicate whether a project would have an adverse impact on the environment. The checklist is found in Section 3 of this document. Following the Environmental Checklist, Sections 3.1 through 3.21 include an explanation and discussion of each significance determination make in the checklist for the project.

For this IS/MND, the following four possible responses to each individual environmental issue area are included in the checklist:

- Potentially Significant Impact
- Less-than-Significant Impact with Mitigation Incorporated
- Less-than-Significant Impact
- No Impact

The checklist and accompanying explanation of checklist responses provide the information and analysis necessary to assess relative environmental impacts of the project. In doing so, the City will determine the extent of additional environmental review, if any, for the project.

2 Project Description

2.1 Project Location

The project site is located in the southwestern area of the City in western San Bernardino County. The City is bounded by the San Bernardino National Forest to the north and to the east, the City of Redlands to the south, and the City of San Bernardino to the west. The project site is located at the southwest corner of 5th Street and Central Avenue, north of 3rd Street, east of Victoria Avenue, south of 5th Street, and west of Central Avenue (Figure 1, Project Location).

The project site consists of Assessor's Parcel Numbers 1192-561-04, 1192-561-05, 1192-561-06, 1192-561-07, in addition to small portions of parcels 1192-561-01, 1192-561-03 and 1192-561-10, under separate ownership (Figure 2, Aerial Overview). Regional access to the project area is provided by Interstate (I) 10 to the south, I-215 to the west, and State Route (SR) 210 to the east. The site is bounded to the north by scattered low-density residential and commercial land uses, to the west by vacant land, to the east by business park uses, and to the south by the City boundary, with the City of San Bernardino and the San Bernardino Airport located beyond the City limits.

2.2 Environmental Setting

City of Highland

The City of Highland is a mid-sized California city with approximately 55,000 residents and 18 square miles of territory. Within the City, the pattern of land use transitions from predominantly single and multi-family residential and industrial near the San Bernardino International Airport to predominately single-family residential, commercial, service and civic center uses to the north. The eastern areas of the City are mostly made up of planned development areas with various residential types, parks and open space.

Project Site

The approximately 2.43-acre rectangular-shaped project site is located on the southwestern corner of 5th Street and Central Avenue. The project site consists of a partially developed and vacant parcel, a residence, and storage uses. The existing site contains a residential home, paved parking lot, trees, garage type covered structure and a garage type closed structure. The remainder of the site is vacant with landscaping, trees, and loose grass/shrubbery. Vegetation and land covers on the project site consist of developed land with asphalt and disturbed habitat.

The project site is relatively flat with an elevation of approximately 1,165 feet above mean sea level with a regional slope to the west. Soils on site consist of both fill soils and natural soils. Fill soils are present approximately 1 to 2 feet deep and classify as silty sand with occasional gravel to a slightly silty and grained sand with gravel and occasional small cobble. Natural soils on site classify as fine to medium grained silty sand with gravel and occasional cobble. The native soils as encountered were classified to be medium dense and dry to damp.

The City's General Plan Land Use Map designates the project site as Business Park, and the project site is zoned as Business Park within the Airport Influence Zone (Figure 3, General Plan Land Use, and Figure 4, Zoning).

Surrounding Land Uses

The project site is within a developed part of the City and is surrounded by a mix of urbanized land uses. Specific land uses in the immediate project area are depicted in Table 2-1, Surrounding Land Uses.

Table 2-1. Surrounding Land Uses

Direction	Existing Use	General Plan	Zoning Designation
North	5th Street, undeveloped land, and single-family residentials	Low Density, Planned Development, and Business Park	Single Family Residential, Planned Development, and Business Park
East	Industrial uses	Business Park	Business Park
South	3rd Street, undeveloped land, and the San Bernardino International Airport	Business Park	Business Park
West	Vacant parcel & City Creek Bypass Channel	Business Park	Business Park

Note: See Figure 3, General Plan Land Use, and Figure 4, Zoning.

The project site is within the boundary of the proposed Airport Gateway Specific Plan. The Airport Gateway Specific Plan is a public-private partnership project proposed by the Inland Valley Development Agency, a Joint Powers Authority composed of members from the County of San Bernardino, the City of Loma Linda, the City of San Bernardino, and the City of Colton. The Airport Gateway Specific Plan area encompasses 670 acres, inclusive of parcels in the City of Highland and the City of San Bernardino, that would be designated for a mix of industrial uses. The Airport Gateway Specific Plan would be bound by 6th Street to the north, 3rd Street and the San Bernardino International Airport to the south, SR-210 to the east, and Tippecanoe Avenue on the west. The proposed Airport Gateway Specific Plan would border the project site to the south, with industrial uses replacing the existing residential uses in the area (Figure 5, Airport Gateway Specific Plan). This project is currently undergoing environmental review.

2.3 Project Characteristics

The project would include the demolition of one existing structure and construction of an approximately 53,665 square-foot (gross area, inclusive of mezzanine/office spaces), one-story warehouse building on an approximately 2.43-acre site (gross area). The warehouse building would be composed of approximately 49,665 square feet of warehouse space and 4,000 square feet of mezzanine/office space (Figure 6, Site Plan; Figure 7, Conceptual Elevations; and Figure 8, Conceptual Rendering). The warehouse building would have a maximum height of 42.5 feet when measured from grade. Given that the City's Municipal Code allows for a maximum height of 35 feet in the Business Park zone, a minor variance (Variance No. VAR 23-001) is being requested to accommodate the project's height. Internally, the project would have a clear height of 45 feet and would not contain any cold storage space.

Operational Characteristics

The project would support a variety of activities associated with the industrial/warehouse building, including the ingressing and egressing of passenger vehicles and trucks, the loading and unloading of trucks with designated

truck courts/loading areas, and the internal and external movement of materials around the project site via forklifts, pallet jacks, yard hostlers, and similar equipment. In addition, the office space would support general internal office activities related to the industrial/warehouse uses.

On- and Off-Site Improvements

The project would also include improvements along the project's street frontage, including landscaping, fencing, and street and sidewalk improvements. A variety of trees, shrubs, and groundcovers would be planted within the project frontage's landscape setback area, within the landscape areas found around the warehouse building, and throughout the project site (Figure 9, Landscaping Plan).

Site Access and Parking

Access to the project site would be provided by two driveways on the northern portion of the site on 5th Street.

The project would include a total of 66 passenger parking stalls and 5 high dock door parking stalls. A summary of passenger vehicle parking is provided in Table 2-2.

Table 2-2. Summary of Passenger Parking Stalls

Passenger Parking Stall Type	Number of Stalls
Standard	50
Van ADA	1
ADA	2
EV Van ADA	1
EV ADA	2
EV	10
Total Passenger Parking Stalls	66
Trailer Provided (High Dock Doors)	5
Passenger Parking Stalls Required	65.7

Note: ADA = Americans Disability Act, EV = Electric Vehicle.

Utility Improvements

The project site is currently served by domestic water, sanitary sewer, electrical, natural gas, and telecommunication service. The project would connect to the existing facilities located on and in the immediate vicinity of the project site.

Domestic Water

Domestic water would be provided to the project site by the East Valley Water District (EVWD). The EVWD provides domestic water for the City and for portions of both the City and County of San Bernardino. Water service is provided for residential, commercial, industrial, governmental, and landscaping purposes (City of Highland 2006). The project would connect to the existing 30-inch water line and to the proposed domestic water line, both within 5th Street.

Sanitary Sewer

The project site is currently served by the City's sanitary sewer system, EVWD, which has joint powers with the City of San Bernardino to accept all sewage generated within the EVWD's boundaries. The sewage from Highland is treated at the San Bernardino Water Reclamation Plant (WRP), operated by the San Bernardino City Municipal Water District (City of Highland 2006). An existing 24-inch sewer line would connect to the existing sewer line within 5th Street. Future Treatment will take place at the EVWD Sterling Natural Resources Plant, located at the intersection of Del Rosa Drive, between 5th and 6th Streets.

Natural Gas, Electrical Service, and Telecommunications

Southern California Edison would provide electric service. The project would connect to existing electrical lines within 5th Street. Telecommunication services are provided by AT&T. The project would connect to these existing facilities within 5th Street.

Storm Drainage

The project site is currently served by curbs and gutters that direct storm drainage to the two existing storm drain lines within 5th Street (18-inch and 48-inch diameter lines). Under the existing conditions, the western portion of the site is for a residential home and the eastern portion is vacant with scattered grass. The site slopes down by approximately 1.4% from the northeast corner to the southwest corner toward 5th Street. Existing runoff sheet flows onto 5th Street and discharges to the 5th Street storm drain system, and ultimately discharges to the City Creek Bypass Channel, Santa Ana River, and finally to the Prado Basin.

The project would involve the construction of a new engineered storm drain system to collect and treat on-site and off-site stormwater runoff. On-site stormwater will be collected via a series of roof drains, curbs, and gutters, and catch basins before being conveyed to an on-site underground infiltration basin located in the western portion of the site. Prior to entering the infiltration basins, stormwater would be pretreated via a continuous deflection separation system, which separates and traps debris, sediment, oil, and grease from stormwater runoff. The infiltration basins would be designed to allow for stormwater flows to infiltrate into the soils. The infiltration basin would be sized to capture and infiltrate flows for a 100-year design storm, consistent with the San Bernardino County Hydraulics Manual. During an extreme storm event greater than a 100-year storm, flows would be discharged through a proposed 4-inch drain pipe that connects to the existing curb outlet in 5th Street that would lead to the existing 5th Street storm drain system that would serve as an emergency spillway.[1]

2.4 Project Construction and Phasing

The project applicant intends to commence construction on or around January 2024. It is anticipated that construction would take approximately 13 months, concluding in January 2025.[2] Table 2-3 provides a tentative project construction schedule, as used in air quality and greenhouse gas (GHG) emissions impact analysis (refer to

1 As discussed in further detail in Section 3.10, Hydrology and Water Quality, flows that would be discharged under emergency conditions would be less than what would normally be discharged under the existing conditions.

2 The analysis assumes a construction start date of January 2024, which represents the earliest date construction would initiate. Assuming the earliest start date for construction represents the worst-case scenario for criteria air pollutant and GHG emissions, because equipment and vehicle emission factors for later years would be slightly less due to more stringent standards for in-use off-road equipment and heavy-duty trucks, as well as fleet turnover replacing older equipment and vehicles in later years.

Section 3.3 Air Quality, and Section 3.8, Greenhouse Gas Emissions, of this IS/MND; also see Appendix A-1, Air Quality, Greenhouse Gas Emission, and Energy Modeling Inputs and Outputs).

Table 2-3. Anticipated Project Construction Schedule

Construction Phase	Duration	Phase Start Date	Phase End Date
Demolition	4 weeks	January 2024	January 2024
Site Preparation	1 week	February 2024	February 2024
Grading	2 weeks	February 2024	February 2024
Building Construction	10 months	February 2024	December 2024
Paving	2 weeks	December 2024	January 2025
Architectural Coating	2 weeks	January 2025	January 2025

2.5 Project Approvals

The actions and/or approvals that the City needs to consider for the proposed project include, but are not limited to, the following. This list is preliminary, and may not be comprehensive:

Lead Agency Approvals

- Conditional Use Permit
- Design Review
- Variance

Subsequent non-discretionary approvals (which would require separate processing through the City) would include, but may not be limited to, a demolition permit, grading permit, tentative parcel map, building permits, and occupancy permits.

INTENTIONALLY LEFT BLANK

3 Initial Study Checklist

1. **Project title:**

   Southwest Corner of 5th Street and Central Avenue Warehouse Project

2. **Lead agency name and address:**

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

3. **Contact person and phone number:**

   Kim Stater, Assistant Community Development Director
   27215 Base Line
   Highland, California 92346
   909.864.6861, ext. 258
   909.862.3180 (fax)
   atafolla@cityofhighland.org

4. **Project location:**

   The project site is a 2.43-acre property at the southwest corner of 5th Street and Central Avenue in the City of Highland, California. The project site consists of Assessor's Parcel Numbers 1192-561-04, 1192-561-05, 1192-561-06, 1192-561-07, in addition to small portions of parcels 1192-561-01, 1192-561-03 and 1192-561-10, under separate ownership. The project site is located at the northwestern corner of 5th Street and Central Avenue, north of 3rd Street, east of Victoria Avenue, south of 5th Street, and west of Central Avenue.

5. **Project sponsor's name and address:**

   Patriot Development Partners
   12126 West Sunset Boulevard
   Los Angeles, California 90049

6. **General plan designation:**

   Business Park

7. **Zoning:**

   Business Park

8. **Description of project. (Describe the whole action involved, including but not limited to later phases of the project, and any secondary, support, or off-site features necessary for its implementation. Attach additional sheets if necessary):**

The project would include the construction of an approximately 53,665-square-foot (gross area, inclusive of mezzanine/office spaces), one-story warehouse building on an approximately 2.43-acre site (gross area). The warehouse building would be composed of approximately 49,665-square-feet of warehouse space and 4,000 square feet of mezzanine/office space.

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

The project site is located within a developed part of the City and is surrounded by a mix of urbanized land uses. Specific land uses in the immediate project area include the following:

- **North:** Commercial uses and single-family homes
- **East:** Industrial uses
- **South:** 3rd Street, undeveloped land, the San Bernardino International Airport, and the City of San Bernardino
- **West:** Vacant parcel and City Creek Bypass Flood Control Channel

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

No outside public agency approvals are required.

11. **Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code section 21080.3.1? If so, is there a plan for consultation that includes, for example, the determination of significance of impacts to tribal cultural resources, procedures regarding confidentiality, etc.?**

Please refer to Section 3.5, Cultural Resources, and 3.18, Tribal Cultural Resources, of this IS/MND.

Environmental Factors Potentially Affected

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

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

Determination (To be completed by the Lead Agency)

On the basis of this initial evaluation:

☐ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

☒ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

☐ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

☐ I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect (1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and (2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier ENVIRONMENTAL IMPACT REPORT or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier ENVIRONMENTAL IMPACT REPORT or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Kim Stater
Signature

7/6/23
Date

Evaluation of Environmental Impacts

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

3.1 Aesthetics

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

a) Would the project have a substantial adverse effect on a scenic vista?

No Impact. Scenic vistas and other important visual resources are typically associated with natural landforms such as mountains, foothills, ridgelines, and coastlines. The project site is located within in an area with generally flat terrain near the San Bernardino International Airport. Major scenic vistas that are visible from the project site are the San Bernardino and San Gabriel Mountain ranges. They are located approximately 4 miles northeast and 17 miles northwest of the project site, respectively. The City of Highland's General Plan aims to preserve the views of the San Bernardino Mountains and stretches of open space along City Creek and the Santa Ana River (City of Highland 2006). The project site is 1.5 miles away from the nearest stretches of open space along City Creek and the Santa Ana River. Based on these distances, as well as the presence of existing intervening natural topographical variations and human-made urban features, the project site is not located within the direct viewshed of these scenic vistas. Overall, the project site is located well outside the viewshed of any scenic vistas or other important visual resources. Therefore, no impacts associated with scenic vistas would occur.

b) ***Would the project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?***

No Impact. Scenic highways and routes are a unique component of the circulation system, as they traverse areas of unusual scenic or aesthetic value. The closest officially designated State Scenic Highway is California SR 38, located approximately 3.2 miles east of the project site (Caltrans 2018). Based on this distance and intervening natural topography and human-made development, the project site is not located within the viewshed of this officially designated state scenic highway. Therefore, no impacts associated with state scenic highways would occur.

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

Less-than-Significant Impact. Visual character describes the aesthetic setting of a project area. The project is located within an urbanized area of the City and is surrounded by similar light industrial/business park land uses. Section 20171 of the California Public Resources Code defines an "urbanized area" as "an incorporated city that meets either of the following criteria: (1) Has a population of at least 100,000 persons, or (2) Has a population of less than 100,000 persons if the population of that city and not more than two contiguous incorporated cities combined equals at least 100,000 persons." As of January 1, 2022, the California Department of Finance estimated the population of Highland to be 56,546 persons (DOF 2022a). However, because the City of Highland is bordered by the City of San Bernardino, which has a population that exceeds 100,000 persons, regarding the determination of significance under this threshold, the project would be considered to result in a significant adverse impact if the project design would conflict with applicable zoning and other regulations governing scenic quality. The proposed project would be consistent with the designated business park zoning per the City's Zoning Map.

To ensure that both current and future development within the City is designed and constructed to conform to existing visual character and quality of the surrounding built environment, the City's Municipal Code includes design standards related to building size, height, and setbacks, as well as landscaping, signage, and other visual considerations. The project is consistent with all applicable regulations outlined in the City's Municipal Code related to scenic quality with the exception of Section 16.24.040, which states that building heights are not to exceed 35 feet within the Business Park zone. The proposed warehouse building would have a maximum height of 45 feet. Given that the City's Municipal Code allows for a maximum height of 35 feet in the Business Park Zone, a minor variance (Variance No. VAR 23-001) is being requested to accommodate the project's height. This request for additional height is consistent with other industrial uses in the vicinity. With approval of the minor variance, the project would not conflict with the City's Municipal Code.

The project is required to apply for a Major Design Review by the City's planning commission. This Design Review is intended to ensure that the proposed project would not interfere with existing or future development within the City, and to ensure the project is consistent with the applicable elements of the general plan. Views of utilitarian project components, such as loading areas and mechanical equipment, would be screened from public view to the maximum extent practicable through the project's site plan

design. Parkway and setback landscape areas along the public right-of-way (ROW) would soften views of the project site and enhance the visual quality of the project.

These project components, as well as the City's review of the project's design, would ensure that the project would not degrade the existing visual character and quality of the area. Therefore, impacts would be less than significant.

d) Would the project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

Short-Term Construction Impacts

No Impact. In accordance with the City's Municipal Code, and the project's proximity to sensitive receptors would limit construction from 7:00 a.m. to 10:00 p.m. (see Section 3.13, Noise, for more details). As such, project construction would be limited to daytime hours and nighttime lighting would not be required until the project is operational. Therefore, no short-term construction impacts associated with light and glare would occur.

Long-Term Operational Impacts

Less-than-Significant Impact. Consistent with Section 16.40.160 of the City's Development Code, all lighting used on the project site is required to be directed and/or shielded to prevent the light from adversely affecting adjacent parcels, and no structures or features that create adverse glare effects are permitted. Thus, all exterior lighting would be shielded/hooded to prevent light trespass onto nearby properties. A Photometrics Plan, prepared by a certified engineer, must be approved by the Planning Commission in conjunction with the Conditional Use Permit. Additionally, the project would use a variety of non-reflective materials, and although some new reflective improvements (i.e., windows and building front treatments) would be introduced onto the project site, the project as a whole would not be considered a source of glare in the project area. Therefore, long-term impacts associated with light and glare would be less than significant.

3.2 Agriculture and Forestry Resources

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
II. AGRICULTURE AND FORESTRY RESOURCES – In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☒
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?	☐	☐	☐	☒
d) Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	☐	☐	☐	☒

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

No Impact. The project site is located in a developed portion of the City. According to the California Department of Conservation's California Important Farmland Finder, the project site and surrounding area are identified as Other Land (DOC 2018). "Other Land" is the designation of vacant and nonagricultural land surrounded on all sides by urban development and greater than 40 acres (DOC 2018). The project site is not located on or adjacent to any parcels identified as Prime Farmland, Unique Farmland, or

Farmland of State Importance (collectively called Important Farmland). Because no Important Farmland is located on the project site and the surrounding area, development of the project would not convert or otherwise impact any Important Farmland. Therefore, no impacts associated with conversion of Important Farmland would occur.

b) ***Would the project conflict with existing zoning for agricultural use, or a Williamson Act contract?***

No Impact. Refer to Section 3.2(a).

c) ***Would the project conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?***

No Impact. Refer to Section 3.2(a). The project site is zoned as Business Park and is within a developed area. There are no areas zoned for forest land within the vicinity of the project site. Therefore, no impacts associated with forest land would occur.

d) ***Would the project result in the loss of forest land or conversion of forest land to non-forest use?***

No Impact. Refer to Section 3.2(c). The proposed project would not involve the conversion of forest land to non-forest use. Therefore, no impact with forest land would occur.

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

No Impact. Refer to Section 3.2(a). The project site is zoned as Business Park and is located within a developed area. Further, no off-site improvement associated with the project would result in changes to other properties designated as Farmland or forest land. There are no areas zoned for agricultural use or identified as forest land within the vicinity of the project site. Therefore, no impacts associated with forest land would occur.

3.3 Air Quality

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
III. AIR QUALITY – Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations. Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☒	☐

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	☐	☐	☒	☐
c) Expose sensitive receptors to substantial pollutant concentrations?	☐	☒	☐	☐
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	☐	☐	☒	☐

a) Would the project conflict with or obstruct implementation of the applicable air quality plan?

Less-than-Significant Impact. The project site is located within the South Coast Air Basin (SCAB), which includes the non-desert portions of Los Angeles, Riverside, San Bernardino Counties, and all of Orange County, and is within the jurisdictional boundaries of the South Coast Air Quality Management District (SCAQMD).

SCAQMD administers SCAB's Air Quality Management Plan (AQMP), which is a comprehensive document outlining an air pollution control program for attaining the California Ambient Air Quality Standards (CAAQS) and National Ambient Air Quality Standards (NAAQS). The 2022 AQMP (SCAQMD 2022) was adopted by the SCAQMD Governing Board in December 2022. The SCAQMD 2022 AQMP was developed to address the attainment of the 2015 national 8-hour ozone ambient air quality standard (70 parts per billion) for the SCAB and Coachella Valley. The 2022 AQMP provides actions, strategies, and steps needed to reduce air pollutant emissions and meet the ozone standard by 2037 (SCAQMD 2022).

The purpose of a consistency finding with regard to the AQMP is to determine if a project is consistent with the assumptions and objectives of the 2022 AQMP and if it would interfere with the region's ability to comply with federal and state air quality standards. SCAQMD has established criteria for determining consistency with the currently applicable AQMP in Chapter 12, Sections 12.2 and 12.3, of the SCAQMD CEQA Air Quality Handbook. These criteria are as follows (SCAQMD 1993):

- **Consistency Criterion No. 1:** Whether the project would result in an increase in the frequency or severity of existing air quality violations, cause or contribute to new violations, or delay timely attainment of the ambient air quality standards or interim emission reductions in the AQMP.
- **Consistency Criterion No. 2:** Whether the project would exceed the assumptions in the AQMP or increments based on the year of project buildout and phase.

To address the first criterion, project-generated criteria air pollutant emissions have been estimated and analyzed for significance and are addressed under Section 3.3(b). Detailed results of this analysis are included in Appendix A-1. As presented in Section 3.3(b), the project would not generate construction or

operational criteria air pollutant emissions that exceed the SCAQMD's thresholds, and the project would therefore be consistent with Criterion No. 1.

The second criterion regarding the potential of the project to exceed the assumptions in the AQMP or increments based on the year of project buildout and phase is primarily assessed by determining consistency between the project's land use designations and its potential to generate population growth. In general, projects are considered consistent with, and not in conflict with or obstructing implementation of, the AQMP if the growth in socioeconomic factors is consistent with the underlying regional plans used to develop the AQMP (SCAQMD 1993). SCAQMD primarily uses demographic growth forecasts for various socioeconomic categories (e.g., population, housing, and employment by industry) developed by Southern California Association of Governments (SCAG) for its 2020–2045 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) (SCAG 2020). SCAQMD uses this document, which is based on general plans for cities and counties in the SCAB, to develop the AQMP emissions inventory (SCAQMD 2022). The SCAG RTP/SCS and associated Regional Growth Forecast are generally consistent with the local plans; therefore, the 2022 AQMP is generally consistent with local government plans.

The City's Zoning Map designates the project site as Business Park (BP). According to Section 16.24.020 (A), the primary purpose of the BP District is to provide appropriate regulations and suitable locations for light industrial, research and development, and office-based firms seeking pleasant and attractive working environments, and for business support services and commercial uses requiring large parcels. The Municipal Code identifies Warehousing and Wholesaling as permitted, subject to a conditional use permit application. Therefore, the project would be consistent with the existing zoning of the project site and does not propose a change in land use designation. As such, since the proposed project is not anticipated to result in residential population growth or generate an increase in employment that would conflict with existing employment-population projections, it would not conflict with or exceed the assumptions in the 2022 AQMP. Accordingly, the project is consistent with the SCAG RTP/SCS forecasts used in development of the SCAQMD AQMP.

In summary, based on the considerations presented for the two criteria, impacts relating to the project's potential to conflict with or obstruct implementation of the applicable AQMP would be less than significant.

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

Less-than-Significant Impact. Air pollution is largely a cumulative impact. The nonattainment status of regional pollutants is a result of past and present development, and the SCAQMD develops and implements plans for future attainment of ambient air quality standards. Based on these considerations, project-level thresholds of significance for criteria pollutants are used to determine whether a project's individual emissions would have a cumulatively considerable contribution to air quality. If a project's emissions would exceed the SCAQMD significance thresholds, it would be considered to have a cumulatively considerable contribution. Conversely, projects that do not exceed the project-specific thresholds are generally not considered to be cumulatively significant (SCAQMD 2003a).

A quantitative analysis was conducted to determine whether the project might result in emissions of criteria air pollutants that may cause exceedances of the NAAQS or CAAQS or cumulatively contribute to existing nonattainment of ambient air quality standards. Criteria air pollutants include ozone (O_3), nitrogen dioxide

(NO_2), carbon monoxide (CO), sulfur dioxide, particulate matter with an aerodynamic diameter less than or equal to 10 microns (PM_{10}), particulate matter with an aerodynamic diameter less than or equal to 2.5 microns ($PM_{2.5}$), and lead. Pollutants that are evaluated herein include volatile organic compounds (VOCs) and oxides of nitrogen (NO_x), which are important because they are precursors to O_3, as well as CO, sulfur oxides (SO_x), PM_{10}, and $PM_{2.5}$.

Regarding NAAQS and CAAQS attainment status,[3] the SCAB is designated as a nonattainment area for federal and state O_3 and $PM_{2.5}$ standards (CARB 2022; EPA 2023a). The SCAB is also designated as a nonattainment area for state PM_{10} standards; however, it is designated as an attainment area for federal PM_{10} standards. The SCAB is designated as an attainment area for federal and state CO and NO_2 standards, as well as for state sulfur dioxide standards. Although the SCAB has been designated as nonattainment for the federal rolling 3-month average lead standard, it is designated attainment for the state lead standard.[4]

The project would result in emissions of criteria air pollutants for which the California Air Resources Board (CARB) and U.S. Environmental Protection Agency (EPA) have adopted ambient air quality standards (i.e., the NAAQS and CAAQS). Projects that emit these pollutants have the potential to cause, or contribute to, violations of these standards. The SCAQMD CEQA Air Quality Significance Thresholds, as revised in March 2023, set forth quantitative emission significance thresholds for criteria air pollutants, which, if exceeded, would indicate the potential for a project to contribute to violations of the NAAQS or CAAQS. Table 3.3-1 lists the revised SCAQMD Air Quality Significance Thresholds (SCAQMD 2023a).

Table 3.3-1. South Coast Air Quality Management District Air Quality Significance Thresholds

Criteria Pollutants Mass Daily Thresholds		
Pollutant	**Construction (Pounds per Day)**	**Operation (Pounds per Day)**
VOCs	75	55
NO_x	100	55
CO	550	550
SO_x	150	150
PM_{10}	150	150
$PM_{2.5}$	55	55
Lead[a]	3	3
TACs and Odor Thresholds		
TACs[b]	Maximum incremental cancer risk ≥10 in 1 million Cancer Burden >0.5 excess cancer cases (in areas ≥1 in 1 million) Chronic and acute hazard index ≥1.0 (project increment)	
Odor	Project creates an odor nuisance pursuant to SCAQMD Rule 402	

Source: SCAQMD 2023a.

3 An area is designated as in attainment when it is in compliance with the NAAQS and/or the CAAQS. These standards for the maximum level of a given air pollutant that can exist in the outdoor air without unacceptable effects on human health or the public welfare are set by the EPA and CARB, respectively. Attainment = meets the standards; attainment/maintenance = achieves the standards after a nonattainment designation; nonattainment = does not meet the standards.

4 Re-designation of the lead NAAQS designation to attainment for the Los Angeles County portion of the SCAB is expected based on current monitoring data. The phase-out of leaded gasoline started in 1976. Since gasoline no longer contains lead, the project is not anticipated to result in impacts related to lead; therefore, it is not discussed in this analysis.

Notes: VOC = volatile organic compounds; NO_x = oxides of nitrogen; CO = carbon monoxide; SO_x = sulfur oxides; PM_{10} = coarse particulate matter; $PM_{2.5}$ = fine particulate matter; TAC = toxic air contaminant; SCAQMD = South Coast Air Quality Management District.
GHG emissions thresholds for industrial projects, as added in the March 2015 revision to the SCAQMD Air Quality Significance Thresholds, were not include included in this table as they are addressed within the GHG emissions analysis and not the air quality analysis.

[a] The phase out of leaded gasoline started in 1976. Since gasoline no longer contains lead, the project is not anticipated to result in impacts related to lead; therefore, it is not discussed in this analysis.

[b] TACs include carcinogens and noncarcinogens.

The project would result in a cumulatively considerable net increase for O_3, which is a nonattainment pollutant, if the project's construction or operational emissions would exceed the SCAQMD VOC or NO_x thresholds shown in Table 3.3-1. These emission-based thresholds for O_3 precursors are intended to serve as a surrogate for an O_3 significance threshold (i.e., the potential for adverse O_3 impacts to occur) because O_3 itself is not emitted directly, and the effects of an individual project's emissions of O_3 precursors (i.e., VOCs and NO_x) on O_3 levels in ambient air cannot be determined through air quality models or other quantitative methods.

The California Emissions Estimator Model (CalEEMod) Version 2022.1.1.13 was used to estimate emissions from construction and operation of the project.[5] The following discussion quantitatively evaluates project-generated construction and operational emissions and impacts that would result from implementation of the project.

Construction Emissions

Construction of the project would result in the temporary addition of pollutants to the local airshed caused by on-site sources (e.g., off-road construction equipment, soil disturbance, and VOC off-gassing from architectural coatings and asphalt pavement application) and off-site sources (e.g., vendor trucks, haul trucks, and worker vehicle trips). Specifically, entrained dust results from the exposure of earth surfaces to wind from the direct disturbance and movement of soil, resulting in PM_{10} and $PM_{2.5}$ emissions. Internal combustion engines used by construction equipment, haul trucks, vendor trucks (i.e., delivery trucks), and worker vehicles would result in emissions of VOC, NO_x, CO, PM_{10}, and $PM_{2.5}$. Construction emissions can vary substantially from day to day depending on the level of activity, the specific type of operation, and, for dust, the prevailing weather conditions.

Emissions from the construction phase of the project were estimated using CalEEMod default values. For the purpose of conservatively estimating project emissions, construction was modeled beginning in January 2024 and concluding in January 2025[6] and lasting approximately 13 months. The analysis contained herein is based on the following schedule assumptions (duration of phases is approximate):

- Demolition: 4 weeks (January 2024)
- Site preparation: 1 week (February 2024)
- Grading: 2 weeks (February 2024)
- Building construction: 10 months (February 2024–December 2024)

[5] CalEEMod is a statewide computer model developed in cooperation with air districts throughout the state to quantify criteria air pollutant emissions associated with construction and operational activities from a variety of land use projects, including warehouses.

[6] The analysis assumes a construction start date of January 2024, which represents the earliest date construction would initiate. Assuming the earliest start date for construction represents the worst-case scenario for criteria air pollutant and GHG emissions, because equipment and vehicle emission factors for later years would be slightly less due to more stringent standards for in-use off-road equipment and heavy-duty trucks, as well as fleet turnover replacing older equipment and vehicles in later years.

- Paving: 2 weeks (December 2024–January 2025)
- Application of architectural coatings: 2 weeks (January 2025)

Construction modeling assumptions for equipment and vehicles are provided in Table 3.3-2. Equipment mix and horsepower were based on CalEEMod default values, including equipment load factor. For the analysis, it was generally assumed that heavy-duty construction equipment would be operating at the site 5 days per week.

Table 3.3-2. Construction Scenario Assumptions

	One-Way Vehicle Trips			Equipment		
Construction Phase	Average Daily Worker Trips	Average Daily Vendor Truck Trips	Daily Haul Truck Trips	Equipment Type	Quantity	Usage Hours
Demolition	14	4	2	Concrete/Industrial Saws	1	8
				Excavators	3	8
				Rubber Tired Dozers	2	8
Site Preparation	6	4	0	Rubber Tired Dozers	3	8
				Tractors/Loaders/Backhoes	4	8
Grading	10	4	12	Graders	1	8
				Rubber Tired Dozers	1	8
				Tractors/Loaders/Backhoes	2	8
Building Construction	24	10	0	Cranes	1	7
				Forklifts	1	6
				Generator Sets	1	8
				Tractors/Loaders/Backhoes	1	6
				Welders	3	8
Paving	14	0	0	Cement and Mortar Mixers	1	8
				Pavers	1	8
				Paving Equipment	1	8
				Rollers	1	7
				Tractors/Loaders/Backhoes	1	8
Architectural Coating	6	0	0	Air Compressors	1	6

Emissions generated during construction (and operation) of the project are subject to the rules and regulations of the SCAQMD. Rule 403, Fugitive Dust, requires the implementation of measures to control the emission of visible fugitive/nuisance dust, such as wetting soils that would be disturbed. It was assumed that the active sites would be watered at least two times daily in compliance with requirements of SCAQMD standard dust control measures in Rule 403. The application of architectural coatings, such as exterior/interior paint and other finishes, and the application of asphalt pavement would also produce VOC

emissions; however, the contractor is required to procure architectural coatings that comply with the requirements of SCAQMD's Rule 1113, Architectural Coatings.[7]

Table 3.3-3 shows the estimated maximum daily construction emissions associated with the construction phase of the project.

Table 3.3-3. Estimated Maximum Daily Construction Criteria Air Pollutant Emissions

Year	VOC	NO_x	CO	SO_x	PM_{10}	$PM_{2.5}$
	Pounds Per Day					
2024	2.16	17.1	18.7	0.03	3.89	2.13
2025	0.05	4.69	7.23	0.01	0.37	0.22
SCAQMD Threshold	*75*	*100*	*550*	*150*	*150*	*55*
Threshold Exceeded?	**No**	**No**	**No**	**No**	**No**	**No**

Source: Appendix A-1.
Notes: VOC = volatile organic compound; NO_x = oxides of nitrogen; CO = carbon monoxide; SO_x = sulfur oxides; PM_{10} = coarse particulate matter; $PM_{2.5}$ = fine particulate matter; SCAQMD = South Coast Air Quality Management District.
The values shown are the maximum summer or winter daily emissions results from CalEEMod.
These estimates reflect control of fugitive dust required by SCAQMD Rule 403.

As shown in Table 3.3-3, daily construction emissions would not exceed the SCAQMD significance thresholds for VOC, NO_x, CO, SO_x, PM_{10}, or $PM_{2.5}$ during project construction, and short-term construction impacts would be less than significant.

Operational Emissions

Emissions from the operational phase of the project were estimated using CalEEMod 2022.1.1.13. Operational year 2025 was assumed following completion of construction.

Area Sources

CalEEMod was used to estimate operational emissions from area sources, including emissions from consumer product use, architectural coatings, and landscape maintenance equipment. Emissions associated with natural gas usage in space heating and water heating are calculated in the building energy use module of CalEEMod, as described in the following text.

Consumer products are chemically formulated products used by household and institutional consumers, including detergents; cleaning compounds; polishes; floor finishes; cosmetics; personal care products; home, lawn, and garden products; disinfectants; sanitizers; aerosol paints; and automotive specialty products. Other paint products, furniture coatings, or architectural coatings are not considered consumer products (CAPCOA 2021). Consumer product VOC emissions were estimated in CalEEMod based on the floor area of buildings and default factor of pounds of VOC per building square foot per day. The CalEEMod default values for consumer products were assumed.

[7] SCAQMD Rule 1113, Architectural Coatings, requires manufacturers, distributors, and end users of architectural and industrial maintenance coatings to reduce VOC emissions from the use of these coatings, primarily by placing limits on the VOC content of various coating categories.

VOC off-gassing emissions result from evaporation of solvents contained in surface coatings, such as in paints and primers used during building maintenance. CalEEMod calculates the VOC evaporative emissions from the application of surface coatings based on the VOC emission factor, the building square footage, the assumed fraction of surface area, and the reapplication rate. The VOC emissions factor is based on the VOC content of the surface coatings, and SCAQMD's Rule 1113, Architectural Coatings, governs the VOC content for interior and exterior coatings. This rule requires manufacturers, distributors, and end users of architectural and industrial maintenance coatings to reduce VOC emissions from the use of these coatings, primarily by placing limits on the VOC content of various coating categories (SCAQMD 2022). CalEEMod default values were assumed, including the surface area to be painted, the VOC content of architectural coatings, and the reapplication rate of 10% of area per year.

Landscape maintenance includes fuel combustion emissions from equipment such as lawn mowers, rototillers, shredders/grinders, blowers, trimmers, chainsaws, and hedge trimmers. The emissions associated with landscape equipment use were estimated based on CalEEMod default values for emission factors (grams per square foot of building space per day) and number of summer days (when landscape maintenance would generally be performed) and winter days.

Mobile Sources

Following the completion of construction activities, the project would generate criteria pollutant emissions from mobile sources (vehicular traffic) as a result of employees and visitors of the project. Based on the trip generation for the project (as shown in Section 3.17), there would be 92 total vehicle trips per day, 25 of which are trucks and 67 are passenger cars. The truck breakdown by axle was also taken from the SCAQMD Warehouse Truck Trip Study Data Results and Usage, July 2014. CalEEMod was used to estimate emissions from proposed vehicular sources (refer to Appendix A-1). CalEEMod default data, trip characteristics, variable start information, and emissions factors, were used for the model inputs. Project-related traffic was assumed to include a mixture of vehicles in accordance with the associated use (as discussed below), as modeled within CalEEMod, which is based on the California Air Resources Board (CARB) EMFAC2021 model. Emission factors representing the vehicle mix and emissions for 2025 were used to estimate emissions associated with vehicular sources. Two land uses in CalEEMod were used to model emissions from mobile sources. The "unrefrigerated warehouse-no rail" land use was used to model passenger vehicles and the "unrefrigerated warehouse- rail" was used to model larger trucks. The trip rates (as stated above) were apportioned to each land use accordingly. The fleet mix for trucks was determined based off the SCAQMD Warehouse study and included the following vehicle categories: 2-axle trucks (50% LHD1 and 50% LHD2), 3-axle trucks (MHD), and 4-axle trucks (HHD). The fleet mix for passenger vehicles was assumed consistent with the EMFAC fleet mix for the air basin for the following vehicle categories: LDA, LDT1, and LDT2. Vehicle trip lengths were assumed to be 40 miles for truck trips (in accordance with SCAQMD guidance) and the CalEEMod defaults for passenger car trips.

Off-Road Equipment (Forklifts)

The exact operational off-road equipment is unknown at this time; however, in a good faith effort to include anticipated forklifts, forklifts were estimated based on the warehouse square footage and the SCAQMD study, as described below.

The SCAQMD published a summary of operational survey results from 34 operating high-cube warehouses (SCAQMD 2014). The SCAQMD survey reported an average of 0.12 forklifts/pallet jacks per 1,000 square

feet of building area, which was applied to the project. Note that this estimate is for total forklifts and pallet jacks. Pallet jacks are small as they are primarily used to lift small loads in tight quarters (and are electric or manual); therefore, assuming all pieces of equipment are forklifts is conservative. For the project, total of 7 forklifts the forklifts were modeled as diesel All 7 forklifts were assumed to operate 24 hours per day and 7 days per week at the project site. CalEEMod was used to estimate emissions from diesel powered forklifts, see Appendix A-1.

Table 3.3-4 presents the maximum daily emissions associated with operation of the project in 2025 at buildout. The values shown are the maximum summer and winter daily emissions results from CalEEMod. Complete details of the emissions calculations are provided in Appendix A-1.

Table 3.3-4. Estimated Maximum Daily Operation Criteria Air Pollutant Emissions

Emissions Source	VOC	NO_x	CO	SO_x	PM_{10}	$PM_{2.5}$
	Pounds per Day					
Proposed Project						
Mobile	0.51	3.35	4.77	0.03	0.81	0.21
Area	1.29	0.00	0.00	0.00	0.00	0.00
Energy	0.09	0.82	0.69	<0.01	0.06	0.06
Off-road (Forklifts)	1.95	15.5	21.9	0.03	0.82	0.75
Total	**2.54**	**19.7**	**26.30**	**0.07**	**1.69**	**1.02**
SCAQMD Threshold	*55*	*55*	*550*	*150*	*150*	*55*
Threshold Exceeded?	No	No	No	No	No	No

Notes: VOC = volatile organic compound; NO_x = oxides of nitrogen; CO = carbon monoxide; SO_x = sulfur oxides; PM_{10} = coarse particulate matter; $PM_{2.5}$ = fine particulate matter; SCAQMD = South Coast Air Quality Management District; <0.01 = reported value less than 0.01.
See Appendix A-1 for complete results.

As shown in Table 3.3-4, maximum daily operational emissions of VOC, NO_x, CO, SO_x, PM_{10}, and $PM_{2.5}$ generated by the project would not exceed the SCAQMD's significance thresholds, and long-term operational impacts would be less than significant.

As previously discussed, the SCAB has been designated as a federal nonattainment area for O_3 and $PM_{2.5}$ and a state nonattainment area for O_3, PM_{10}, and $PM_{2.5}$. However, as indicated in Tables 3.3-3 and 3.3-4, project-generated construction and operational emissions would not exceed the SCAQMD emission-based significance thresholds for VOCs, NO_x, PM_{10}, or $PM_{2.5}$.

Cumulative localized impacts would potentially occur if a project were to occur concurrently with another off-site project. Schedules for potential future projects near the project area are currently unknown; therefore, potential impacts associated with two or more simultaneous projects would be considered speculative.[8] However, future projects would be subject to CEQA and would require air quality analysis and, where necessary, mitigation. Criteria air pollutant emissions associated with construction activity of future projects would be reduced through implementation of control measures required by the SCAQMD. Cumulative PM_{10} and $PM_{2.5}$ emissions would be reduced because all future projects would be subject to

8 The CEQA Guidelines state that if a particular impact is too speculative for evaluation, the agency should note its conclusion and terminate discussion of the impact (14 CCR 15145).

SCAQMD Rule 403 (Fugitive Dust), which sets forth general and specific requirements for all sites in the SCAQMD. Additionally, cumulative VOC emissions would be reduced because all future projects would be subject VOC content of the surface coatings, SCAQMD's Rule 1113, Architectural Coatings, governs the VOC content for interior and exterior coatings.

Therefore, the project would not result in a cumulatively considerable increase in emissions of nonattainment pollutants, and impacts would be less than significant during construction and operation.

Health Effects of Criteria Air Pollutants

Construction and operation of the project would generate criteria air pollutant emissions; however, estimated construction and operational emissions would not exceed the SCAQMD mass-emission daily thresholds as shown in Tables 3.3-3 and 3.3-4, respectively. As previously discussed, the SCAB has been designated as a federal nonattainment area for O_3 and $PM_{2.5}$ and a state nonattainment area for O_3, PM_{10}, and $PM_{2.5}$.

Health effects associated with O_3 include respiratory symptoms, worsening of lung disease leading to premature death, and damage to lung tissue (CARB 2021). VOCs and NO_x are precursors to O_3, for which the SCAB is designated as nonattainment with respect to the NAAQS and CAAQS. The contribution of VOCs and NO_x to regional ambient O_3 concentrations is the result of complex photochemistry. The increases in O_3 concentrations in the SCAB due to O_3 precursor emissions tend to be found downwind from the source location to allow time for the photochemical reactions to occur. However, the potential for exacerbating excessive O_3 concentrations would also depend on the time of year that the VOC emissions would occur because exceedances of the O_3 ambient air quality standards tend to occur between April and October when solar radiation is highest. The holistic effect of a single project's emissions of O_3 precursors is speculative because of the lack of quantitative methods to assess this impact. Because construction and operation of the project would not result in O_3 precursor emissions (i.e., VOCs or NO_X) that would exceed the SCAQMD thresholds, as shown in Tables 3.3-3 and 3.3-4, the project is not anticipated to substantially contribute to regional O_3 concentrations and their associated health impacts.

Health effects associated with NO_x include lung irritation and enhanced allergic responses (CARB 2021). Construction and operation of the project would not generate NO_x emissions that would exceed the SCAQMD mass daily thresholds; therefore, construction and operation of the project is not anticipated to contribute to exceedances of the NAAQS and CAAQS for NO_2 or contribute to associated health effects. In addition, the SCAB is designated as in attainment of the NAAQS and CAAQS for NO_2, and the existing NO_2 concentrations in the area are well below the NAAQS and CAAQS standards.

Health effects associated with CO include chest pain in patients with heart disease, headache, light-headedness, and reduced mental alertness (CARB 2021). CO tends to be a localized impact associated with congested intersections. CO hotspots were discussed previously as a less-than-significant impact. Thus, the project's CO emissions would not contribute to the health effects associated with this pollutant.

Health effects associated with PM_{10} and $PM_{2.5}$ include premature death and hospitalization, primarily for worsening of respiratory disease (CARB 2021). As with O_3 and NO_X, and as shown in Tables 3.3-3 and 3.3-4, the project would not generate emissions of PM_{10} or $PM_{2.5}$ that would exceed the SCAQMD's thresholds. Accordingly, the project's PM_{10} and $PM_{2.5}$ emissions are not expected to cause an increase in related health effects for this pollutant.

c) *Would the project expose sensitive receptors to substantial pollutant concentrations?*

Less-than-Significant Impact with Mitigation Incorporated. The project would not expose sensitive receptors to substantial pollutant concentrations, as evaluated below.

Sensitive Receptors

Sensitive receptors are those individuals more susceptible to the effects of air pollution than the population at large. People most likely to be affected by air pollution include children, the elderly, and people with cardiovascular and chronic respiratory diseases. According to the SCAQMD, sensitive receptors include sites such as residences, schools, playgrounds, childcare centers, long-term healthcare facilities, rehabilitation centers, convalescent centers, and retirement homes (SCAQMD 1993). The nearest sensitive receptors are a childcare center immediately east of the project site and a residence immediately south east of the project site.

Localized Significance Thresholds

The SCAQMD recommends a localized significance threshold (LST) analysis to evaluate localized air quality impacts to sensitive receptors in the immediate vicinity of the project as a result of project activities. The impacts were analyzed using methods consistent with those in the SCAQMD's Final Localized Significance Threshold Methodology (SCAQMD 2009). The project is located within Source-Receptor Area 34 (Central San Bernardino Valley). This analysis applies the SCAQMD LST values for a 2-acre site within Source-Receptor Area 34 with a receptor distance of 25 meters (82 feet), which is the shortest available distance provided in the SCAQMD's methodology.

Project construction activities would result in temporary sources of on-site criteria air pollutant emissions associated with off-road equipment exhaust and fugitive dust generation. According to the Final Localized Significance Threshold Methodology, "off-site mobile emissions from the project should not be included in the emissions compared to the LSTs" (SCAQMD 2009). Trucks and worker trips associated with the project are not expected to cause substantial air quality impacts to sensitive receptors along off-site roadways since emissions would be relatively brief in nature and would cease once the vehicles pass through the main streets. Off-site emissions from truck trips were limited to 1,000 feet of estimated on-site activity within the LST analysis. The maximum daily on-site emissions generated by construction of the project in each construction year are presented in Table 3.3-5 and compared to the SCAQMD localized significance criteria for Source-Receptor Area 34 to determine whether project-generated on-site emissions would result in potential LST impacts.

Table 3.3-5. Construction Localized Significance Thresholds Analysis

	NO_2	CO	PM_{10}	$PM_{2.5}$
	Pounds per Day (On Site)			
Maximum	*17.1*	*18.7*	*3.89*	*2.13*
SCAQMD LST Criteria[a]	*170*	*972*	*7*	*4*
Threshold Exceeded?	**No**	**No**	**No**	**No**

Source: SCAQMD 2009; Appendix A-1.
Notes: NO_2 = nitrogen dioxide; CO = carbon monoxide; PM_{10} = particulate matter with a diameter less than or equal to 10 microns (coarse particulate matter); $PM_{2.5}$ = particulate matter with a diameter less than or equal to 2.5 microns (fine particulate matter); SCAQMD = South Coast Air Quality Management District; LST = localized significance threshold.

Maximum on-site emissions occurred during the overlap of the following phases: grading and site preparation.
a LST are shown for a 2-acre disturbed area corresponding to a distance to a sensitive receptor of 25 meters in Source-Receptor Area 34 (Central San Bernardino Valley).

As shown in Table 3.3-5, proposed construction activities would not generate emissions more than site-specific LSTs for NO_x, CO PM_{10} and $PM_{2.5}$. Thus, impacts would be less than significant.

Carbon Monoxide Hotspots

Traffic-congested roadways and intersections have the potential to generate localized high levels of CO. Localized areas where ambient concentrations exceed federal and/or state standards for CO are termed "CO hotspots." The transport of CO is extremely limited, as it disperses rapidly with distance from the source. However, under certain extreme meteorological conditions, CO concentrations near a congested roadway or intersection may reach unhealthy levels, affecting sensitive receptors. Typically, high CO concentrations are associated with severely congested intersections operating at an unacceptable level of service (LOS) (LOS E or worse is unacceptable). Projects contributing to adverse traffic impacts may result in the formation of a CO hotspot. Additional analysis of CO hotspot impacts would be conducted if a project would result in a significant impact or contribute to an adverse traffic impact at a signalized intersection that would potentially subject sensitive receptors to CO hotspots. As discussed in Section 3.17, As the proposed project is forecast to generate 13 AM peak hour trips and 16 PM peak hour trips (PCE-adjusted).

At the time that the SCAQMD Handbook (SCAQMD 1993) was published, the SCAB was designated nonattainment under the CAAQS and NAAQS for CO. In 2007, the SCAQMD was designated in attainment for CO under both the CAAQS and NAAQS as a result of the steady decline in CO concentrations in the SCAB due to turnover of older vehicles, introduction of cleaner fuels, and implementation of control technology on industrial facilities. The SCAQMD conducted CO modeling for the 2003 AQMP[9] (SCAQMD 2003b) for the four worst-case intersections in the SCAB:

1. Wilshire Boulevard and Veteran Avenue
2. Sunset Boulevard and Highland Avenue
3. La Cienega Boulevard and Century Boulevard
4. Long Beach Boulevard and Imperial Highway

At the time the 2003 AQMP was prepared, the intersection of Wilshire Boulevard and Veteran Avenue was the most congested intersection in Los Angeles County, with an average daily traffic volume of about 100,000 vehicles per day. The 2003 AQMP projected 8-hour CO concentrations at these four intersections for 1997 and from 2002 through 2005. From years 2002 through 2005, the maximum 8-hour CO concentration was 3.8 parts per million at the Sunset Boulevard and Highland Avenue intersection in 2002 and the maximum 8-hour CO concentration was 3.4 parts per million at the Wilshire Boulevard and Veteran Avenue in 2002.

Accordingly, CO concentrations at congested intersections would not exceed the 1-hour or 8-hour CO CAAQS unless projected daily traffic would be at least over 100,000 vehicles per day. Because the project is not anticipated to increase daily traffic volumes at any study intersection to more than 100,000 vehicles per day, a CO hotspot is not anticipated to occur.

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

Based on these considerations, the project would not generate traffic that would contribute to potential adverse traffic impacts that may result in the formation of CO hotspots. This conclusion is supported by the analysis in Section 3.17, which demonstrates that traffic impacts would be less than significant. In addition, due to continued improvement in vehicular emissions at a rate faster than the rate of vehicle growth and/or congestion, the potential for CO hotspots in the SCAB is steadily decreasing. Based on these considerations, the project would result in a less-than-significant impact to air quality with regard to potential CO hotspots.

Toxic Air Contaminants

In addition to impacts from criteria pollutants, certain projects may include emissions of pollutants identified by the state and federal government as toxic air contaminants (TACs) or hazardous air pollutants. State law has established the framework for California's TAC identification and control project, which is generally more stringent than the federal project, and is aimed at TACs that are a problem in California. The state has formally identified more than 200 substances as TACs, including the federal hazardous air pollutants, and is adopting appropriate control measures for sources of these TACs.

In an abundance of caution, a voluntary Health Risk Assessment (HRA) was performed for construction and operation of the project, as discussed below is presented in Appendix A-2.

The most recent guidance from the Office of Environmental Health Hazard Assessment (OEHHA) is the 2015 Risk Assessment Guidelines Manual (OEHHA 2015), which was adopted in 2015 to replace the 2003 HRA Guidance Manual. The Children's Environmental Health Protection Act of 1999 (Senate Bill 25), which requires explicit consideration of infants and children in assessing risks from air toxics, required revisions of the methods for both non-cancer and cancer risk assessment and of the exposure assumptions in the 2003 HRA Guidance Manual. Cancer risk parameters, such as age-sensitivity factors, daily breathing rates, exposure period, fraction of time at home, and cancer potency factors were based on the values and data recommended by OEHHA as implemented in HARP2. SCAQMD's Modeling Guidance for American Meteorological Society/Environmental Protection Agency Regulatory Model (AERMOD) (SCAQMD 2018) and Health Risk Assessment Guidance for Analyzing Cancer Risks from Mobile Source Diesel Idling Emissions for CEQA Air Quality Analysis (SCAQMD 2003c) provide guidance to perform dispersion modeling for use in HRAs within the SCAB.

Health effects from carcinogenic air toxics are usually described in terms of cancer risk. The SCAQMD recommends a carcinogenic (cancer) risk threshold of 10 in one million. Some TACs increase noncancer health risk due to long-term (chronic) exposures. The Chronic Hazard Index (HIC) is the sum of the individual substance chronic hazard indices for all TACs affecting the same target organ system. The HIC estimates for all receptor types used the OEHHA-derived calculation method, which uses high end exposure parameters for the inhalation and next top two exposure pathways and mean exposure parameters for the remaining pathways for non-cancer risk estimates. The HIC is the sum of the individual substance chronic hazard indices for all TACs affecting the same target organ system.[10] A hazard index less than 1.0 means that adverse health effects are not expected. Within this analysis, noncarcinogenic exposures of less than 1.0 are considered less than significant. The SCAQMD recommends a HIC significance threshold of 1.0 (project increment) and an acute hazard index of 1.0.

10 The HIC estimates for all receptor types used the OEHHA-derived calculation method (OEHHA 2015).

The greatest potential for TAC exposure from project construction and operation is from diesel particulate matter (DPM), as the exhaust from diesel engines is a complex mixture of gases, vapors, and particles, many of which are known human carcinogens. DPM has established cancer risk factors and relative exposure values for long-term chronic health hazard impacts. No short-term, acute relative exposure values are established and regulated and therefore these are not addressed in this assessment.

The dispersion modeling was performed using AERMOD, which is the model SCAQMD requires for atmospheric dispersion of emissions. AERMOD (Version 21112) is a steady-state Gaussian plume model that incorporates air dispersion based on planetary boundary layer turbulence structure and scaling concepts, including treatment of surface and elevated sources, building downwash, and simple and complex terrain (EPA 2018).

Construction Health Risk

Construction Health Risk Assessment

An HRA was performed to evaluate potential health risk associated with construction of the project. The following discussion summarizes the dispersion modeling and HRA methodology; supporting construction HRA documentation, including detailed assumptions, is presented in Appendix A-2.

For risk assessment purposes, PM_{10} in diesel exhaust is considered DPM, originating mainly from off-road equipment operating at a defined location for a given length of time at a given distance from sensitive receptors. Less-intensive, more-dispersed emissions result from on road vehicle exhaust (e.g., heavy-duty diesel trucks). For the construction HRA, the CalEEMod scenario for the project was adjusted to reduce diesel truck one-way trip distances to 1,000 feet (0.19 miles) to estimate emissions from truck pass-by at proximate receptors.

The air dispersion modeling methodology was based on generally accepted modeling practices of SCAQMD (SCAQMD 2021a). Air dispersion modeling was performed using the EPA's American Meteorological Society/Environmental Protection Agency Regulatory Model (AERMOD) Version 21112 modeling system (computer software) with the Lakes Environmental Software implementation/user interface, AERMOD View Version 11.2 The HRA followed the Office of Environmental Health Hazard Assessment (OEHHA) 2015 guidelines (OEHHA 2015) and SCAQMD guidance to calculate the health risk impacts at all proximate receptors as further discussed below. The dispersion modeling included the use of standard regulatory default options. AERMOD parameters were selected consistent with the SCAQMD and EPA guidance and identified as representative of the project site and project activities. Principal parameters of this modeling are presented in Table 3.3-6.

Table 3.3-6. American Meteorological Society/Environmental Protection Agency Regulatory Model Principal Parameters

Parameter	Details
Meteorological Data	AERMOD-specific meteorological data for the Redlands air monitoring station (RDLD) was used for the dispersion modeling (SCAQMD 2023b). A 5-year meteorological data set from 2012 through 2016 was obtained from the SCAQMD in a preprocessed format suitable for use in AERMOD.
Urban versus Rural Option	Urban dispersion option was selected due to the developed nature of the project area and per SCAQMD guidelines.
Terrain Characteristics	The elevation of the site is 526 feet (481 meters) above sea level.

Table 3.3-6. American Meteorological Society/Environmental Protection Agency Regulatory Model Principal Parameters

Parameter	Details
Elevation Data	Digital elevation data were imported into AERMOD and elevations were assigned to receptors and emission sources, as necessary. Digital elevation data were obtained through the AERMOD View in the United States Geological Survey's National Elevation Dataset format with a resolution of 1 arc-second resolution, consistent with the SCAQMD guidance (SCAQMD 2021a).
Source Release Characterizations	Air dispersion modeling of DPM emissions was conducted assuming the off-road equipment would operate in accordance with the modeling scenario estimated in CalEEMod (Appendix A-1). The construction equipment and on-site truck travel DPM emissions were modeled as a line of adjacent volume sources across the project site to represent project construction with a release height of 3.4 meters, plume height of 6.8 meters, and plume width of 8.6 meters (EPA 2018).

Note: AERMOD = American Meteorological Society/Environmental Protection Agency Regulatory Model; SCAQMD = South Coast Air Quality Management District; DPM = diesel particular matter; CalEEMod = California Emissions Estimator Model.
See Appendix A-1.

Regarding receptors, the construction scenario used a 1-kilometer by 1-kilometer Cartesian receptor grid with 50-meter spacing to establish the impact area and evaluate locations of maximum health risk impact (SCAQMD 2021a). Discrete receptors were placed over residential and daycare facilities in closest proximity to the site.

The health risk calculations were performed using the Hotspots Analysis and Reporting Program Version 2 (HARP2) Air Dispersion and Risk Tool (ADMRT, dated 22118). AERMOD was run with all sources emitting unit emissions (1 gram per second) to obtain the necessary input values for HARP2. The line of volume sources was partitioned evenly based on the 1 gram per second emission rate. The ground-level concentration plot files were then used to estimate the long-term cancer health risk to an individual, and the non-cancer chronic health indices. There is no reference exposure level (REL) for acute health impacts from DPM, and, thus, acute risk was not evaluated.

Cancer risk is defined as the increase in probability (chance) of an individual developing cancer due to exposure to a carcinogenic compound, typically expressed as the increased chances in one million. Maximum Individual Cancer Risk is the estimated probability of a maximally exposed individual potentially contracting cancer as a result of exposure to TACs over a period of 30 years for residential receptor locations. For the purposes of this construction HRA, given the less-than-lifetime exposure period, and the higher breathing rates and sensitivity of children to TACs, the cancer risk calculation assumes that the exposure would affect children early in their lives. The 13-month exposure duration was assumed to start during the third trimester of pregnancy through 13 months of age based on the duration of construction. The exposure pathway for DPM is inhalation only.

The SCAQMD has also established non-carcinogenic risk parameters for use in HRAs since some TACs increase non-cancer health risk due to long-term (chronic) exposures and some TACs increase non-cancer health risk due to short-term (acute) exposures. No short-term, acute relative exposure level has been established for DPM; therefore, acute impacts of DPM are not addressed in the HRA. Chronic exposure is evaluated in the construction HRA. Non-carcinogenic risks are quantified by calculating a hazard index, expressed as the ratio between the ambient pollutant concentration and its toxicity or REL, which is

a concentration at or below which health effects are not likely to occur. The chronic hazard index is the sum of the individual substance chronic hazard indices for all TACs affecting the same target organ system. A hazard index less of than one (1.0) means that adverse health effects are not expected.

The Maximum Individual Cancer Risk and the Chronic Hazard Index for residential receptors as a result of project construction are presented in Table 3.3-7.

Table 3.3-7. Construction Health Risk Assessment Results - Unmitigated

Impact Parameter	Units	Project Impact	CEQA Threshold	Level of Significance
Maximum Individual Cancer Risk–Residential	Per Million	29.63	10	**Potentially Significant**
Chronic Hazard Index–Residential	Index Value	0.01	1.0	Less than Significant

Source: SCAQMD 2019.
Notes: CEQA = California Environmental Quality Act.
See Appendix A-2.

As shown in Table 3.3-7, project construction activities would result in a Residential Maximum Individual Cancer Risk of 29.63 in 1 million, which exceeds the significance threshold of 10 in 1 million. Project construction would result in a Residential Chronic Hazard Index of 0.01 which is below the 1.0 significance threshold. Implementation of MM-AQ-1 would reduce project construction-generated DPM missions to the extent feasible.

MM-AQ-1: Tier 4 Interim Engines. To reduce the potential for criteria air pollutants, specifically particulate matter with an aerodynamic diameter less than or equal to 10 microns (PM_{10}), as a result of construction of the project, the applicant shall:

Prior to the start of construction activities, ensure that all 75 horsepower or greater diesel-powered equipment are powered with California Air Resources Board (CARB)-certified Tier 4 interim engines, except where the project applicant establishes to the satisfaction of the City of Highland (City) that Tier 4 interim equipment is not available.

An exemption from these requirements may be granted by the City in the event that the City documents that equipment with the required tier is not reasonably available and corresponding reductions in criteria air pollutant emissions are achieved from other construction equipment. Before an exemption may be considered by the City, the applicant shall be required to demonstrate that two construction fleet owners/operators in San Bernardino County were contacted and that those owners/operators confirmed Tier 4 interim equipment could not be located within San Bernardino County.

The HRA results after incorporation of MM-AQ-1 are presented in Table 3.3-8.

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

Impact Parameter	Units	Project Impact	CEQA Threshold	Level of Significance
Maximum Individual Cancer Risk–Residential	Per Million	5.38	10	Less than Significant
Chronic Hazard Index–Residential	Index Value	0.005	1.0	Less than Significant

Source: SCAQMD 2019.
Notes: CEQA = California Environmental Quality Act.
See Appendix A-2.

As shown in Table 3.3-8, Implementation of MM-AQ-1 would reduce construction-generated health risks to levels below SCAQMD thresholds. Thus, impacts would be less than significant with mitigation.

Operational Health Risk

An HRA was performed to evaluate potential health risk associated with operation of the project. The following discussion summarizes the dispersion modeling and HRA methodology; supporting operational HRA documentation, including detailed assumptions, is presented in Appendix A-2.

CARB's Air Quality and Land Use Handbook: A Community Health Perspective encourages consideration of the health impacts of distribution centers that accommodate more than 100 trucks per day on sensitive receptors sited within 1,000 feet from the source in the land use decision-making process (CARB 2005). For the operational health risk assessment (included as Appendix A-2), operational year 2025 was assumed, consistent with completion of project construction. Emissions from the operation of the project include truck trips and truck idling emissions. For risk assessment purposes, PM_{10} in diesel exhaust is considered DPM, originating mainly from trucks traveling on site and off site and trucks idling at the loading docks. Truck travel and idling emission rates were obtained from CARB's EMFAC2021. Emission factors representing the vehicle mix and emissions for 2025 were used to estimate emissions associated with operation of the project. Truck idling would be limited to 5 minutes in accordance with CARB's adopted Airborne Toxic Control Measure; however, truck idling was conservatively assumed to idle for 15 minutes.[11] Therefore, the analysis conservatively overestimates DPM emissions from idling. Deliveries would occur every day of the week. A total of seven forklifts were assumed to operate with the project loading dock areas. The forklifts were modeled as diesel powered under the unmitigated HRA analysis.

Conservatively, a 2025 EMFAC2021 run was conducted and a constant 2025 emission factor data set was used for the entire duration of the analysis (i.e., 30 years). Use of the 2025 emission factors would overstate potential impacts since this approach does not include reductions in emissions due to fleet turnover or cleaner technology with lower emissions. The truck travel DPM emissions were calculated by applying the exhaust PM_{10} emission factor from EMFAC2021 and the total truck trip number over the length of the distance traveled. In addition, the on-site truck idling exhaust emissions were calculated by applying the idle exhaust PM_{10} emission factor from EMFAC2021 and total truck trip over the total idling time (i.e., 15 minutes). The truck traffic was modeled as a line of adjacent volume sources with 100% of the truck traffic entering and exiting the project site north via west 5th Street and head west on 5th Street

11 Although the project is required to comply with CARB's idling limit of 5 minutes, on-site idling emissions was estimated for 15 minutes of truck idling, which would take into account on-site idling while the trucks are waiting to pull up to the loading dock, idling at the loading dock, and idling during check-in and check-out.

to SR-210. The forklifts and truck idling were modeled as a line of adjacent volume sources operating within the truck loading bay area.

As previously described, health effects from carcinogenic air toxics are usually described in terms of cancer risk. The SCAQMD recommends a carcinogenic (cancer) risk threshold of 10 in 1 million. Some TACs increase noncancer health risk due to long-term (chronic) exposures. A hazard index less than one (1.0) means that adverse health effects are not expected. Within this analysis, noncarcinogenic exposures of less than 1.0 are considered less than significant. The exhaust from diesel engines is a complex mixture of gases, vapors, and particles, many of which are known human carcinogens. DPM has established cancer risk factors and relative exposure values for long-term chronic health hazard impacts. No short-term, acute relative exposure values are established and regulated and are therefore not addressed in this assessment.

The air dispersion modeling methodology was based on generally accepted modeling practices of SCAQMD (SCAQMD 2021a). Air dispersion modeling was performed using the EPA's AERMOD (Version 21112) modeling system with the Lakes Environmental Software implementation/user interface, AERMOD View Version 10.2.1. The HRA followed the Office of Environmental Health Hazard Assessment (OEHHA) 2015 guidelines (OEHHA 2015) and SCAQMD guidance to calculate the health risk impacts at all proximate receptors as further discussed below. The dispersion modeling included the use of standard regulatory default options. AERMOD parameters were selected consistent with the SCAQMD and EPA guidance and identified as representative of the project site and project activities. Principal parameters of this modeling are presented in Table 3.3-9.

Table 3.3-9. American Meteorological Society/Environmental Protection Agency Regulatory Model Principal Parameters

Parameter	Details
Meteorological Data	AERMOD-specific meteorological data for the Redlands air monitoring station (RDLD) was used for the dispersion modeling (SCAQMD 2021b). A 5-year meteorological data set from 2012 through 2016 was obtained from the SCAQMD in a preprocessed format suitable for use in AERMOD.
Urban versus Rural Option	Urban dispersion option was selected due to the developed nature of the project area and per SCAQMD guidelines.
Terrain Characteristics	The elevation of the site is 526 feet (481 meters) above sea level.
Elevation Data	Digital elevation data were imported into AERMOD and elevations were assigned to receptors and emission sources, as necessary. Digital elevation data were obtained through the AERMOD View in the United States Geological Survey's National Elevation Dataset format with a resolution of 1 arc-second resolution, consistent with the SCAQMD guidance (SCAQMD 2021a).
Source Release Characterizations	Air dispersion modeling of operational activities was conducted using emissions generated using EMFAC2021 and CalEEMod. Off-site and on-site truck travel were modeled as a line of adjacent volume sources, and based on EPA methodology, the modeled sources would result in a release height of 5 meters, a plume height of 10 meters, and a plume width of 9 meters (SCAQMD 2008a). Forklifts were modeled as a line of adjacent volume sources, and based on EPA methodology, the modeled sources would result in a release height of 3.4 meters, a plume height of 6.8 meters, and a plume width of 8.6 meters (EPA 2018).

Note: AERMOD = American Meteorological Society/Environmental Protection Agency Regulatory Model; SCAQMD = South Coast Air Quality Management District; EPA = U.S. Environmental Protection Agency.
See Appendix A-2.

Regarding receptors, the operational HRA scenario built from the construction HRA's 1-kilometer by 1-kilometer Cartesian receptor grid with 50-meter spacing to establish the impact area and evaluate locations of maximum health risk impact (SCAQMD 2021a). The operational scenario added receptors at 50-meter spacing at sensitive receptor areas adjacent to the truck routes discussed above.

The health risk calculations were performed using the HARP2 Air Dispersion and Risk Tool (ADMRT, dated 19121). AERMOD was run with all sources or source groups emitting unit emissions (1 gram per second) to obtain the necessary input values for HARP2. The line of volume sources was partitioned evenly based on the 1 gram per second emission rate. The ground-level concentration plot files were then used to estimate the long-term cancer health risk to an individual, and the non-cancer chronic health indices. There is no reference exposure level (REL) for acute health impacts from DPM, and, thus, acute risk was not evaluated.

Cancer risk is defined as the increase in probability (chance) of an individual developing cancer due to exposure to a carcinogenic compound, typically expressed as the increased chances in one million. Maximum Individual Cancer Risk is the estimated probability of a maximally exposed individual potentially contracting cancer as a result of exposure to TACs over a period of 30 years for residential receptor locations. The HRA assumes exposure would start in the third trimester of pregnancy through 30 years for all residential sensitive receptor locations. The exposure pathway for DPM is inhalation only.

The SCAQMD has also established non-carcinogenic risk parameters for use in HRAs since some TACs increase non-cancer health risk due to long-term (chronic) exposures and some TACs increase non-cancer health risk due to short-term (acute) exposures. No short-term, acute relative exposure level has been established for DPM; therefore, acute impacts of DPM are not addressed in the HRA. Chronic exposure is evaluated in the operational HRA. Non-carcinogenic risks are quantified by calculating a hazard index, expressed as the ratio between the ambient pollutant concentration and its toxicity or REL, which is a concentration at or below which health effects are not likely to occur. The chronic hazard index is the sum of the individual substance chronic hazard indices for all TACs affecting the same target organ system. A hazard index less of than one (1.0) means that adverse health effects are not expected.

The results of the health risk assessment during operation are provided in Table 3.3-10.

Table 3.3-10. Operational Health Risk Assessment Results - Unmitigated

Impact Parameter	Units	Project Impact	CEQA Threshold	Level of Significance
Maximum Individual Cancer Risk–Residential	Per Million	65.3	10	**Potentially Significant**
Chronic Hazard Index–Residential	Index Value	0.01	1.0	Less than Significant

Source: SCAQMD 2019.
Notes: CEQA = California Environmental Quality Act.
See Appendix A-2.

As shown in Table 3.3-10, project operation would result in a Residential Maximum Individual Cancer Risk of 65.3 in 1 million, which is above the significance threshold of 10 in 1 million. Project operation would result in a Residential Chronic Hazard Index of 0.01, which is below the 1.0 significance threshold. The project operational TAC health risk impacts would be potentially significant.

MM-AQ-2: Operational Forklifts. The City shall require that all forklifts used during operation of the project be electric powered or fueled with natural gas.

The results of the health risk assessment during operation including mitigation measure **MM-AQ-2** are provided in Table 3.3-11.

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

Impact Parameter	Units	Project Impact	CEQA Threshold	Level of Significance
Maximum Individual Cancer Risk–Residential	Per Million	1.0	10	Less than Significant
Chronic Hazard Index–Residential	Index Value	0.0003	1.0	Less than Significant

Source: SCAQMD 2019.
Notes: CEQA = California Environmental Quality Act.
See Appendix A-2.

As shown in Table 3.3-11, project operation would result in a Residential Maximum Individual Cancer Risk of 1 in 1 million, which is below the significance threshold of 10 in 1 million. Project operation would result in a Residential Chronic Hazard Index of 0.0003, which is below the 1.0 significance threshold. The project operational TAC health risk impacts would be less than significant with mitigation.

d) Would the project result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?

Less-than-Significant Impact. The project would result in emissions, including criteria air pollutant and TACs; however, those are addressed under Sections 3.3(b) and 3.3(c). Accordingly, the evaluation of other emissions is focused on the potential for the project to generate odors. The occurrence and severity of potential odor impacts depend on numerous factors. The nature, frequency, and intensity of the source; the wind speed and direction; and the sensitivity of receiving location each contribute to the intensity of the impact. Although offensive odors seldom cause physical harm, they can be annoying and cause distress among the public and generate citizen complaints.

Odors would be potentially generated from vehicles and equipment exhaust emissions during construction of the project. Potential odors produced during construction would be attributable to concentrations of unburned hydrocarbons from tailpipes of construction equipment, architectural coatings, and asphalt pavement application. Such odors would disperse rapidly from the project site and generally occur at magnitudes that would not affect substantial numbers of people. Therefore, impacts associated with odors during construction would be less than significant.

Land uses and industrial operations associated with odor complaints include agricultural uses, wastewater treatment plants, food-processing plants, chemical plants, composting, refineries, landfills, dairies, and fiberglass molding (SCAQMD 1993). The project entails operation of a warehouse and would not create any new sources of odors during operation. Therefore, project operations would result in an odor impact that is less than significant.

Land uses and industrial operations associated with odor complaints include agricultural uses, wastewater treatment plants, food-processing plants, chemical plants, composting, refineries, landfills, dairies, and fiberglass molding (SCAQMD 1993). The project entails operation of a warehouse and would not create any new sources of odors during operation. Therefore, project operations would result in an odor impact that is less than significant.

3.4 Biological Resources

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

The following analysis is based on a biological resources assessment conducted by Dudek biologist Jacob Rogers on April 4, 2023. This section summarizes the existing biological resources identified within the project site and a surrounding 100-foot buffer (study area). Existing conditions are discussed in terms of existing soils, vegetation communities, special-status species, jurisdictional waters and wetlands, and potential wildlife corridors. The construction requirements of the project were overlaid onto mapped vegetation communities to determine potential direct impacts on the 2.45-acre project site, as well as indirect impacts in the surrounding study area.

The study area is located in southwestern San Bernardino County. The existing land use within the study area consists of a single-family residence, surrounded by residential development to the north, vehicle storage and the San Bernardino International Airport to the south, vehicle storage to the east, and undeveloped land to the west. Surface elevation ranges between 1,160 and 1,170 feet above mean sea level and the site lacks significant topographic features, such as hills, valleys, or canyons. One drainage feature, City Creek Bypass Flood Control Channel ("City Creek Bypass"), occurs in the northwestern portion of the study area but outside the project site boundaries. City Creek Bypass is a blue-line feature that drains into the Santa Ana River to the southwest, which is considered a Relatively Permanent Water that drains to the Pacific Ocean, a Traditionally Navigable Water. The portion of City Creek Bypass within the study area is lined with rip-rap and contains an earthen bottom. City Creek Bypass is separated from the project site by a fence and concrete levee (Figure 10). Two soil types are mapped within the study area: Psamments, fluvents/frequently flooded soils and Tujunga gravelly loamy sand, 0% to 9% slopes (USDA 2023). Psamments soils are considered hydric soils in California and are mapped for the majority of the project site. However, these soils were mapped within the historic floodplain of City Creek Bypass and were present prior to the channelization of the Creek. Since the floodplain of City Creek Bypass has been contained to the channelized limits and the project site has been previously graded and soils compacted for the construction of the residence, the observed surface soils within the project site have been significantly altered from their natural state.

The biological reconnaissance survey recorded all plant and wildlife species and photographed representative vegetation communities. We used CDFW's Protocols for Surveying and Evaluating Impacts to Special Status Native Plant Populations and Natural Communities (CDFW 2018), as well as the California Natural Community List (CDFW 2022a), and the Manual of California Vegetation (Sawyer et al. 2009), to map the vegetation communities and land uses in the study area. The classification systems focus on a quantified, hierarchical approach that accounts for both floristic factors (plant species) and physiognomic factors (community structure and form) as currently observed, rather than predicting climax or successional stages. During the biological reconnaissance observed vegetation communities and land covers were delineated to the alliance level. Prior to the survey, Dudek biologists conducted a comprehensive desktop review of literature, existing documentation, and geographic information system (GIS) data to assess the potential for special-status plant and wildlife species to occur within the study area. Each special-status species was assigned a rating of "not expected," "low," "moderate," or "high" potential to occur based on relative location to known occurrences, vegetation community, soil, and elevation. Where appropriate, modifications were made to the classification system, including the integration of the Preliminary Descriptions of the Terrestrial Natural Communities of California (Holland 1986; Oberbauer et al. 2008), to account for the observed communities that did not conform to those listed in the references.

Dudek compiled a general inventory of plant and wildlife species detected by sight, calls, tracks, scat, or other field indicators, and determined the potential for special-status species to occur within the study area. During the survey 14 species of plants, 4 native (29%) and 10 non-native (71%), were recorded within the study area. No native or naturalized vegetation communities were observed as the entire study area is characterized as disturbed habitat and developed land, except for City Creek Bypass. A full list of plant species observed is provided in Appendix B.

Wildlife species diversity during the survey was low and is likely impacted by the amount of surrounding development, existing disturbances, and lack of native habitats within the study area.

A total of 7 wildlife species, consisting of six native species (86%) and one non-native species (14%), were recorded during the survey (Appendix B). Wildlife detected in the immediate vicinity of the study area included: Anna's Hummingbird (*Calypte anna*), black phoebe (*Sayornis nigricans*), Cassin's kingbird (*Tyrannus vociferans*), common raven (*Corvus corax*), lesser goldfinch (*Spinus psaltria*), mourning dove (Zenaida macroura), and several feral cats (*Felis catus*), the only documented mammal.

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

Less-than-Significant with Mitigation Incorporated. The project site is highly disturbed and contains no natural or native habitat capable of supporting special-status plant or wildlife species known to occur in the region. The majority of the project site contains weedy or non-native vegetation and a single family residence, and surrounded by residential development, and commercial uses. Of the 51 special-status plant species listed in the California Natural Diversity Database (CDFW 2022b) and California Native Plant Society (CNPS 2022) databases as occurring in the vicinity of the study area, none are expected to occur within the study area due to a lack of suitable habitat (i.e., vegetation and soils). Additionally, all 66 special-status wildlife species that are documented in the region were determined to have no or low potential to occur within the study area based on an evaluation of elevation and vegetation communities present. The only protected wildlife species that may occur within the project site include common and migratory bird species protected by the Migratory Bird Treaty Act and California Fish and Game Code Section 3500. Bird species have the potential to nest within the ornamental landscaped trees on the project site, as well as on existing buildings and structures. Additionally, the project site is surrounded by development and the nearest naturalized area with native plant communities is approximately one mile from the project site, further reducing the potential for any special-status species from moving onto the project site. Therefore, the project will result in no impacts to special-status plants and wildlife.

The project site does provide suitable nesting habitat for a number of common and migratory bird species know to occur in the region. Specifically, bird species adapted to nesting in urban settings have the potential to nest within the native and non-native trees on site. Therefore, if project activities commence during the general avian nesting season of February through August, potential direct and indirect impacts may occur during vegetation removal and grading, which would be considered significant. Mitigation Measure (MM) BIO-1 would be implemented during the site preparation phase of the project to identify the presence of any nesting birds and set forth avoidance/minimization measures to reduce impacts to a less than significant level.

MM-BIO-1 Construction activities shall avoid the migratory bird nesting season (typically February 1 through August 31), to reduce any potential significant impact to birds that may be nesting on the study area. If construction activities must occur during the migratory bird nesting season, an avian nesting survey of the project site and contiguous habitat within 500 feet of all impact areas must be conducted for protected migratory birds and active nests. The avian nesting survey shall be performed by a qualified wildlife biologist within 72 hours prior to the start of construction in accordance with the Migratory Bird Treaty Act

(16 USC 703–712) and California Fish and Game Code, Sections 3503, 3503.5, and 3513. If an active bird nest is found, the nest shall be flagged and mapped on the construction plans along with an appropriate no-disturbance buffer, which will be determined by the biologist based on the species' sensitivity to disturbance (typically up to 300 feet for passerines and up to 500 feet for raptors and special-status species). The nest area shall be avoided until the nest is vacated and the juveniles have fledged. The nest area shall be demarcated in the field with flagging and stakes or construction fencing.

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

No Impact. The study area is in a highly disturbed residential lot that contains no natural or artificial drainages that could support riparian habitat. There are no riparian or other hydrophytic vegetation communities on the project site. However, City Creek Bypass occurs to the northwest of the project site, within the study area buffer. This portion of City Creek Bypass within the study area is earthen bottom with rip-rap lined slopes that does not contain any riparian or wetland vegetation. Therefore, there are no sensitive natural communities that occur within the project site that would be directly impacted by project construction. Additionally, due to the lack of riparian habitat within City Creek Bypass there will be no potential indirect impacts to riparian habitat or other sensitive natural communities.

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

Less-than-Significant Impact. The project site is in an entirely developed upland area that contains no natural or artificial drainages that could support state and federally protected water ways, or topographical depressions that could support state and federally protected wetlands. Additionally, no NWI-mapped 'blue line' wetlands are mapped on the project site. Although the historical floodplain of City Creek Bypass included portions of the project site, there is currently no direct on-site connectivity due to the previous channelization of City Creek Bypass. The proposed impact area for the project site is restricted to the existing developed areas and no direct impacts will occur to off-site drainages. Therefore, the project would have no direct impacts to any state or federally protected waters or wetlands.

However, due to proximity of the City Creek Bypass to the project site there is potential for indirect impacts to occur during construction related to erosion, runoff, and dust. However, incorporation of best management practices (BMPs) during construction as required the Stormwater Pollution Prevention Plan (SWPPP) to comply with the General Permit during all construction-related activities would reduce dust, toxins, and pollutants from entering into any adjacent waterways. Therefore, the project would have less than significant impacts to state and federally-protected waters and wetlands.

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

No Impact. The project site is surrounded by development and is isolated from larger undeveloped areas of open space. The project site has also been developed as a residential property and does not facilitate the movement of wildlife between two habitat blocks. Additionally, there are undeveloped parcels to the west that could allow for wintering stopover sites for migrating birds. Due to the existing development on site and history of disturbance, the project site does not function as a wildlife corridor or linkage.

However, City Creek Bypass occurs to the northwest of the project site that could function as a corridor for wildlife movement. The creek was dry at the time of the survey. However, the majority of the City Creek Bypass is diverted and concrete lined until it reaches the Santa Ana River which would likely reduce the potential for movement of any native fishes found in the watershed. Additionally, City Creek Bypass is separated from the project site by chain link fences that act as impediments for terrestrial wildlife entering the project site and utilizing the site as a wildlife corridor. Lastly, the project site does not function as a corridor between two larger patches of native habitat. Although there are natural habitat blocks within the greater project region (San Bernardino National Forest and the Santa Ana River), the project site is separated from these features by approximately 3 miles of urban development, preventing the possibility for wildlife occupying these natural areas to access the project site. Therefore, the proposed project would have no impacts to wildlife movement or migratory corridors.

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

Less-than-Significant Impact. Applicable local ordinances protecting biological resources within the project site include the City of Highland Heritage Tree Protection Ordinance.

The City of Highland Heritage Tree Protection Ordinance

The City of Highland Heritage Trees Ordinance, Highland Municipal Code Chapter 8.36, provides means of regulating impacts and conservation of Heritage trees which is defined as "any live tree, shrub, or plant which meets at least on of the following criteria: all woody plants in excess of 15 feet in height and having a single trunk circumference of 24 inches DBH (diameter at breast height) or more; or multitrunked tree(s) having a total circumference of 30 inches DBH or more; or a stand of tree, the nature of which makes each dependent upon the others for survival; or any other tree as may be deemed historically or culturally significant by the community development director or designee because of size, condition, location, or aesthetic qualities." An Arborist Report was prepared for the project and included an inventory and assessment of on-site trees, as well as replacement recommendations of off-site the loss of protected trees (Appendix C). The proposed site plan would require removal of up to 8 protected trees. Consistent with the City's requirements, a tree removal permit would be required for the removal of these trees. Per the City's Heritage tree preservation requirements, 16 drought tolerant trees must be planted to mitigate for the anticipated removal of 8 heritage trees. However, based on a review of the site plans, the site can accommodate up to 33 trees. Species composition and size of the planted trees is at the discretion of the community development director. With implementation of the proper permitting, direct and indirect impacts on protected trees under the City's Heritage Trees Ordinance would be less than significant due to compliance with regulations.

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

No Impact. The project is not located within the limits of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan; therefore, there would be no impact.

3.5 Cultural Resources

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
V. CULTURAL RESOURCES – Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5?	☐	☐	☒	☐
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?	☐	☒	☐	☐
c) Disturb any human remains, including those interred outside of formal cemeteries?	☐	☐	☒	☐

The following analysis is based, in part, on the Built Environment Inventory and Evaluation Report prepared by Dudek in May 2023, included as Appendix D and the Archaeological Resources Assessment prepared by Dudek in May 2023, included as Appendix E.

a) ***Would the project cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5?***

Less-than-Significant Impact. As defined by the CEQA Guidelines (14 CCR 15000 et seq.), a "historical resource" is considered to be a resource that is listed in or eligible for listing in the National Register of Historic Places (NRHP) or California Register of Historical Resources (CRHR), has been identified as significant in a historical resource survey, or is listed on a local register of historical resources. Under CEQA, a project may have a significant effect on the environment if it may cause "a substantial adverse change in the significance of an historical resource" (Public Resources Code Section 21084.1; 14 CCR 15064.5[b]). If a site is listed or eligible for listing in the CRHR, or included in a local register of historic resources, or identified as significant in a historical resources survey (meeting the requirements of Public Resources Code Section 5024.1[q]), it is a historical resource and is presumed to be historically or culturally significant for the purposes of CEQA (Public Resources Code Section 21084.1; 14 CCR 15064.5[a]).

A review of historical aerial photographs indicates that the proposed project site was undeveloped until at least 1959. The single-family residence was constructed by 1966. By 2002, project site is shown to be consistent with the present site conditions.

A review of the California Historical Resources Information System (CHRIS) database records search for a 0.5-mile records search area around proposed project site identified 14 resources that are historic built environment resources; none of these resources overlap or are adjacent to the project site. No historic-period archaeological resources have been previously recorded within the project site or 0.5-mile records search area. It is important to note that the entirety of the project site has not been subject to any previous archaeological investigations. An archaeological pedestrian survey of the project site did not identify any archaeological resources within the project footprint that are historic in age.

A Built Environment Inventory and Evaluation Report was prepared for the subject property for potential built environment resources in May 2023 (Appendix D). The report includes the results of an intensive survey of the property by a cultural resources specialist; building development and archival research; development of an appropriate historic context for the project site; and recordation and evaluation of single-family residential property over 45 years old for historical significance and integrity in consideration of NRHP, CRHR, and City of Highland designation criteria and integrity requirements.

The Built Environment Inventory and Evaluation Report concluded the property at 26811 5th Street does not appear eligible for listing in the NRHP, CRHR, or as a City of Highland Cultural Resource due to a lack of important historical associations, lack of architectural merit, and lack of integrity, nor does it appear eligible as a contributor to an historic district. As such, the property is not considered a historical resource for the purposes of CEQA. The recommended California Historical Resource Status Code for this property is 6Z (found ineligible for the NRHP, CRHR, or local designation through survey evaluation).

Therefore, the project would not cause a substantial adverse change in the significance of a known historical resource pursuant to Section 15064.5. However, the potential for intact cultural deposits (archaeological in nature, as opposed to historic in nature) to exist within native soils (below between 1 and 2 feet below ground surface) to the depths of proposed ground disturbance is unknown. In the event that unanticipated cultural resources are encountered during project implementation, an assessment and evaluation of the resource would be conducted potentially resulting in the determination that the resource is historical in accordance with the definition outlined in Section 15064.5. As a result, the project has a potential to impact and thus cause a substantial adverse change in the significance of a yet unknown historical resource.

Thus, mitigation is required to address impacts related to the inadvertent discovery of yet unknown historical resources, as outlined in MM-CUL-1, MM-CUL-2, and MM-CUL-3. MM-CUL-1 requires that all project construction personnel participate in a Workers Environmental Awareness Program training for the proper identification and treatment of inadvertent discoveries. MM-CUL-2 requires the retention of an on-call qualified archaeologist to address inadvertent discoveries. MM-CUL-3 requires construction work occurring within 100 feet of a cultural resource discovery be immediately halted until the qualified archaeologist, meeting the Secretary of Interior's Professional Qualification Standards for Archaeology, can assess and evaluate the discovery pursuant to CEQA. Additionally, MM-CUL-3 requires the inadvertent discovery clause be included on all construction plans. With implementation of MM-CUL-1, MM-CUL-2, and MM-CUL-3, significant impacts to historical resources would be reduced to less than significant with mitigation incorporated.

b) Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?

Less-than-Significant Impact with Mitigation Incorporated. A CHRIS database records search, Native American Heritage Commission (NAHC) Sacred Lands File (SLF) search, background research, including a review of a geotechnical report, and an archaeological pedestrian survey were conducted as part of an Archaeological Resources Assessment that was prepared for the project (Appendix E).

The SLF record is maintained at a Public Land Survey System Section level meaning the negative or positive result is respective of a general area covering approximately one-square mile (640 acres) rather than the exact proposed project site. Therefore, as part of the process of identifying cultural resources within or near the proposed project, Dudek referenced the results of an SLF search that was previously completed for another project within 0.5 miles northwest of the present project site (completed April 14, 2021). The NAHC's SLF search result was positive, however, as previously stated, the SLF record is maintained at a Public Land Survey System Section level, which indicates a recorded sacred site could be anywhere within this 1-square-mile (640-acre) area and therefore, does not necessarily equate to the existence of resources within the specific area occupied by the proposed project site. A search of the CHRIS database the records search did not identify any previously recorded historic-period or prehistoric archeological resources within or immediately adjacent to the proposed project site. No record of previously recorded historic-period or prehistoric archaeological resources are on file with the SCCIC as being present within proposed project site.

A review of a geotechnical report prepared for the proposed project site determined that fills soils were encountered from surface to between 1 and 2 feet below existing ground surface (bgs) within all ten exploratory backhoe trenching locations. The presence of the fill soil is an indication that any potential cultural material from surface to between 1 to 2 feet bgs, has been previously displaced from the primary depositional location, buried, or destroyed. Additionally, the presence of fill soils demonstrates that the native soils upon and within which cultural deposits would exist in situ was not observed during the survey. No cultural materials were observed within the proposed project site; however, due to the presence of fill soils, observation of intact native soils was not possible.

A review of aerial photographs for all available years indicates that in general, the project site is depicted as vacant and undeveloped (i.e., no buildings or structures observed) as early as 1901 with City Creek Bypass and associated wash/creek bed intersecting the western portion of the proposed project site. In 1966, the western portion of the proposed project site is developed with two structures, consistent with the present-day layout of the residential building/structure.

An intensive-level archaeological survey of the proposed project site was conducted May 18, 2023. The survey was conducted employing parallel transects, spaced no greater than 10 meters apart (approximately 32 feet), where feasible and safe to do so. In areas of limited ground surface visibility due to the presence of road base, gravel, dense vegetation, or extant buildings and structures, formal transects were not utilized. Instead, a mixed approach (opportunistic survey) and reconnaissance survey (visual inspection) were utilized, selectively examining areas of exposed ground surfaces, where possible. Ground disturbances such as rodent burrows and cut banks, were also visually inspected for exposed subsurface materials. A review of a geotechnical report prepared for the proposed project site (Appendix D) stated that fill soils were encountered from surface to between 1 and 2 feet below existing

ground surface at all ten trenching locations placed at accessible locations throughout the proposed project site. Native soils were encountered underlying the fill soils and extend to the maximum depths reached during the geotechnical testing. The presence of fill soils demonstrates that the native soils upon and within which cultural deposits would exist in situ was not observed during the survey. No cultural materials were observed within the proposed project site; however, due to the presence of fill soils, observation of intact native soils was not possible.

In consideration of all these factors, the potential to encounter intact deposits containing archaeological resources within soils from the current grade and between 1 and 2 feet below ground surface is unlikely. However, the potential for intact cultural deposits to exist within native soils (below between 1 and 2 feet below ground surface) to the depths of assumed ground disturbance is unknown. For these reasons, the proposed project site should be treated as potentially sensitive for archaeological resources. In the event that unanticipated archaeological resources are encountered during project implementation, impacts to these resources would be potentially significant.

Thus, mitigation is required to address impacts related to the inadvertent discovery of archaeological resources during construction, as outlined in MM-CUL-1, MM-CUL-2, and MM-CUL-3. MM-CUL-1 requires that all project construction personnel participate in a Workers Environmental Awareness Program training for the proper identification and treatment of inadvertent discoveries. MM-CUL-2 requires the retention of an on-call qualified archaeologist to address inadvertent discoveries. MM-CUL-3 requires construction work occurring within 100 feet of a cultural resource discovery be immediately halted until the qualified archaeologist, meeting the Secretary of Interior's Professional Qualification Standards for Archaeology, can assess and evaluate the discovery pursuant to CEQA. Additionally, MM-CUL-3 requires the inadvertent discovery clause be included on all construction plans. With implementation of MM-CUL-1, MM-CUL-2, and MM-CUL-3, potentially significant impacts to unknown archaeological resources would be reduced to less than significant with mitigation incorporated.

MM-CUL-1 Workers Environmental Awareness Program. Prior to the start of construction activities, all construction personnel and monitors shall be trained regarding identification and treatment protocol for inadvertent discoveries of cultural resources (archaeological and tribal) and human remains. A basic presentation and handout or pamphlet shall be prepared in order to ensure proper identification and treatment of inadvertent discoveries of cultural resources and human remains. The purpose of the Workers Environmental Awareness Program (WEAP) training is to provide specific details on the kinds of materials that may be identified during ground disturbing activities and explain the importance of and legal basis for the protection of human remains and significant cultural resources. Each worker shall also be trained in the proper procedures to follow in the event that cultural resources or human remains are uncovered during ground disturbing activities. These procedures include but are not limited to work curtailment or redirection, and the immediate contact of the site supervisor and archaeological monitoring staff.

MM-CUL-2 Retention of an On-Call Qualified Archaeologist. A qualified archaeologist shall be retained and on-call to respond and address any inadvertent discoveries identified project implementation. Additionally, in consideration of the potential to encounter intact cultural deposits beneath fill soils, the qualified archaeologist shall survey the proposed project site once fill soils have been removed to ensure no cultural deposits underly the fill layer.

If is determined, based on the aforementioned survey, that cultural resources are present or may be present and may be impacted during project construction, monitoring may be warranted. Additionally, any identified cultural resources shall be assessed and evaluated pursuant to CEQA. If it is determined that monitoring is warranted, a qualified archaeological principal investigator, meeting the Secretary of the Interior's Professional Qualification Standards, shall oversee and adjust monitoring efforts as needed (increase, decrease, or discontinue monitoring frequency) based on the observed potential for construction activities to encounter cultural deposits or material. The archaeological monitor will be responsible for maintaining daily monitoring logs.

MM-CUL-3 Inadvertent Discovery Clause. In the event that potential archaeological resources (sites, features, or artifacts) are exposed during ground disturbance, all construction work occurring within 60 feet of the find shall immediately stop, and the qualified archaeologist that has been retained on call must be notified immediately to assess the significance of the find and determine whether additional study is warranted. Additionally, the Yuhaaviatam of San Manuel Nation Cultural Resources Department (YSMN) shall be contacted, as detailed within TCR-1, regarding any pre-contact and/or historic-era finds of or potentially of Native American origin. The Tribe shall be provided relevant information regarding the findings of the archaeological assessment as well recommendations regarding further study and treatment, if necessary. Depending upon the significance of the find under the California Environmental Quality Act (CEQA), the archaeologist may simply record the find and allow work to continue. If the discovery proves significant under CEQA, additional work (e.g., preparation of an archaeological treatment plan, testing, data recovery, or monitoring) may be warranted if the resource cannot be feasibly avoided. If significant pre-contact and/or historic-era cultural resources, as defined by CEQA (as amended, 2015), are discovered and avoidance cannot be ensured, the archaeologist shall develop a Monitoring and Treatment Plan (Plan) to include a research design, if data recovery is determined necessary. A draft of the Plan shall be provided to YSMN for review and comment, prior to finalization of the Plan as detailed within TCR-1. If monitoring is warranted, it shall be conducted for the remainder of the project, and implement the Plan accordingly. Additionally, an archaeological monitoring report shall be prepared within 60 days following completion of ground disturbance and submitted to the City of Highland for review. This report shall document compliance with approved mitigation, document the monitoring efforts and any discoveries, and include an appendix with daily monitoring logs. The final report shall be submitted to the City of Highland, Applicant, YSMN, and the South Central Coastal Information Center.

If human remains or funerary objects are encountered during any activities associated with the project, work in the immediate vicinity (within a 100-foot buffer of the find) shall cease and the County Coroner shall be contacted pursuant to State Health and Safety Code §7050.5 and that code enforced for the duration of the project. No further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent remains shall occur until the county coroner has determined the appropriate treatment and disposition of the human remains. If the county coroner determines that the remains are, or are believed to be, Native American, he or she shall follow all required protocols according to California Public Resources Code, Section 5097.98.

c) ***Would the project disturb any human remains, including those interred outside of formal cemeteries?***

Less-than-Significant Impact. No prehistoric or historic period burials were identified within the proposed project site as a result of the CHRIS records search or pedestrian survey. Although the NAHC's SLF search result was positive, it is important to note that the results of the SLF provided by the NAHC relate to the general regional area within and surrounding the proposed project site and don't necessarily equate to the existence of resources or human remains within the specific proposed project site. In the event that human remains are inadvertently encountered during ground disturbing activities, they shall be treated consistent with state and local regulations including California Health and Safety Code Section 7050.5, California Public Resources Code Section 5097.98, and the California Code of Regulations Section 15064.5(e). In accordance with these regulations, if human remains are found, the County Coroner must be immediately notified of the discovery. No further excavation or disturbance of the project site or any nearby (no less than 100 feet) area reasonably suspected to overlie adjacent remains can occur until the County Coroner has determined if the remains are potentially human in origin. If the County Coroner determines that the remains are, or are believed to be, Native American, he or she is required to notify the NAHC that shall notify those persons believed to be the most likely descendant. The most likely descendant shall determine, in consultation with the property owner, the disposition of the human remains. Compliance with these regulations would ensure that impacts to human remains resulting from the proposed project would be less than significant.

3.6 Energy

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
VI. Energy – Would the project:				
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	☐	☐	☒	☐
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	☐	☐	☒	☐

a) ***Would the project result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?***

Less-than-Significant Impact. The electricity and natural gas used for construction of the proposed project would be temporary, would be substantially less than that required for project operation, and would have a negligible contribution to the project's overall energy consumption. Although the project would see an increase in petroleum use during construction and operation, vehicles would use less petroleum due to advances in fuel economy and potential reduction in vehicle miles traveled (VMT) over time.

Construction

Electricity

Temporary electric power for as-necessary lighting and electronic equipment (such as computers inside temporary construction trailers) would be provided by Southern California Edison. The electricity used for such activities would be temporary, would be substantially less than that required for project operation, and would have a negligible contribution to the project's overall energy consumption.

Natural Gas

Natural gas is not anticipated to be required during construction of the project. Fuels used for construction would primarily consist of diesel and gasoline, which are discussed below under the Petroleum subsection. Any minor amounts of natural gas that may be consumed as a result of project construction would be substantially less than that required for project operation and would have a negligible contribution to the project's overall energy consumption.

Petroleum

Heavy-duty construction equipment associated with construction activities would rely on diesel fuel. Construction workers would travel to and from the project site throughout the duration of construction. It is assumed in this analysis that construction workers would travel to and from the site in gasoline-powered passenger vehicles.

Heavy-duty construction equipment of various types would be used during each phase of project construction. Appendix A-1 lists the assumed equipment usage for each phase of construction.

Fuel consumption from construction equipment was estimated by converting the total carbon dioxide (CO_2) emissions from each construction phase to gallons using the conversion factors for CO_2 to gallons of gasoline or diesel. Construction is estimated to occur in 2024 and 2025 based on the construction phasing schedule. The conversion factor for gasoline is 8.78 kilograms per metric ton CO_2 per gallon, and the conversion factor for diesel is 10.21 kilograms per metric ton CO_2 per gallon (The Climate Registry 2021). The estimated diesel fuel usage from construction is shown in Table 3.6-1.

Table 3.6-1. Total Proposed Project Construction Petroleum Demand

Scenario	Off-Road Equipment (diesel)	Haul Trucks (diesel)	Vendor Trucks (diesel)	Worker Vehicles (gasoline)
	Gallons			
Project Construction	21,712	483	5,897	7,634
Total Petroleum Consumed for Project Construction				35,726

Source: Appendix A-1

In summary, construction of the project is anticipated to consume 7,634 gallons of gasoline and 28,092 gallons of diesel over the course of 13 months. The project will be subject to CARB's In-Use Off-Road Diesel Vehicle Regulation that applies to certain off-road diesel engines, vehicles, or equipment

greater than 25 horsepower. The regulation (1) imposes limits on idling, requires a written idling policy, and requires a disclosure when selling vehicles; (2) requires all vehicles to be reported to CARB (using the Diesel Off-Road Online Reporting System) and labeled; (3) restricts the adding of older vehicles into fleets starting on January 1, 2014; and (4) requires fleets to reduce their emissions by retiring, replacing, or repowering older engines, or installing Verified Diesel Emission Control Strategies (i.e., exhaust retrofits). The fleet must either show that its fleet average index was less than or equal to the calculated fleet average target rate, or that the fleet has met the Best Achievable Control Technology requirements. The project is also located in an urban area and worker, vendor, and haul truck trip lengths would be shorter compared to a suburban project location, resulting in less energy use. Therefore, impacts to energy resources during construction would be less than significant.

Operation

Electricity

The operation of the project would require electricity for multiple purposes, including cooling, lighting, appliances, and powering various equipment, such as electric forklifts. Additionally, the supply, conveyance, treatment, and distribution of water would indirectly result in electricity usage. Electricity consumption associated with project operation is based on the CalEEMod outputs for water, wastewater, and electric forklifts presented in Appendix A-1.

CalEEMod default values for energy consumption for each land use were applied for the project analysis. The energy use from non-residential land uses is calculated in CalEEMod based on the California Commercial End-Use Survey database. Energy use in buildings (both natural gas and electricity) is divided by the program into end use categories subject to Title 24 requirements (end uses associated with the building envelope, such as the heating, ventilation, and air conditioning [HVAC] system; water heating system; and integrated lighting) and those not subject to Title 24 requirements (such as appliances, electronics, and miscellaneous "plug-in" uses).

Title 24 of the California Code of Regulations serves to enhance and regulate California's building standards. The most recent amendments to Title 24, Part 6, referred to as the 2022 standards, became effective on January 1, 2023. According to these estimations, the project would consume approximately 270,533 kilowatt-hours per year during operation (Appendix A-1).

Natural Gas

The operation would require natural gas for various purposes, including water heating and natural gas appliances and natural gas forklifts. Natural gas consumption associated with operation is based on the CalEEMod outputs in Appendix A-1.

CalEEMod default values for energy consumption for each land use were applied for the project analysis. The energy use from non-residential land uses is calculated in CalEEMod based on the California Commercial End-Use Survey database. Energy use in buildings (both natural gas and electricity) is divided by the program into end use categories subject to Title 24 requirements (end uses associated with the building envelope, such as the HVAC system, water heating system, and integrated lighting) and those not subject to Title 24 requirements (such as appliances, electronics, and miscellaneous "plug-in" uses).

Title 24 of the California Code of Regulations serves to enhance and regulate California's building standards. The most recent amendments to Title 24, Part 6, referred to as the 2023 standards, became effective on January 1, 2023. According to these estimations, the project would consume approximately 1,020,228 thousand British thermal units per year.

Petroleum

During operations, the majority of fuel consumption resulting from the project would involve the use of forklifts and motor vehicles traveling to and from the project site.

Petroleum fuel consumption associated with motor vehicles traveling to and from the project site is a function of the VMT as a result of project operation. As shown in Appendix A-1 and as discussed in Section 3.3 and Section 3.8, the annual VMT attributable to the project is expected to be 409,141miles for passenger vehicles and 368,448 miles for trucks. Similar to the construction worker and vendor trips, fuel consumption from worker and truck trips are estimated by converting the total CO_2 emissions from operation of the project to gallons using the conversion factors for CO_2 to gallons of gasoline or diesel. Mobile source emissions were estimated using EMFAC2021. Calculations for annual mobile source fuel consumption are provided in Table 3.6-2.

Table 3.6-2. Operational Annual Mobile Source Petroleum Demand

Fuel	Source	Vehicle MT CO_2	kg/CO_2/Gallon	Gallons
Gasoline	Vehicles	127	8.78	57,973
Diesel	Vehicles	509	10.21	49,853
			Total	**107,826**

Sources: Trips and vehicle CO_2 (Appendix A-1); kg/CO_2/Gallon (The Climate Registry 2020).
Notes: MT = metric ton; CO_2 = carbon dioxide; kg = kilogram

As shown in Table 3.6-2, total petroleum consumption for the project annually is estimated to be 107,826 gallons.[12]

Summary

In summary, although natural gas and electricity usage would increase due to the implementation of the project, the project would be subject to the State Building Energy Efficiency Standards. Although the project would see an increase in petroleum use during construction and operation, vehicles would use less petroleum due to advances in fuel economy and potential reduction in VMT over time. Therefore, impacts to energy resources during operation would be less than significant.

Over the lifetime of the project, the fuel efficiency of the vehicles being used by the visitors and employees of the project is expected to increase. As such, the amount of gasoline consumed as a result of vehicular trips to and from the project site during operation would decrease over time. There are numerous regulations in place that require and encourage increased fuel efficiency. For example, CARB has adopted a new approach to passenger vehicles by combining the control of smog-causing pollutants and GHG

12 For context, California as a whole is expected to consume approximately 18.0 billion gallons of petroleum per year by 2023 (CARB 2021). Countywide total petroleum use by vehicles is expected to be 1,114 million gallons per year by 2024 (CARB 2021).

emissions into a single coordinated package of standards. The new approach also includes efforts to support and accelerate the number of plug-in hybrids and zero-emission vehicles in California (CARB 2017a). Additionally, in response to Senate Bill (SB) 375, CARB has adopted the goal of reducing per-capita GHG emissions from 2005 levels by 8% by the year 2020 and 13% by the year 2035 for light-duty passenger vehicles in the SCAG planning area. This reduction would occur by reducing VMT through the integration of land use planning and transportation. As such, operation of the project is expected to use decreasing amounts of petroleum over time, due to advances in fuel economy.

The project would create additional electricity and natural gas demand by adding warehouse facilities. New facilities associated with the proposed project would be subject to the State Building Energy Efficiency Standards, embodied in Title 24 of the California Code of Regulations. The efficiency standards apply to new construction of non-residential buildings and regulate energy consumed for heating, cooling, ventilation, water heating, and lighting. The project will meet applicable Title 24 requirements, other renewable energy systems including wind turbine generation, geothermal generation, energy storage and other renewable energy generation features are not considered technically or economically feasible and or demonstrated for a similar project. Additionally, site constraints include limited land availability and incompatibility with land use for large scale power generation facilities as well as unknown interconnection feasibility and compatibility with utility provider systems. For these reasons other onsite renewable energy systems are not considered feasible for the proposed project.

In summary, implementation of the project would increase the demand for electricity and natural gas at the project site and petroleum consumption in the region during construction and operation. However, as the project would be consistent with current regulations and policies, the project would not be wasteful, inefficient, and would not result in unnecessary energy resource consumption. The project's energy consumption demands during construction and operation would conform to the State's Title 24 standards such that the project would not be expected to wastefully use gas and electricity. Since the proposed project would comply with Title 24 conservation standards, the proposed project would not directly require the construction of new energy generation or supply facilities or result in wasteful, inefficient, or unnecessary consumption of energy. Moreover, vehicle usage associated with the project would use less petroleum due to advances in fuel economy and potential reduction in VMT over time. Therefore, impacts would be less than significant.

b) Would the project conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

Less-than-Significant Impact. The project would be subject to and would comply with, at a minimum, the California Building Energy Efficiency Standards (24 CCR, Part 6). Part 6 of Title 24 establishes energy efficiency standards for non-residential buildings constructed in California to reduce energy demand and consumption. As such, the project would comply with the California code requirements for energy efficiency.

Part 11 of Title 24 sets forth voluntary and mandatory energy measures that are applicable to the project under the California Green Building Standards, also known as CALGreen. CALGreen institutes mandatory minimum environmental performance standards for all ground-up, new construction of commercial, low-rise residential, high-rise residential, state-owned buildings, schools, and hospitals, as well as certain residential and non-residential additions and alterations. On this basis, the project would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency. Therefore, impacts would be less than significant.

3.7 Geology and Soils

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

a) Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:

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

No Impact. The Alquist-Priolo Zones Special Studies Act defines active faults as those that have experienced surface displacement or movement during the last 11,000 years. As shown in Figure 6-2 of the General Plan, the City of Highland is traversed by the San Andreas Fault System (City of Highland 2006). The Alquist-Priolo Earthquake Fault Zone, as identified in the General Plan, is located approximately 3.7 miles east of the project site (City of Highland 2006). The proposed development lies outside of any Alquist Priolo Special Studies Zone and the potential for damage due to direct fault rupture is considered unlikely (Appendix F, Geotechnical Investigation). Additionally, based on a review of the California Department of Conservation regulatory maps, the project site is not located in a designated Fault Hazard Zone (DOC 2021). Therefore, no impacts associated with fault rupture would occur.

ii) Strong seismic ground shaking?

Less-than-Significant Impact. Similar to other areas located in the seismically active Southern California region, the City is susceptible to strong ground shaking during an earthquake. However, as previously addressed in Section 3.7(a)(i), the project site is located approximately 3.7 miles east of the San Andreas Fault Zone, which is capable of producing an 8.3 Magnitude earthquake (City of Highland 2006). Pursuant to Title 15, Buildings and Construction, of the Highland Municipal Code, the project would incorporate the design recommendations included in its geotechnical report, which will be subject to review and approval by City staff prior to issuance of a grading permit. The project's geotechnical report provides specific design recommendations to ensure the structural integrity of the project in the event that seismic ground shaking is experienced at the project site. These recommendations include performing remedial grading, over-excavating existing soils, and recompacting these soils with compacted fill, among other technical design recommendations (Appendix F). Additionally, the project's structures would be designed consistent with the most recent version of the California Building Code, which includes universal standards relating to seismic load requirements. With implementation of the recommendations of the project's geotechnical report, impacts associated with strong seismic ground shaking would be less than significant.

iii) Seismic-related ground failure, including liquefaction?

Less-than-Significant Impact. Liquefaction occurs when partially saturated soil loses its effective stress and enters a liquid state, which can result in the soil's inability to support structures above. Liquefaction can be induced by ground-shaking events and is dependent on soil saturation conditions. As shown in Figure 6-3 of the General Plan, the project site is not within a High Liquefaction Susceptibility Area (City of Highland 2006), and according to the project's Geotechnical Report, liquefaction is not a concern for the project site (Appendix F). Therefore, impacts associated with seismic-related ground failure, including liquefaction, would be less than significant.

iv) Landslides?

No Impact. The project site is relatively flat and is not within an area susceptible to landslides as shown in General Plan Figure 6-3 (City of Highland 2006). Therefore, no impact associated with landslides would occur on the proposed project site.

b) Would the project result in substantial soil erosion or the loss of topsoil?

Short-Term Construction Impacts

Less-than-Significant Impact. Ground surfaces that would be temporarily exposed during construction could result in erosion or loss of soil during storm events. Construction projects that involve the disturbance of 1 or more acres of soil, including clearing, grading, and disturbances to the ground such as stockpiling or excavation, are required to obtain coverage under the State Water Resources Control Board General Permit for Discharges of Stormwater Associated with Construction Activity (Construction General Permit). The Construction General Permit requires the development and implementation of a SWPPP (SWRCB 2023a). Implementation of a Construction General Permit, including preparation of a SWPPP and installation of BMPs, would reduce the potential for both stormwater runoff and soil erosion impacts. Therefore, short-term construction impacts associated with soil erosion would be less than significant.

Long-Term Operational Impacts

Less-than-Significant Impact. Following construction of the project, ground surfaces would be covered by the proposed warehouse building or otherwise stabilized with landscaping and paving. The stormwater generated on site, along with any sediments contained within the stormwater, will be directed into an on-site corrugated metal pipe infiltration system to be treated on site. Therefore, the potential for substantial soil erosion or the loss of topsoil would be less than significant.

c) Would the project be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?

Less-than-Significant Impact. As previously discussed, the potential for the project to result in or be affected by landslides and liquefaction is low, and these issues are not anticipated at the project site. The project would be designed consistent with the specific design recommendations of the project's geotechnical report, which provides recommendations to perform remedial grading, over-excavate existing soils, and recompact these soils with compacted fill, among other technical design recommendations (Appendix F). Implementation of these recommendations would address these potentially hazardous conditions and ensure structural integrity in the event that seismic-related issues are experienced at the project site. With implementation of the recommendations of the project's geotechnical report, impacts would be less than significant.

d) Would the project be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?

Less-than-Significant Impact. Expansive soils are characterized by their potential shrink/swell behavior. Shrink/swell is the change in volume (expansion and contraction) that occurs in certain fine-grained clay

sediments from the cycle of wetting and drying. Much of the damage to building foundations, roads, and other structures can be caused by the swelling and shrinking of soils as a result of wetting and drying. The on-site soils at the project site are very low (Expansion Index = 0-20) in expansion potential (Appendix F). Further, compliance with California Building Code requirements would reduce the potential risk to people and structures due to unstable and expansive soils. Therefore, impacts associated with expansive soils would be less than significant.

e) ***Would the project have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?***

No Impact. The proposed project would connect directly to the East Valley Water District sewer system and would not require septic tanks or any other alternative wastewater disposal system. Therefore, no impacts associated with the ability of soils to support septic tanks would occur.

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

Less-than-Significant with Mitigation Incorporated. The project site lies within the northernmost Peninsular Ranges Geomorphic Province, which extends from the tip of the Baja California Peninsula to the Transverse Ranges (the San Gabriel and San Bernardino Mountains) and includes the Los Angeles Basin, offshore islands (Santa Catalina, Santa Barbara, San Nicholas, and San Clemente), and continental shelf. The eastern boundary is the Colorado Desert Geomorphic Province (California Geological Survey 2002; Morton and Miller 2006). The ancestral Peninsular Ranges were formed by uplift of plutonic igneous rock resulting from the subduction of the Farallon Plate underneath the North American Plate during the latter portion of the Mesozoic era approximately 90 to 125 million years ago (Abbott 1999).

According to surficial geological mapping by Dibblee and Minch (2004) at a 1:24,000 scale, the project site is underlain by Holocene (<11,700 years ago; Cohen et al. [2023]) alluvial deposits (map unit Qa). In general, these deposits consist of unconsolidated sand and clay deposited in valley areas. Based on the geotechnical report (Appendix F) the top 1 to 2 feet of sediments at the project area are composed of artificial fill, with sediments deeper than 2 feet to the greatest sampled depth of 18.5 feet comprised of natural, undisturbed alluvial sediments.

Dudek requested a paleontological records search from the Natural History Museum of Los Angeles County (NHMLA) on April 26, 2023, and the results were received on May 7, 2023. The NHMLA reported no fossil localities from within the project area, but there are several localities recorded from nearby in similar sedimentary units that can be found either at surface or at depth.

The Holocene young alluvial fan deposits have not been shown to produce any fossil resources due to their young age and therefore have low paleontological sensitivity but transition to high paleontological sensitivity at depth. The NHMLA (2023) did not report any localities from within the project site but did report four localities (LACM VP [Los Angeles County Museum Vertebrate Paleontology] 4619, 7811, 1207, and 4540) that produced the Pleistocene fauna outside the project site. The localities and fauna are as follows: LACM VP 4619 produced a mammoth (*Mammuthus*) from approximately 100 feet below the ground surface (bgs) in Eastvale; LACM VP 7811 produced a whip snake (*Masticophis*) from 9 to 11 feet bgs in Chino Valley; LACM VP 1207 produced a member of the bovid family (Bovidae) from an unknown depth bgs in Corona; and LACM VP 4540 yielded a member of the horse family (Equidae) also from an unknown depth bgs in the

San Jacinto Valley (NHMLA 2023). These same Pleistocene sediments may underlie the surficial sediments within the project area and have a high paleontological sensitivity.

With regards to paleontological resources, Holocene alluvial deposits have low sensitivity on the surface that increases to high with depth. As such, there is a possibility of encountering previously undiscovered paleontological resources at subsurface levels during ground-disturbing activities associated with the project. Implementation of mitigation measure **MM-GEO-1** would ensure that potential impacts to paleontological resources during construction activities are reduced to below a level of significance. Impacts would therefore be less than significant with mitigation incorporated.

MM-GEO-1 Prior to commencement of any grading activity on-site, the applicant shall retain a qualified paleontologist as defined by the Society of Vertebrate Paleontology (SVP) (2010) guidelines, subject to the review and approval of the City's Building Official, or designee. The paleontologist shall prepare a Paleontological Resources Impact Mitigation Program (PRIMP) for the project. The PRIMP shall be consistent with the SVP (2010) guidelines and should outline requirements for preconstruction meeting attendance and worker environmental awareness training; where monitoring is required within the project site below a depth of 10 feet below the ground surface based on construction plans and/or geotechnical reports; procedures for adequate paleontological monitoring and discoveries treatment; and paleontological methods (including sediment sampling for microvertebrate fossils), reporting, and collections management. The PRIMP shall also include a statement that any fossil lab or curation costs (if necessary due to fossil recovery) are the responsibility of the project proponent. The qualified paleontologist shall attend the preconstruction meeting and be on-site during all rough grading and/or trenching for utilities to determine the amount of paleontological monitoring necessary based on subsurface conditions. In the event that paleontological resources (e.g., fossils) are unearthed during grading, the paleontological monitor will temporarily halt and/or divert grading activity to allow recovery of paleontological resources. The area of discovery will be roped off with a 50-foot radius buffer. Once documentation and collection of the find is completed, the monitor will remove the rope and allow grading to recommence in the area of the find. Upon completion of the paleontological monitoring program, the qualified paleontologist shall prepare a final monitoring report documenting the results of the mitigation program. This report should include discussions of the methods used, stratigraphic section(s) exposed, fossils collected, and significance of recovered fossils.

3.8 Greenhouse Gas Emissions

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
VIII. GREENHOUSE GAS EMISSIONS – Would the project:				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	☒	☐

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☒	☐

a) ***Would the project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?***

Less-than-Significant Impact. Climate change refers to any significant change in measures of climate (e.g., temperature, precipitation, or wind patterns) lasting for an extended period of time (i.e., decades or longer). The Earth's temperature depends on the balance between energy entering and leaving the planet's system, and many factors (natural and human) can cause changes in Earth's energy balance. The greenhouse effect is the trapping and buildup of heat in the atmosphere near the Earth's surface (the troposphere). The greenhouse effect is a natural process that contributes to regulating the Earth's temperature, and it creates a livable environment on Earth. Human activities that emit additional GHGs to the atmosphere increase the amount of infrared radiation that gets absorbed before escaping into space, thus enhancing the greenhouse effect and causing the Earth's surface temperature to rise. Global climate change is a cumulative impact; a project contributes to this impact through its incremental contribution combined with the cumulative increase of all other sources of GHGs. Thus, GHG impacts are recognized exclusively as cumulative impacts (CAPCOA 2008).

A GHG is any gas that absorbs infrared radiation in the atmosphere; in other words, GHGs trap heat in the atmosphere. As defined in California Health and Safety Code Section 38505(g) for purposes of administering many of the state's primary GHG emissions reduction programs, GHGs include CO_2, methane (CH_4), nitrous oxide (N_2O), hydrofluorocarbons, perfluorocarbons, sulfur hexafluoride, and nitrogen trifluoride (see also CEQA Guidelines Section 15364.5).[13] The three GHGs evaluated herein are CO_2, CH_4, and N_2O because these gases would be emitted during project construction and operation.

The Intergovernmental Panel on Climate Change developed the global warming potential (GWP) concept to compare the ability of each GHG to trap heat in the atmosphere relative to another gas. The reference gas used is CO_2; therefore, GWP-weighted emissions are measured in metric tons (MT) of CO_2 equivalent (CO_2e). Consistent with CalEEMod Version 2020.4.0, this GHG emissions analysis assumed the GWP for CH_4 is 25 (i.e., emissions of 1 MT of CH_4 are equivalent to emissions of 25 MT of CO_2), and the GWP for N_2O is 298, based on the Intergovernmental Panel on Climate Change's Fourth Assessment Report (IPCC 2007).

As discussed in Section 3.3, the project is located within SCAQMD jurisdictional boundaries. In October 2008, the SCAQMD proposed recommended numeric CEQA significance thresholds for GHG emissions for lead agencies to use in assessing GHG impacts of residential and commercial development projects as presented

[13] Climate-forcing substances include greenhouse gases (GHGs) and other substances such as black carbon and aerosols. This discussion focuses on the seven GHGs identified in the California Health and Safety Code Section 38505; impacts associated with other climate-forcing substances are not evaluated herein.

in its Draft Guidance Document—Interim CEQA Greenhouse Gas (GHG) Significance Threshold (SCAQMD 2008b). This document, which builds on the previous guidance prepared by the California Air Pollution Control Officers Association, explored various approaches for establishing a significance threshold for GHG emissions. The draft interim CEQA thresholds guidance document was not adopted or approved by the Governing Board. However, in December 2008, the SCAQMD adopted an interim 10,000 MT CO_2e per-year screening level threshold for stationary source/industrial projects for which the SCAQMD is the lead agency (SCAQMD 2008b). The 10,000 MT CO_2e per-year threshold, which was derived from GHG reduction targets established in Executive Order S-3-05, was based on the conclusion that the threshold was consistent with achieving an emissions capture rate of 90% of all new or modified stationary source projects.

The SCAQMD formed a GHG CEQA Significance Threshold Working Group to work with SCAQMD staff on developing GHG CEQA significance thresholds until statewide significance thresholds or guidelines are established. From December 2008 to September 2010, the SCAQMD hosted working group meetings and revised the draft threshold proposal several times, although it did not officially provide these proposals in a subsequent document. The SCAQMD has continued to consider adoption of significance thresholds for residential and general land-use development projects. The most recent proposal issued by SCAQMD, issued in September 2010, uses the following tiered approach to evaluate potential GHG impacts from various uses (SCAQMD 2010):

Tier 1. Determine if CEQA categorical exemptions are applicable. If not, move to Tier 2.

Tier 2. Consider whether or not the project is consistent with a locally adopted GHG reduction plan that has gone through public hearing and CEQA review, that has an approved inventory, includes monitoring, etc. If not, move to Tier 3.

Tier 3. Consider whether the project generates GHG emissions in excess of screening thresholds for individual land uses. The 10,000 MT CO_2e per-year threshold for industrial uses would be recommended for use by all lead agencies. Under option 1, separate screening thresholds are proposed for residential projects (3,500 MT CO_2e per year), commercial projects (1,400 MT CO_2e per year), and mixed-use projects (3,000 MT CO_2e per year). Under option 2, a single numerical screening threshold of 3,000 MT CO_2e per year would be used for all non-industrial projects. If the project generates emissions in excess of the applicable screening threshold, move to Tier 4.

Construction Greenhouse Gas Emissions

Construction of the project would result in GHG emissions, which are primarily associated with the use of off-road construction equipment, on-road haul and vendor trucks, and worker vehicles. The SCAQMD Draft Guidance Document – Interim CEQA Greenhouse Gas (GHG) Significance Threshold (SCAQMD 2008b) recommends that "construction emissions be amortized over a 30-year project lifetime, so that GHG reduction measures will address construction GHG emissions as part of the operational GHG reduction strategies." Thus, the total construction GHG emissions were calculated, amortized over 30 years, and added to the total operational emissions for comparison with the GHG significance threshold of 3,000 MT CO_2e per year. The determination of significance, therefore, is addressed in the operational emissions discussion following the estimated construction emissions.

CalEEMod was used to calculate the annual GHG emissions based on the construction scenario described in Section 3.3. Construction of the project is anticipated to commence in January 2024, lasting a total of

13 months and reaching completion in January 2025. On-site sources of GHG emissions include off-road equipment and off-site sources include haul trucks, vendor trucks, and worker vehicles. Table 3.8-1 presents construction GHG emissions for the project from on-site and off-site emission sources.

Table 3.8-1. Estimated Annual Construction Greenhouse Gas Emissions

Year	CO_2	CH_4	N_2O	CO_2e
	Metric Tons per Year			
2024	347	0.02	0.01	352
2025	1.72	<0.01	<0.01	1.73
			Total	354
			Amortized Emissions (over 30 years)	29.50

Source: Appendix A-1.
Notes: CO_2 = carbon dioxide; CH_4 = methane; N_2O = nitrous oxide; CO_2e = carbon dioxide equivalent.

As shown in Table 3.8-1, the estimated total GHG emissions during construction of the project would be approximately 354 MT CO_2e. Estimated project-generated construction emissions amortized over 30 years would be approximately 30 MT CO_2e per year. As with project-generated construction air quality pollutant emissions, GHG emissions generated during construction of the project would be short-term in nature, lasting only for the duration of the construction period, and would not represent a long-term source of GHG emissions. Because there is no separate GHG threshold for construction, the evaluation of significance is discussed in the operational emissions analysis in the following text.

Operational Greenhouse Gas Emissions

CalEEMod Version 2022.1 was used to estimate potential project-generated and exiting land use operational GHG emissions from area sources (landscape maintenance), natural gas combustion, electrical generation, water supply and wastewater treatment, solid waste, and off-road equipment (forklifts). As with the air quality analysis, mobile source GHG emissions were estimated using CalEEMod based on EMFAC2021 emission factors. Emissions from each category—area sources, energy sources, mobile sources, solid waste, water supply and wastewater treatment, and off-road equipment—are discussed in the following text with respect to the project. For additional details, see Section 3.3 for a discussion of operational emission calculation methodology and assumptions, specifically for area, energy (natural gas), and mobile sources. Operational year 2025 was assumed to be the first full year of operation following completion of construction.

Area Sources

CalEEMod was used to estimate GHG emissions from the project's area sources, including operation of gasoline-powered landscape maintenance equipment, which produce minimal GHG emissions. It was assumed that 100% of the landscaping equipment would be gasoline powered. Consumer product use and architectural coatings result in VOC emissions, which are analyzed in air quality analysis only, and low to no GHG emissions.

Energy Sources

The estimation of operational energy emissions was based on CalEEMod land use defaults and square footage of the project's land uses. For non-residential buildings, CalEEMod energy intensity value (electricity or natural gas usage per square foot per year) assumptions were based on the California Commercial End-Use Survey database. Emissions are calculated by multiplying the energy use by the utility carbon intensity (pounds of GHGs per kilowatt-hour for electricity or 1,000 British thermal units for natural gas) for CO_2 and other GHGs.

The current Title 24, Part 6 standards, referred to as the 2022 Title 24 Building Energy Efficiency Standards, became effective on January 1, 2023. The current version of CalEEMod assumes compliance with the 2019 Title 24 Building Energy Efficiency Standards (CAPCOA 2021).

The CalEEMod default energy intensity factor (CO_2, CH_4, and N_2O mass emissions per kilowatt-hour) were utilized for Southern California Edison. SB X1 2 established a target of 33% from renewable energy sources for all electricity providers in California by December 31, 2020, and SB 100 calls for further development of renewable energy, with a target of 44% by December 31, 2024; 52% by December 31, 2027; and 60% by December 31, 2030. As such, GHG emissions associated with project electricity demand would continue to decrease over time.

Mobile Sources

All details for criteria air pollutants discussed in Section 3.3 are also applicable for the estimation of operational mobile source GHG emissions. It was assumed that the warehouse would operate 7 days per week; therefore, 365 days of vehicle emissions were assumed. Regulatory measures related to mobile sources include Assembly Bill (AB) 1493 (Pavley) and related federal standards. AB 1493 required that CARB establish GHG emission standards for automobiles, light-duty trucks, and other vehicles determined by CARB to be vehicles that are primarily used for noncommercial personal transportation in the state. In addition, the National Highway Traffic Safety Administration and EPA have established corporate fuel economy standards and GHG emission standards, respectively, for automobiles and light-, medium-, and heavy-duty vehicles. Implementation of these standards and fleet turnover (replacement of older vehicles with newer ones) will gradually reduce emissions from the project's motor vehicles. The effectiveness of fuel economy improvements was evaluated to the extent it was captured in the EMFAC2021 emission factors for motor vehicles in 2025.

Solid Waste

The project would generate solid waste and therefore, would result in CO_2e emissions associated with landfill off-gassing. CalEEMod default values for solid waste generation were used to estimate GHG emissions associated with solid waste.

Water and Wastewater

Supply, conveyance, treatment, and distribution of water for the project require the use of electricity, which would result in associated indirect GHG emissions. Similarly, wastewater generated by the project requires the use of electricity for conveyance and treatment, along with GHG emissions generated during wastewater

treatment. Water consumption estimates for both indoor and outdoor water use and associated electricity consumption from water use and wastewater generation were estimated using CalEEMod default values.

Off-Road Equipment

The SCAQMD published a summary of operational survey results from 34 operating high-cube warehouses (SCAQMD 2014). The SCAQMD survey reported an average of 0.12 forklifts/pallet jacks per 1,000 square feet of building area, which was applied to the project. Note that this estimate is for total forklifts and pallet jacks. Pallet jacks are small as they are primarily used to lift small loads in tight quarters (and are electric or manual); therefore, assuming all pieces of equipment are forklifts is conservative. For the project, a total of seven forklifts were assumed. All seven forklifts are assumed to operate 8 hours per day and 7 days per week at the project site, see Appendix A-1 for details.

The estimated operational (year 2025) net GHG emissions (project-generated GHG emissions minus existing land use GHG emissions) from area sources, energy usage, motor vehicles, solid waste generation, water usage and wastewater generation, and off-road equipment are shown in Table 3.8-2.

Table 3.8-2. Estimated Annual Operational Greenhouse Gas Emissions

Emission Source	CO_2	CH_4	N_2O	CO_2e
	metric tons per year			
Proposed Project				
Mobile	611	0.04	0.08	636
Area	1.09	<0.01	<0.01	1.09
Energy	300	0.02	<0.01	301
Water	26.9	0.41	0.01	39.9
Water supply and wastewater	4.50	0.45	0.00	15.7
			Project Total	**994**
			Amortized Construction Emissions	*29.5*
			Total Emissions (Proposed Project + Amortized Construction Total)	**1,023.50**

Source: Appendix A-1.
Notes: CO_2 = carbon dioxide; CH_4 = methane; N_2O = nitrous oxide; CO_2e = carbon dioxide equivalent.
1 Includes **MM-AQ-2**, which requires the use of electric powered forklifts during opreation of the project. To provide a conservative estiamte of emissions, Electric forklifts energy demand is calculated in the energy source categorey.

As shown in Table 3.8-2, estimated annual generated GHG emissions would be approximately 994 MT CO_2e per year as a result of project operation. Estimated annual operational emissions in 2025 with amortized project construction emissions of approximately 30 MT CO_2e per year would be approximately 1,024 MT CO_2e per year. Annual operational GHG emissions with amortized construction emissions would not exceed the SCAQMD recommended threshold of 3,000 MT CO_2e per year.

b) Would the project generate conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

Potential to Conflict with State Reduction Targets and CARB's Scoping Plan

Less-than-Significant Impact. The California State Legislature passed the Global Warming Solutions Act of 2006 (AB 32) to provide initial direction to limit California's GHG emissions to 1990 levels by 2020 and initiate the state's long-range climate objectives. Since the passage of AB 32, the State has adopted GHG emissions reduction targets for future years beyond the initial 2020 horizon year. For the project, the relevant GHG emissions reduction targets include those established by SB 32 and AB 1279, which require GHG emissions be reduced to 40% below 1990 levels by 2030, and 85% below 1990 levels by 2045, respectively. In addition, AB 1279 requires the state achieve net zero GHG emissions by no later than 2045 and achieve and maintain net negative GHG emissions thereafter.

As defined by AB 32, CARB is required to develop The Scoping Plan, which provides the framework for actions to achieve the State's GHG emission targets. The Scoping Plan is required to be updated every five years and requires CARB and other state agencies to adopt regulations and initiatives that will reduce GHG emissions statewide. As discussed in Section 4.2, the first Scoping Plan was adopted in 2008, and was updated in 2014, 2017, and most recently in 2022. Although the Scoping Plan is not directly applicable to specific projects, nor is it intended to be used as the sole basis for project-level evaluations, it is the official framework for the measures and regulations that will be implemented to reduce California's GHG emissions in alignment with the adopted targets. Therefore, a project would be found to not conflict with the statutes if it would meet the Scoping Plan policies and would not impede attainment of the goals therein.

CARB's 2017 Climate Change Scoping Plan update was the first to address the state's strategy for achieving the 2030 GHG reduction target set forth in SB 32 (CARB 2017b), and the most recent CARB 2022 Scoping Plan for Achieving Carbon Neutrality update outlines the state's plan to reduce emissions and achieve carbon neutrality by 2045 in alignment with AB 1279 and assesses progress is making toward the 2030 SB 32 target (CARB 2022). As such, given that SB 32 and AB 1279 are the relevant GHG emission targets, the 2017 and 2022 Scoping Plan updates that outline the strategy to achieve those targets, are the most applicable to the project.

The 2017 Scoping Plan included measures to promote renewable energy and energy efficiency (including the mandates of SB 350), increase stringency of the LCFS, measures identified in the Mobile Source and Freight Strategies, measures identified in the proposed Short-Lived Climate Pollutant Plan, and increase stringency of SB 375 targets. The 2022 Scoping Plan builds upon and accelerates programs currently in place, including moving to zero-emission transportation; phasing out use of fossil gas use for heating homes and buildings; reducing chemical and refrigerants with high GWP; providing communities with sustainable options for walking, biking, and public transit; and displacement of fossil-fuel fired electrical generation through use of renewable energy alternatives (e.g., solar arrays and wind turbines) (CARB 2022). Many of the measures and programs included in the Scoping Plan would result in the reduction of project-related GHG emissions with no action required at the project-level, including GHG emission reductions through increased energy efficiency and renewable energy production (SB 350), reduction in carbon intensity of transportation fuels (LCFS), and the accelerated efficiency and electrification of the statewide vehicle fleet (Mobile Source Strategy).

Regarding VMT reduction efforts, a Supplemental Vehicle Miles Traveled Analysis (Attachment D of the Scoping Plan) was prepared based on the Total VMT per Service Population (employees) for the Antelope Valley Region to evaluate potential VMT impacts at the regional level. As detailed in Attachment D of the Scoping Plan, there would be no net increase in VMT per Service Population with the project and there would be a slight decrease in the total regional VMT (including truck trips) with the project, since the project would fulfill a need for industrial warehouse uses and employment opportunities where one does not currently exist, thus eliminating the need to travel farther distances for such services and employment opportunities. As such, the project would support the 2017 and 2022 Scoping Plan Update's goals by resulting in a VMT reduction in the region.

Table 3.8-3 highlights measures that have been developed under the 2017 Scoping Plan and presents the project's consistency with the applicable 2017 Scoping Plan measures.

Table 3.8-3. Project Potential to Conflict with the 2017 Scoping Plan GHG Reduction Measures

Action	Potential to Conflict
Transportation Sector	
Advanced Clean Cars	***No conflict.*** The project's employees and customers would purchase vehicles in compliance with CARB vehicle standards that are in effect at the time of vehicle purchase.
Low Carbon Fuel Standard	***No conflict.*** Motor vehicles driven by the project's employees and customers would use compliant fuels.
Last-Mile Delivery	***No conflict.*** The location of the project would support this measure with locating distribution closer to the end user. There would be a slight decrease in the total regional VMT with the project, since the project would fulfill a need for industrial warehouse uses and employment opportunities where one does not currently exist, thus eliminating the need to travel farther distances for such services and employment opportunities.
Reduction in VMT	***No Conflict.*** The project would not prevent CARB from implementing this measure. As discussed above, there would be a slight decrease in the total regional VMT with the project.
Goods Movement Efficiency Measures 1. Port Drayage Trucks 2. Transport Refrigeration Units Cold Storage Prohibition 3. Cargo Handling Equipment, Anti-Idling, Hybrid, Electrification 4. Goods Movement Systemwide Efficiency Improvements 5. Commercial Harbor Craft Maintenance and Design Efficiency 6. Clean Ships 7. Vessel Speed Reduction	***No conflict.*** The project would require zero emission cargo handling equipment (MM-AQ-2) and would not include cold storage.

Table 3.8-3. Project Potential to Conflict with the 2017 Scoping Plan GHG Reduction Measures

Action	Potential to Conflict
Heavy-Duty Vehicle GHG Emission Reduction ▪ Tractor-Trailer GHG Regulation ▪ Heavy-Duty Greenhouse Gas Standards for New Vehicle and Engines (Phase I)	*No conflict.* Heavy duty trucks accessing the project site would be subject to this measure.
Medium and Heavy-Duty GHG Phase 2	*No conflict.* Heavy duty trucks accessing the project site would be subject to this measure.
Electricity and Natural Gas Sector	
Energy Efficiency Measures (Electricity)	*No conflict.* The project would be constructed in accordance with CALGreen and Title 24 building standards.
Energy Efficiency (Natural Gas)	*No conflict.* The project would be constructed in accordance with CALGreen and Title 24 building standards.
Renewables Portfolio Standard (33% by 2020)	*No conflict.* The project would procure electricity from Southern California Edison (SCE), which is in compliance with this measure.
Renewables Portfolio Standard (50% by 2050)	*No conflict.* The project would procure electricity from SCE, which is on trajectory to be compliance with this measure.
Water Sector	
Water Use Efficiency	*No conflict.* The project would be constructed in accordance with CALGreen and Title 24 building standards.
Recycling and Waste Management Sector	
Mandatory Commercial Recycling	*No conflict.* The project would include recycling and solid waste diversion.

Source: CARB 2014, 2017a.
Notes: GHG = greenhouse gas; CARB = California Air Resources Board; VMT = vehicle miles traveled; SB = Senate Bill; N/A = not applicable.

Table 3.8-4 highlights the measures from the 2022 Scoping Plan that are relevant to the project.

Table 3.8-4. Project Potential to Conflict with 2022 Scoping Plan GHG Reduction Measures

Action	Potential to Conflict
GHG Emissions Reductions Relative to the SB 32 Target	
40% below 1990 levels by 2030	*No conflict.* Although the SB 32 GHG emissions reduction target is not an Action that is analyzed independently, it is included in Table 2-1 of the 2022 Scoping Plan for reference. The project would not obstruct or interfere with agency efforts to meet the SB 32 reduction goal.

Table 3.8-4. Project Potential to Conflict with 2022 Scoping Plan GHG Reduction Measures

Action	Potential to Conflict
Smart Growth / VMT Sector	
VMT per capita reduced 25% below 2019 levels by 2030, and 30% below 2019 levels by 2045	***No conflict.*** The project would not obstruct or interfere with agency efforts to meet this regional VMT reduction goal, including through implementation of SB 375. As detailed below, the project would be consistent with the SCAG 2020–2045 RTP/SCS, which is the regional growth management strategy that targets per capita GHG reduction from passenger vehicles and light trucks in the Southern California Region pursuant to SB 375.
Light-duty Vehicle (LDV) Zero Emission Vehicles (ZEVs) Sector	
100% of LDV sales are ZEV by 2035	***No conflict.*** As this action pertains to LDV sales within California, the project would not obstruct or interfere with its implementation.
Truck ZEVs Sector	
100% of medium-duty vehicle (MDV)/ heavy-duty vehicle (HDV) sales are ZEV by 2040	***No conflict.*** As this action pertains to MDV and HDV sales within California, the project would not obstruct or interfere with its implementation.
Electricity Generation Sector	
Sector GHG target of 38 million metric tons of carbon dioxide equivalent ($MMTCO_2e$) in 2030 and 30 $MMTCO_2e$ in 2035 Retail sales load coverage[1] 20 gigawatts (GW) of offshore wind by 2045 Meet increased demand for electrification without new fossil gas-fired resources	***No conflict.*** As this Action pertains to the statewide procurement of renewably generated electricity, the project would not obstruct or interfere with its implementation.
New Residential and Commercial Buildings Sector	
All electric appliances beginning 2026 (residential) and 2029 (commercial), contributing to 6 million heat pumps installed statewide by 2030	***No conflict.*** The project would not obstruct or interfere with agency efforts to meet the all-electric appliance and heat pump goals.
Construction Equipment Sector	
25% of energy demand electrified by 2030 and 75% electrified by 2045	***No conflict.*** As this Action pertains to the electrification of off-road equipment across California, the project would not obstruct or interfere with its implementation. However, the project would support the Action through the requirement that all cargo handling be zero-emission (MM-AQ-2).

Table 3.8-4. Project Potential to Conflict with 2022 Scoping Plan GHG Reduction Measures

Action	Potential to Conflict
Low Carbon Fuels for Transportation Sector	
Biomass supply is used to produce conventional and advanced biofuels, as well as hydrogen	*No conflict.* The project would not obstruct or interfere with agency efforts to increase the provision of low carbon fuels for transportation.
Low Carbon Fuels for Buildings and Industry Sector	
In 2030s biomethane blended in pipeline Renewable hydrogen blended in fossil gas pipeline at 7% energy (~20% by volume), ramping up between 2030 and 2040 In 2030s, dedicated hydrogen pipelines constructed to serve certain industrial clusters	*No conflict.* The project would not obstruct or interfere with agency efforts to increase the provision of low carbon fuels for use in buildings and industry.
High GWP Potential Emissions Sector	
Low GWP refrigerants introduced as building electrification increases, mitigating HFC emissions	*No conflict.* The project would not obstruct or interfere with agency efforts to introduce low GWP refrigerants.

Source: CARB 2022.
Note:
1 As noted in Table 2-1 of the 2022 Scoping Plan, SB 100 speaks only to retail sales and state agency procurement of electricity (i.e., wholesale or non-retail sales and losses from storage and transmission and distribution lines are not subject to the law).

Based on the analysis in Table 3.8-3 and Table 3.8-4, the project would not conflict with the applicable strategies and measures in the 2017 Scoping Plan and 2022 Scoping Plan, respectively.

The 2045 carbon neutrality goal required CARB to expand proposed actions in the 2022 Scoping Plan to include those that capture and store carbon in addition to those that reduce only anthropogenic sources of GHG emissions. However, the 2022 Scoping Plan emphasizes that reliance on carbon sequestration in the state's natural and working lands will not be sufficient to address residual GHG emissions, and achieving carbon neutrality will require research, development, and deployment of additional methods to capture atmospheric GHG emissions (e.g., mechanical direct air capture). Given that the specific path to neutrality will require development of technologies and programs that are not currently known or available, the project's role in supporting the statewide goal would be speculative and cannot be wholly identified at this time.

Overall, the project would comply will all regulations adopted in furtherance of the Scoping Plan to the extent applicable and required by law. As mentioned above, several Scoping Plan measures would result in reductions of project-related GHG emissions with no action required at the project-level, including those related to energy efficiency, reduced fossil fuel use, and renewable energy production by the utility. In addition, as identified previously, the project would result in a slight reduction in regional employee VMT,

as requiring electric cargo handling equipment, and EV charging stations. As demonstrated above, the project would not conflict with CARB's 2017 or 2022 Scoping Plan updates and with the state's ability to achieve the 2030 and 2045 GHG reduction and carbon neutrality goals.

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

Less-than-Significant Impact. The following strategies are intended to be supportive of implementing Connect SoCal 2020 and reducing GHGs: focus growth near destinations and mobility options; promote diverse housing choices; leverage technology innovations; support implementation of sustainability policies; and promote a green region (SCAG 2020). The strategies that pertain to residential development and SCAG's support of local jurisdiction sustainability efforts would not apply to the project. The project's potential to conflict with the remaining applicable strategies is presented below.

- **Focus Growth Near Destinations and Mobility Options.** One of the strategies within Connect SoCal 2020 is to, among other aspects, expand job opportunities near transit and along center-focused main streets, as well as the promote the redevelopment of underperforming retail development and other outmoded non-residential uses. The project would not conflict with this strategy of the Connect SoCal 2020 as the project would fulfill a need for industrial warehouse uses and employment opportunities where one does not currently exist, thus eliminating the need to travel farther distances for such services and employment opportunities.
- **Leverage Technology Innovations.** One of the technology innovations identified in Connect SoCal 2020 that would apply to the project is the promotion and support of low emission technologies for transportation, such as alternative fueled vehicles to reduce per capita GHG emissions. The project would not conflict with SCAG's ability to implement this strategy and would utilize all-electric cargo handling equipment during operation and would include EV charging stations for vehicles.
- **Promote a Green Region.** The third applicable strategy within Connect SoCal 2020, for individual developments, such as the project, involves promoting a green region through efforts such as supporting local policies for renewable energy production and promoting more resource efficient development (e.g., reducing energy consumption) to reduce GHG emissions. As noted in Section 2, Project Description and mitigation measure AQ-2, the project would incorporate multiple design features that would reduce GHGs, electric cargo handling equipment, and EV charging stations.

Based on the analysis above, the project would be consistent with Connect SoCal 2020.

Summary

As shown above, the project would not conflict with CARB's 2017 or 2022 Scoping Plan updates and with the state's ability to achieve the 2030 and 2045 GHG reduction and carbon neutrality goals, and SCAG's Connect SoCal 2020. Therefore, impacts related to the consistency with an appliable GHG reduction plan would be less than significant.

3.9 Hazards and Hazardous Materials

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
IX. HAZARDS AND HAZARDOUS MATERIALS – Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☒	☐
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☐	☒	☐
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☒	☐
d) Be located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☐	☒
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	☐	☐	☒	☐
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	☐	☐	☐	☒

a) ***Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?***

Short-Term Construction Impacts

Less-than-Significant Impact. In October 2022, a Phase I Environmental Site Assessment was prepared by Hazard Management Consulting Inc. to characterize the potential hazards associated with the historical and current uses of the project site and surrounding areas, which has been included as Appendix G to this document. Historical uses of the project site included residential land and vacant land from as early as 1966. Additional vehicle parking was developed in 1989 at the project site, later the open-air structures present today, developed in 1994. The site appeared to be occupied by various individuals and some of them may have operated businesses from their homes. The project site was first seen with vehicle storage in 1985. The site remains in residential and open-air structure uses until the residential portions of the site were first seen as vacant land again in 2012. Currently, the site has vacant land, residential use, and open-air structures.

Based on the results of the research, available data, and a site survey, the Phase I Environmental Site Assessment (Appendix G) identified grease and oil superficial staining and crushed asphalt/paving fabric that may contain asbestos. Demolition of the crushed asphalt/paving fabric can cause encapsulated asbestos-containing materials (ACM) (if present) to become friable and, once airborne, would be considered a carcinogen. A carcinogen is a substance that causes cancer or helps cancer grow. Such releases could pose significant risks to persons living and working in and around the project area, as well as to project construction workers. Due to this likelihood of ACMs being present on the site, a pre-demolition ACM survey should be conducted prior to any disturbance of suspected ACMs.

Abatement of all ACM encountered during any future building demolition activities would be required to be conducted in accordance with all applicable laws and regulations, including those of the EPA (which regulates disposal), Occupational Safety and Health Administration (OSHA), U.S. Department of Housing and Urban Development, Cal/OSHA (which regulates employee exposure), and SCAQMD.

For example, the EPA requires that all asbestos work performed within regulated areas be supervised by a person who is trained as an asbestos supervisor (EPA Asbestos Hazard Emergency Response Act, 40 CFR 763). SCAQMD's Rule 1403 requires that buildings undergoing demolition or renovation be surveyed for ACM prior to any demolition or renovation activities. Should ACM be identified, Rule 1403 requires that ACM be safely removed and disposed of at a regulated disposal site, if possible. If it is not possible to safely remove ACM, Rule 1403 requires that safe procedures be used to demolish the building with asbestos in place without resulting in a significant release of asbestos to the environment. Additionally, during demolition, grading, and excavation, all construction workers would be required to comply with the requirements of Title 8 of the California Code of Regulations, Section 1529 (Asbestos), which provides the exposure limits, exposure monitoring, respiratory protection, and good working practices by workers exposed to asbestos.

Mandatory compliance with these regulatory requirements would ensure that construction workers and the public are not exposed to significant ACM health hazards during demolition and/or transport of demolition waste to an appropriate disposal facility, and would ensure that impacts related to ACM less than significant.

Upon completion of soil remediation efforts in compliance with the guidelines outlined in Appendix G potentially hazardous materials would likely be handled on the project site as part of project construction. These materials would include gasoline, diesel fuel, lubricants, and other petroleum-based products required to operate and maintain construction equipment. Handling of these potentially hazardous materials would be temporary and would coincide with the short-term construction phase of the project.

Although these materials would likely be stored on the project site, storage would be required to comply with the guidelines set forth by each product's manufacturer and with all applicable federal, state, and local regulations pertaining to the storage of hazardous materials. Consistent with federal, state, and local requirements, the transport of hazardous materials to and from the project site would be conducted by a licensed contractor. Any handling, transport, use, or disposal of hazardous materials would comply with all relevant federal, state, and local agencies and regulations, including EPA, the California Department of Toxic Substances Control, OSHA, the California Department of Transportation (Caltrans), the Resource Conservation and Recovery Act, and the SCAQMD. Therefore, with compliance with applicable regulations, short-term construction impacts related to the transport, use or disposal of hazardous materials would be less than significant.

Long-Term Operational Impacts

Less-than-Significant Impact. Potentially hazardous materials associated with project operations would include materials used during typical cleaning and maintenance activities. Although these potentially hazardous materials would vary, they would generally include household cleaning products, paints, fertilizers, and herbicides and pesticides. Many of these materials are considered household hazardous wastes, common wastes, and/or universal wastes by the EPA, which considers these types of wastes to be common to businesses and households and to pose a lower risk to people and the environment than other hazardous wastes when properly handled, transported, used, and disposed of (EPA 2023b). Federal, state, and local regulations typically allow these types of wastes to be handled and disposed of with less stringent standards than other hazardous wastes, and many of these wastes do not have to be managed as hazardous waste. Additionally, any potentially hazardous material handled on the project site would be limited in both quantity and concentrations, consistent with other similar industrial uses located in the City, and any handling, transport, use, and disposal would comply with applicable federal, state, and local agencies and regulations. Further, as mandated by OSHA (OSHA n.d.), all hazardous materials stored on the project site would be accompanied by a Material Safety Data Sheet, which would inform employees and first responders as to the necessary remediation procedures in the case of accidental release. Therefore, long-term operational impacts associated with hazardous materials would be less than significant.

b) ***Would the project create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?***

Less-than-Significant Impact. Refer to response provided in Section 3.9(a).

c) ***Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?***

Less-than-Significant Impact. The nearest school to the project site is Highland Head Start located adjacent to the project site.

Short-Term Construction Impacts

As described in Section 3.9(a), demolition and construction of the project would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials or create a significant hazard to the public or the environment involving the release of hazardous materials into the environment. Additionally, as described in detail in Section 3.3, Air Quality, a construction health risk assessment (HRA) was prepared to evaluate the health impacts of diesel particulate matter (DPM), a carcinogenic air toxic, that would be emitted from construction equipment associated with the project. The HRA evaluated the Project's potential cancer and noncancer health impacts using exposure periods appropriate to evaluate long-term emission increases (third trimester to 30 years), and took into account the exposure duration for a student who would both live in proximity of the project and attend school at the Highland Head Start. As shown in Table 3.3-7 in Section 3.3, the project construction activities would result in a Residential Maximum Individual Cancer Risk of 29.63 in 1 million, which is greater than the significance threshold of 10 in 1 million. Project construction would result in a Residential Chronic Hazard Index of 0.01, which is below the 1.0 significance threshold. The Project construction TAC health risk impacts would be potentially significant, and MM-AQ-1 is required to reduce impacts to levels less than significant. No additional mitigation beyond MM-AQ-2 is required for construction-related impacts within 0.25-mile of a school. With these mitigation measures incorporated, impacts from construction would be less than significant.

Long-Term Operational Impacts

As described in Section 3.9(a), the long-term operations of the proposed project would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials or create a significant hazard to the public or the environment involving the release of hazardous materials into the environment. Use of extremely hazardous materials and accumulation of acutely hazardous wastes are not anticipated.

Additionally, as discussed in Section 3.3, Air Quality, an operational HRA was prepared to evaluate the health impacts of diesel particulate matter (DPM), a carcinogenic air toxic, that would be emitted from operational truck traffic associated with the project. As shown in Table 3.3-10 in Section 3.3, the DPM emissions from operation of the project would result in a Residential Maximum Individual Cancer Risk of 65.3 in 1 million and a Residential Chronic Hazard Index of 0.01. These impact levels would be greater than the SCAQMD significance threshold resulting in a potentially significant impact and MM-AQ-2 is required to reduce impacts to levels less than significant. No additional mitigation beyond MM-AQ-2 is required for operational-related impacts within 0.25-mile of a school. With these mitigation measures incorporated, impacts from long-term operations would be less than significant.

d) ***Would the project be located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?***

No Impact. The project site is not included on any hazardous waste site lists, including the California Department of Toxic Substances Control's EnviroStor database, the State Water Resources Control Board's GeoTracker site, the Cortese list, or other lists compiled pursuant to Section 65962.5 of the Government Code (EPA 2023c; DTSC 2023; SWRCB 2023b). Therefore, no impacts associated with hazardous materials sites would occur.

e) ***For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?***

Less-than-Significant Impact. The San Bernardino International Airport and Trade Center (SBIA) is located approximately 0.70 miles south of the project site. The SBIA includes two distinct components: (1) the airport portions (and related facilities) of the former Norton Air Force Base, and (2) the Trade Center, which encompasses the non-airport related portions of the former base. The project site is located within the Airport Influence Area (General Plan Figure 6-7) outlined in the City's General Plan (City of Highland 2006). As required by state law for real estate transactions within the Airport Influence Area, notification/disclosure statements are required to alert potential buyers and tenants of the presence of and potential impacts from the San Bernardino International Airport. The San Bernardino Airport Land Use Plan is currently being drafted and was not available at the time of this report. Nonetheless, the Federal Aviation Administration Regulations Title 14 Part 77 determines restrictions to obstructions and height limitations for structures taller than 200 feet or within 20,000 feet of an airport. The proposed project would be consistent with the general land use of the area. Additionally, the project would be consistent with Section 19.20.015 Noise Standards. Therefore, impacts would be less than significant.

f) ***Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?***

Less-than-Significant Impact. The City of Highland has an Emergency Operations Plan to ensure the most effective and economical allocation of resources for the maximum benefit and protection of the City in times of emergency. No revisions to this plan would occur as a result of the project. The project does not propose any changes to the geometry of evacuation route roadways to the extent that these roadways' ability to serve as emergency evacuation routes would be compromised. As a result, the project would not significantly affect emergency response or evacuation activities. Therefore, impacts would be less than significant.

g) ***Would the project expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?***

No Impact. The City's General Plan does not designate the project site as an area that would be at risk from wildland fires. Although there are currently some isolated vacant lots in the vicinity of the project site, the area surrounding the project site is largely developed and would not likely aid the spread of wildfire. Therefore, no direct or indirect impacts due to wildfire would occur.

3.10 Hydrology and Water Quality

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
X. HYDROLOGY AND WATER QUALITY – Would the project:				
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	☐	☐	☒	☐
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	☐	☐	☒	☐
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:				
i) result in substantial erosion or siltation on- or off-site;	☐	☐	☒	☐
ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;	☐	☐	☒	☐
iii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or	☐	☐	☒	☐
iv) impede or redirect flood flows?	☐	☐	☐	☒
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	☐	☐	☒	☐
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	☐	☐	☒	☐

a) Would the project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?

Short-Term Construction Impacts

Less-than-Significant Impact. Construction of the project would include earthwork activities that could potentially result in erosion and sedimentation, which could subsequently degrade downstream receiving waters and violate water quality standards. Stormwater runoff during the construction phase may contain silt and debris, resulting in a short-term increase in the sediment load of the municipal storm drain system.

Substances such as oils, fuels, paints, and solvents may be inadvertently spilled on the project site and subsequently conveyed via stormwater to nearby drainages, watersheds, and groundwater.

For stormwater discharges associated with construction activity in the State of California, the State Water Resources Control Board (SWRCB) has adopted the General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities (Construction General Permit) to avoid and minimize water quality impacts attributable to such activities. The Construction General Permit applies to all projects in which construction activity disturbs more than one acre or more of soil. Construction activity subject to this permit includes clearing, grading, and disturbances to the ground, such as stockpiling and excavation. The Construction General Permit requires the development and implementation of a SWPPP, which would include and specify water quality BMPs designed to prevent pollutants from contacting stormwater and keep all products of erosion from moving off site into receiving waters (in this case, the City Creek Bypass Channel, the Twin Creek Channel, the Prado Flood Control Basin, the Santa Ana River, and its discharge into the Pacific Ocean). Routine inspection of all BMPs is required under the provisions of the Construction General Permit, and the SWPPP must be prepared and implemented by qualified individuals as defined by the SWRCB (SWRCB 2023a).

The City of Highland is a co-permittee under San Bernardino County's National Pollution Discharge Elimination System (NPDES) Permit (No. CAS618036), and as such is required to adhere to the County-wide NPDES permit requirements. Because land disturbance for project construction activities would exceed one acre, the project Applicant would be required to obtain coverage under the Construction General Permit issues by the SWRCB prior to the start of construction within the project site. Specifically, the Construction General Permit requires that the following be kept on site at all times: (i) a copy of the Notice of Intent to Comply with Terms of the General Permit to Discharge Water Associated with Construction Activity; (ii) a waste discharge identification number issues by the SWRCB; (iii) a SWPPP and Monitoring Program Plan for the construction activity requiring the construction permit; and (iv) records of all inspections, compliance and non-compliance reports, evidence of self-inspection, and good housekeeping practices.

The SWPPP requires the construction contractor to implement water quality BMPs to ensure that water quality standards are met, and that stormwater runoff from the construction work areas do not cause degradation of water quality in receiving water bodies. The SWPPP must describe the type, location, and function of stormwater BMPs to be implemented, and must demonstrate that the combination of BMPs selected are adequate to meet the discharge prohibitions, effluent standards, and receiving water limitations are contained in the Construction General Permit. Therefore, short-term construction impacts associated with water quality, stormwater drainage, and stormwater runoff would be less than significant.

Long-Term Operational Impacts

Less-than-Significant Impact. The project would be subject to the municipal stormwater permit, the Municipal Separate Storm Sewer System (MS4) Permit, issued to San Bernardino County and incorporated cities within the County by the Santa Ana Regional Water Quality Control Board. The MS4 Permit requires implementation of Low Impact Development BMPs to prevent pollutants from being discharged off site by mimicking pre-development site hydrology and feasible source control. The Low Impact Development Ordinance is designed to reduce runoff from impervious surfaces, including new development, through landscape design that promotes water retention, permeable surface design,

natural drainage systems, and on-site retention where feasible (RWQCB 2010). These project-specific designs would reduce impacts to water quality associated with redevelopment.

As required by the San Bernardino County Municipal Separate Stormwater Sewer System NPDES Permit, a preliminary Water Quality Management Plan (WQMP) was prepared for the project in February 2023 (Appendix H-1). The WQMP is a post-construction management program that outlines implementation measures to ensure water quality standards are met, including implementation of source control and operational BMPs such as designing landscape to minimize irrigation and runoff; utilizing covered and leak proof trash dumpsters; and sweeping and litter control of loading areas in order to prevent pollutants from entering runoff. The WQMP would be implemented prior to the issuance of grading/building permits as required by the San Bernardino County Municipal Separate Stormwater Sewer System NPDES Permit. The project would not violate any water quality standards or waste discharge requirements during long-term operation through compliance with the WQMP. Therefore, long-term operational impacts associated with water quality, stormwater drainage, and stormwater runoff would be less than significant.

In summary, project grading and construction would be completed in accordance with an NPDES-mandated SWPPP, which would include standard BMPs to reduce potential off-site water quality impacts related to erosion and incidental spills of petroleum products and hazardous substances from equipment. Surface water runoff during project operations would be managed through the use of a proposed underground infiltration/detention system on the southwest corner of the project site. Therefore, the project would not violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality and water quality impacts would be less than significant.

b) ***Would the project substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?***

Groundwater Supplies

Less-than-Significant Impact. The project site is located within the service area of the EVWD. EVWD's main water supply is from the Bunker Hill Basin which has the capacity to provide 70,000 acre-foot per year from groundwater and surface water resources. The proposed project would connect to an existing 30-inch water service line located along 5th Street.

Additionally, according to the geotechnical investigation (Appendix F), groundwater was not encountered during test excavations, which extended to a maximum depth of 6 feet. As such, the project's subsurface construction activities, which would only extend a few feet below grade, are highly unlikely to encounter groundwater, and dewatering activities are not anticipated to be necessary. Therefore, impacts associated with groundwater supplies would be less than significant.

Groundwater Recharge

Less-than-Significant Impact. Although not fully developed, the project site is highly disturbed and does not contain a groundwater recharge basin or other facilities that promote groundwater recharge. Thus, under the existing condition, the project site is not considered an important location for groundwater recharge. Following construction, the project site would contain landscape areas and other pervious

surfaces that would allow for water to percolate into the subsurface soils compared to the existing conditions. Therefore, impacts associated with groundwater recharge would be less than significant.

c) ***Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:***

i) Result in substantial erosion or siltation on- or off-site?

Less-than-Significant Impact. Under the existing conditions, the project site consists of residential home, storage garages, and vacant land. The project would result in the demolition and removal of the existing structures on the project site and the construction of new paved surfaces, a warehouse building, and landscape areas. Existing on-site runoff sheet flows northeast to 5th Street. Off-site runoff is collected by an existing storm drain system in 5th Street. The existing drainage system would serve as an emergency overflow for the proposed 72-inch corrugated metal pipe infiltration system. The project would also include a new engineered storm drainage system that would feature structural BMPs, including an infiltration/detention system to treat and manage on-site stormwater flows. The proposed infiltration/detention system would be designed to capture 100% of a 100-year storm event and would minimize the potential for siltation or erosion on or off site. The project's proposed storm drain system would be designed to conform with all applicable federal, state and local requirements related to drainage, hydrology, and water quality, including the current MS4 Permit adopted by the Santa Ana Regional Water Quality Control Board. Additionally, the project's structural BMPs would be designed such any potential sediments collected on site are captured in retention facilities so that they would not be conveyed to downstream waters and result in siltation.

As such, altering the on-site drainage pattern would be conducted in a manner consistent with all applicable standards related to the collection and treatment of stormwater, such that they would not result in substantial erosion or siltation on or off site. Therefore, impacts associated with altering the existing drainage pattern of the project site would be less than significant.

ii) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite?

Less-than-Significant Impact. As discussed in Section 3.10(c)(i), the project would increase the amount of impervious surfaces on the project site and inevitably alter the existing on-site drainage pattern. Runoff generated by the project site would be routed to the proposed underground infiltration/detention system on the western side of the project site through a combination of roof drains, storm drains, curbs, and gutters. The development of the existing site into the proposed project would not create any adverse impacts downstream for storm events up to the 100-year storm. There would not be an increase in the existing discharge from the site in both the 10-year and 100-year events due to the proposed infiltration basin that would be sized to capture and infiltrate the 100-year rainfall event. Discharge from the site would greatly decrease from the existing condition.

Under existing conditions, stormwater runoff sheet flows southwest to 5th Street. There are currently no existing storm drain facilities on the western side of the project site to capture surface runoff, and stormwater is collected in a storm drain system in 5th Street. As such, the proposed project would not increase the amount of surface runoff and impacts would be less than significant.

*iii) **Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?***

Less-than-Significant Impact. As discussed in Section 3.10(c)(i), the project would increase the amount of impervious surfaces on the project site and inevitably alter the existing on-site drainage pattern. Runoff generated by the project site would be routed to the proposed underground infiltration/detention system on the southwest side of the project site through a combination of roof drains, storm drains, curbs, and gutters.

The proposed on-site underground infiltration/detention system was designed to infiltrate 100% of the 100-year storm event. However, if the proposed underground infiltration/retention chamber system reaches capacity, flows would then be discharged through a proposed 4-inch curb opening outlet in the southwest corner that would outlet to the westerly portion of the site. that would lead to the existing 5th Street storm drain system that would serve as an emergency spillway (Preliminary Drainage Report, Appendix H-2). According to the Preliminary Drainage Report (Appendix H-2) prepared for the project, the underground infiltration/detention system has the capacity to retain 14,803 cubic feet of stormwater before any stormwater is allowed to discharge from the project site, which is large enough to accommodate a 100-year storm event. The analysis concluded that the drainage and storm drain facilities are adequately sized to handle a 100-year design storm event, consistent with the methodology outlined in the San Bernardino County Flood Control District Hydrology Manual. Therefore, impacts associated with the project creating or contributing runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff would be less than significant.

*iv) **Impede or redirect flood flows?***

No Impact. According to the Federal Emergency Management Agency Flood Insurance Rate Maps No. 06071C8701J and 06071C8702H (FEMA 2016), the project site is located in Zone X which is located outside of the 0.2% Annual Chance Flood Hazard Zone (500-year floodplain) and is within an area with reduced flood risk due to levee. Implementation of the project would not substantially impede or redirect flood flows. Therefore, no impacts associated with flooding would occur.

*d) **In flood hazard, tsunami, or seiche zones, would the project risk release of pollutants due to project inundation?***

Less-than-Significant Impact. The project site is located approximately 70 miles east of the Pacific Ocean. Because of the project site's inland location, the project would not be subject to tsunami. Additionally, due to the lack of a larger adjacent perennial waterbody such as a reservoir or lake, the project site would not be susceptible to seiche. Further, the project site's relatively flat topography and lack of nearby hillside would eliminate any impact-related mudflow. However, the project site, along with most of the City of Highland, is within the limit of flooded area with dam failure of the Seven Oaks Dam and 500-Year floodplain

(City of Highland 2006). The Seven Oaks Dam has been designed to resist an earthquake measuring 8.0 on the Richter scale and is designed to provide flood protection during 350-year storm events. Based on these design characteristics and ongoing maintenance of the dam's structural integrity, it is highly unlikely that the project site would be subject to inundation due to failure of the Seven Oaks Dam. Therefore, due to the low likelihood that the Seven Oaks Dam would be subject to failure and because the project would not involve the uncontained storage of pollutants outside of the proposed building, the project would not risk release of pollutants due to inundation associated with these natural phenomena, and impacts would be less than significant.

e) ***Would the project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?***

Less-than-Significant Impact. Refer to responses provided in Section 3.10(a) and 3.10(b). The project would comply with regional and local regulations requiring preparation of a SWPPP and would not obstruct existing water quality control plans or groundwater sustainable management plans. In addition, the project applicant would comply with the project specific WQMP during operation activities. The proposed project would provide an on-site infiltration/detention basin, which would help the City sustainably manage groundwater levels. Therefore, impacts associated with conflict with a water quality control plan or sustainable groundwater management plan would be less than significant.

3.11 Land Use and Planning

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
XI. LAND USE AND PLANNING – Would the project:				
a) Physically divide an established community?	☐	☐	☐	☒
b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☒	☐

a) ***Would the project physically divide an established community?***

No Impact. The physical division of an established community is typically associated with the construction of a linear feature, such as a major highway or railroad tracks, or removal of a means of access, such as a local road or bridge, which would impair mobility within an existing community or between a community and an outlying area. Currently, the project site is located within an area of the City that is primarily zoned for business park and industrial uses, and thus, is not used as a connection between two established communities.

Instead, connectivity in the surrounding project area is facilitated via local roadways and pedestrian facilities. Despite the nearby scattered residential uses, the project would not impede movement between these

residences within the project area, within an established community, or from one established community to another. Therefore, no impacts associated with division of an existing community would occur.

b) ***Would the project cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?***

Less-than-Significant Impact. The City's Zoning Map designates the project site as BP. According to Section 16.24.020 (A), the primary purpose of the BP District is to provide appropriate regulations and suitable locations for light industrial, research and development, and office-based firms seeking pleasant and attractive working environments, and for business support services and commercial uses requiring large parcels. The Municipal Code identifies Warehousing and Wholesaling as permitted, subject to a conditional use permit application. As part of the City's site-plan review process, the City would thoroughly review all plans for the proposed project to ensure compliance with all applicable development standards set forth in the Municipal Code and other relevant land use plans, policies, and regulations. As part of the City's site-plan review process, the City has determined that the project would be consistent with all development standards required for the BP Zone, with the exception of Section 16.24.040 Employment district development standards, of the City's Municipal Code, which states that building heights are not to exceed 35 feet within the BP District. The project proposes a building height of 45. However, with the processing of a variance consistent with the procedures outlined in Section 16.08.870, which states that the City may permit such modification of the height regulations as are necessary to secure an appropriate improvement on a lot. As such, upon approval of Variance No. 23-001, the project's height could be allowed within in the BP District.

The City's General Plan Land Use Map designates the project site as BP within the 5th Street Corridor (City of Highland 2006). The BP land use permits a variety of light industrial, research and development, and office uses. The maximum floor area ratio permitted within the BP designation is 0.6 (City of Highland 2006). The proposed project would include construction of an industrial warehouse with a maximum floor area ratio of 0.43. As such, the proposed project is consistent with the permitted land use and maximum density permitted by the City.

The 5th Street Corridor is located along 5th Street from Tippecanoe Avenue to I-210. The purpose of the 5th Street Corridor is to take advantage of the increasing demand for industrial uses west of I-15 by providing opportunity to capture some of this potential employment growth by creating an area within the City dominated by Business Park and Industrial land uses (City of Highland 2006). Development of a light industrial warehouse would introduce additional processing and distribution opportunities in close proximity to the San Bernardino International Airport.

As such, the project would be consistent with local plans, policies, and regulations governing land use decisions. Therefore, impacts associated with applicable land use plans, policies, and regulations would be less than significant.

3.12 Mineral Resources

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
XII. MINERAL RESOURCES – Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☒	☐
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	☐	☐	☒	☐

a) ***Would the project result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?***

Less-than-Significant Impact. According to the City's General Plan, the project site is within an MRZ-2, meaning significant mineral deposits or likelihood of significant mineral deposits exist; however, the significance of the deposit is undetermined (City of Highland 2006).

The project site is located in an urbanized portion of the City and is bound by existing residential, commercial, and industrial development in all directions. Mineral resource mining is not a compatible use with these land uses. The project site is not large enough to effectively extract mineral resources. Considering the existing surrounding land uses and the incompatibility of mineral resource extraction activities in the project area, potential significant mineral resources within the project area are considered unavailable for extraction. Therefore, impacts associated with mineral resources would be less than significant.

b) ***Would the project result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?***

Less-than-Significant Impact. Refer to the response provided in Section 3.12(a).

3.13 Noise

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
XIII. NOISE – Would the project result in:				
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☐	☒	☐
b) Generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	☒	☐
c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☒	☐

Noise and Vibration Characteristics

Noise is defined as unwanted sound. Sound may be described in terms of level or amplitude (measured in decibels [dB]), frequency or pitch (measured in hertz or cycles per second), and duration (measured in seconds or minutes). The standard unit of measurement of the amplitude of sound is the decibel. Because the human ear is not equally sensitive to sound at all frequencies, a special frequency-dependent rating scale is used to relate noise to human sensitivity. The A-weighted decibel (dBA) scale performs this compensation by discriminating against low and very high frequencies in a manner approximating the sensitivity of the human ear. Several descriptors of noise (noise metrics) exist to help predict average community reactions to the adverse effects of environmental noise, including traffic-generated noise, on a community. These descriptors include the equivalent noise level over a given period (L_{eq}), the statistical sound level, the day–night average noise level (L_{dn}), and the Community Noise Equivalent Level (CNEL). Each of these descriptors uses units of dBA. Table 3.13-1 provides examples of A-weighted noise levels from common sounds. In general, human sound perception is such that a change in sound level of 3 dBA is barely noticeable, a change of 5 dBA is clearly noticeable, and a change of 10 dBA is perceived as doubling or halving the sound level.

Table 3.13-1. Typical Sound Levels in the Environment and Industry

Common Outdoor Activities	Noise Level (dBA)	Common Indoor Activities
—	110	Rock band
Jet flyover at 300 meters (1,000 feet)	100	—
Gas lawn mower at 1 meter (3 feet)	90	—

Table 3.13-1. Typical Sound Levels in the Environment and Industry

Common Outdoor Activities	Noise Level (dBA)	Common Indoor Activities
Diesel truck at 15 meters (50 feet), at 80 kilometers per hour (50 mph)	80	Food blender at 1 meter (3 feet) Garbage disposal at 1 meter (3 feet)
Noisy urban area, daytime gas lawn mower at 30 meters (100 feet)	70	Vacuum cleaner at 3 meters (10 feet)
Commercial area Heavy traffic at 90 meters (300 feet)	60	Normal speech at 1 meter (3 feet)
Quiet urban daytime	50	Large business office Dishwasher, next room
Quiet urban nighttime	40	Theater, large conference room (background)
Quiet suburban nighttime	30	Library
Quiet rural night time	20	Bedroom at night, concert hall (background)
—	10	Broadcast/recording studio
Lowest threshold of human hearing	0	Lowest threshold of human hearing

Source: Caltrans 2013.
Note: dBA = A-weighted decibel.

L_{eq} is a sound energy level averaged over a specified period (typically no less than 15 minutes for environmental studies). L_{eq} is a single numerical value that represents the amount of variable sound energy received by a receptor during a time interval. For example, a 1-hour L_{eq} measurement would represent the average amount of energy contained in all the noise that occurred in that hour. L_{eq} is an effective noise descriptor because of its ability to assess the total time-varying effects of noise on sensitive receptors.

Unlike the L_{eq} metrics, L_{dn} and CNEL metrics always represent 24-hour periods, usually on an annualized basis. L_{dn} and CNEL also differ from L_{eq} because they apply a time-weighted factor designed to emphasize noise events that occur during the evening and nighttime hours (when speech and sleep disturbance is of more concern). "Time weighted" refers to the fact that L_{dn} and CNEL penalize noise that occurs during certain sensitive periods. In the case of CNEL, noise occurring during the daytime (7:00 a.m.–7:00 p.m.) receives no penalty. Noise during the evening (7:00 p.m.–10:00 p.m.) is penalized by adding 5 dB, while nighttime (10:00 p.m.–7:00 a.m.) noise is penalized by adding 10 dB. L_{dn} differs from CNEL in that the daytime period is defined as 7:00 a.m.–10:00 p.m., thus eliminating the evening period. L_{dn} and CNEL are the predominant criteria used to measure roadway noise affecting residential receptors. These two metrics generally differ from one another by no more than 0.5 dB to 1 dB and, as such, are often treated as equivalent to one another.

Vibration

Vibration is an oscillatory motion through a solid medium in which the motion's amplitude can be described in terms of displacement, velocity, or acceleration. Vibration can be a serious concern, causing buildings to shake and rumbling sounds to be heard. In contrast to noise, vibration is not a common environmental problem. It is unusual for vibration from sources such as buses and trucks to be perceptible, even in locations close to major roads. Some common sources of vibration are trains, buses on rough roads, and construction activities, such as blasting, pile driving, and heavy earthmoving equipment.

Several different methods are used to quantify vibration. Peak particle velocity is defined as the maximum instantaneous peak of the vibration signal. Peak particle velocity is most frequently used to describe vibration impacts to buildings and is usually measured in inches per second. The root mean square amplitude is most frequently used to describe the effect of vibration on the human body and is defined as the average of the squared amplitude of the signal. Decibel notation is commonly used to measure root mean square. The decibel notation acts to compress the range of numbers required to describe vibration.

High levels of vibration may cause physical personal injury or damage to buildings. However, vibration levels rarely affect human health. Instead, most people consider vibration to be an annoyance that can affect concentration or disturb sleep. In addition, high levels of vibration can damage fragile buildings or interfere with equipment that is highly sensitive to vibration (e.g., electron microscopes). Most perceptible indoor vibration is caused by sources within buildings, such as operation of mechanical equipment, movement of people, or slamming of doors. Typical outdoor sources of perceptible vibration are construction equipment, steel-wheeled trains, and traffic on rough roads. If the roadway is smooth, the vibration from traffic is rarely perceptible.

Sensitive Receptors

Noise- and vibration-sensitive land uses are locations where people reside or where the presence of unwanted sound could adversely affect the use of the land. Residences, schools, hospitals, guest lodging, libraries, and some passive recreation areas would be considered noise and vibration sensitive and may warrant unique measures for protection from intruding noise. Sensitive receptors in the vicinity of the project site consist of a Head Start school located to the east, residential uses located to the north, east and west of the project site, and zoned residential uses to the north. These sensitive receptors represent the nearest sensitive land uses with the potential to be impacted by construction and/or operation of the project.

Existing Noise Conditions

Noise measurements were conducted in the vicinity of the project site on January 11, 2022, to characterize the existing noise levels. Table 3.13-2 provides the locations, dates, and times the noise measurements were taken. The noise measurements were taken using a Soft dB Piccolo sound level meter equipped with a 0.5-inch, pre-polarized condenser microphone with pre-amplifier. The sound level meter meets the current American National Standards Institute standard for a Type 2 (General Use) sound level meter. The accuracy of the sound level meter was verified using a field calibrator before and after the measurements, and the measurements were conducted with the microphone positioned approximately 5 feet above the ground.

Table 3.13-2. Measured Noise Levels

Receptor	Location	Date	Time	L_{eq} (dBA)	L_{max} (dBA)
ST1	East of project site, adjacent to a Head Start School at 26887 5th Street	1/11/22	11:41 a.m.–11:56 a.m.	63.8	84.5
ST2	North of project site, adjacent to residence at 26837 Mossway Street	1/11/22	12:04 p.m.–12:19 p.m.	63.6	79.4
ST3	Northeast of project site, adjacent to residence at 27014 5th Street	1/11/22	12:32 p.m.–12:47 p.m.	65.1	76.6

Table 3.13-2. Measured Noise Levels

Receptor	Location	Date	Time	L_{eq} (dBA)	L_{max} (dBA)
ST4	Southwest of project site, adjacent to residence at 26562 3rd Street	1/11/22	1:01 p.m.–1:16 p.m.	64.1	80.7

Source: Appendix I-1.
Notes: L_{eq} = equivalent continuous sound level (time-averaged sound level); dBA = A-weighted decibels; L_{max} = maximum sound level during the measurement interval.

Four short-term noise measurement locations (ST1–ST4) were conducted in the vicinity of the project site, as shown in Figure 11, Noise Measurement Locations. The measured L_{eq} and maximum noise levels are provided in Table 3.13-2. The field noise measurement data sheets are provided in Appendix I-1, Field Data Noise Sheets. The primary noise sources at the sites identified in Table 3.13-2 consisted of traffic on local roadways; other, secondary noise sources included occasional construction activities, and birds. As shown in Table 3.13-2, the measured sound levels ranged from approximately 64 dBA L_{eq} at ST1, ST2 and ST3 to approximately 65 dBA L_{eq} at ST4.

Regulatory Setting

Federal

There are no federal noise standards that would directly regulate environmental noise during construction and operation of the project. The following is provided because guidance summarized herein is used or pertains to the analysis.

Federal Transit Administration

In its Transit Noise and Vibration Impact Assessment guidance manual, the Federal Transit Administration (FTA) recommends a daytime construction noise level threshold of 80 dBA L_{eq} over an 8-hour period (FTA 2018) when detailed construction noise assessments are performed to evaluate potential impacts to community residences surrounding a project. Although this FTA guidance is not a binding regulation, it is provided here for comparison purposes in the absence of such limits at the state and local jurisdictional levels.

Federal Interagency Committee on Noise

Some guidance regarding the determination of a substantial permanent increase in ambient noise levels in the project vicinity above existing levels is provided by the 1992 findings of the Federal Interagency Committee on Noise (FICON) (FICON 1992), which assessed the annoyance effects of changes in ambient noise levels resulting from aircraft operations. The FICON recommendations are based upon studies that relate aircraft and traffic noise levels to the percentage of persons highly annoyed by the noise. Annoyance is a qualitative measure of the adverse reaction of people to noise that generates speech interference, sleep disturbance, or interference with the desire for a tranquil environment.

The rationale for the FICON recommendations is that it is possible to consistently describe the annoyance of people exposed to transportation noise in terms of L_{dn}. The changes in noise exposure that are shown in Table 3.13-3 are expected to result in equal changes in annoyance at sensitive land uses. Although the FICON recommendations were specifically developed to address aircraft noise impacts, they are used in this analysis to define a substantial increase in community noise levels related to all transportation noise sources and permanent non-transportation noise sources.

Table 3.13-3. Measures of Substantial Increase for Community Noise Sources

Ambient Noise Level Without Project (Ldn)	Significant Impact Assumed to Occur if the Project Increases Ambient Noise Levels by:
<60 dBA	+ 5 dBA or more
60–65 dBA	+ 3 dBA or more
>65 dBA	+ 2 dBA or more

Source: FICON 1992.
Notes: L_{dn} = day–night average noise level; dBA = decibels.

State

California Government Code

California Government Code Section 65302(f) mandates that the legislative body of each county and city adopt a noise element as part of its comprehensive general plan. The local noise element must recognize the land use compatibility guidelines established by the State Department of Health Services. The guidelines rank noise land use compatibility in terms of "normally acceptable," "conditionally acceptable," "normally unacceptable," and "clearly unacceptable" noise levels for various land use types. Single-family homes are "normally acceptable" in exterior noise environments up to 60 dBA CNEL and "conditionally acceptable" up to 70 dBA CNEL.[14] Multiple-family residential uses are "normally acceptable" up to dBA 65 CNEL and "conditionally acceptable" up to dBA 70 CNEL. Schools, libraries, and places of worship are "normally acceptable" up to 70 dBA CNEL, as are office buildings and business, commercial, and professional uses.

Local

City of Highland Municipal Code

Operational Noise Standards

Pursuant to Chapter 8.50 (Noise Control) of the Highland Municipal Code, allowable daytime (between the hours of 7:00 AM and 10:00 PM) and nighttime (between the hours of 10:00 PM and 7:00 AM) noise levels are as follows:

- Residential – 60 dBA daytime, 55 dBA nighttime.
- Commercial – 70 dBA daytime, 65 dBA nighttime.
- Industrial Zone – 75 dBA at any time.

Construction Noise Standards s

Pursuant to Section 8.50.060 (Exemptions), noise associated with "construction, repair, or excavation work performed pursuant to a valid written agreement with the city or any of its political subdivisions, which agreement provides for noise mitigation measures," is exempt. Because the proposed project does not include a Development Agreement or other agreement with the City or any of its political subdivisions, it is not exempt from performing a

[14] A "conditionally acceptable" designation implies new construction or development should be undertaken only after a detailed analysis of the noise reduction requirements for each land use is made and needed noise insulation features are incorporated in the design. By comparison, a "normally acceptable" designation indicates that standard construction can occur with no special noise reduction requirements.

construction noise analysis and providing adequate mitigation measures. The following includes an analysis of the project's construction noise impacts.

City of Highland General Plan

The City's General Plan Noise Element (City of Highland 2006) references the Municipal Code's noise standards as guidelines to evaluate the acceptability of noise impacts. These standards are used to assess long-term noise impacts on land uses. The Noise Element identifies noise problems in the community, quantifies existing and projected noise levels, addresses excessive noise exposure, and provides regulations to control noise. The General Plan Noise Element contains the following goals and policies that address noise and are applicable to the project:

Goal 7.1. Protect sensitive land uses and the citizens of Highland from annoying and excessive noise through diligent planning and regulation.

Policies:

- Enforce the City's Noise Control Ordinance consistent with health and quality of life goals and employ effective techniques of noise abatement through such means as a noise ordinance, building codes and subdivision and zoning regulations.
- Encourage the use of site planning and architectural techniques such as alternative building orientation and walls combined with landscaping to mitigate noise to levels consistent with interior and exterior noise standards.
- Require mitigation where sensitive uses are to be placed along transportation routes to ensure compliance with interior and exterior noise standards.
- Consider the compatibility of proposed land uses with the noise environment when preparing, revising or reviewing development proposals.

1. Require that site-specific noise studies be conducted by a qualified acoustic consultant utilizing acceptable methodologies while reviewing the development of sensitive land uses or development that has the potential to impact sensitive land uses. Also require a site-specific noise study if the proposed development could potentially violate the noise provisions of the General Plan or City ordinance.

Actions:

3) When site and architectural design features cannot sufficiently reduce adverse noise levels, or cannot be economically provided, require the provision of noise barriers/berms, provided that noise barriers:
    1. are sufficiently massive to prevent significant noise transmission and high enough to shield receiver from noise source;
    2. noise barriers exhibit a minimum acceptable density of four pounds per square foot (equivalent to ¾-inch plywood);
    3. contain no cracks or openings; and
    4. minimize the effect of flanking by bending the barrier back from the noise source at the end of the barrier.
4) Require landscaping treatment to be provided in conjunction with noise barriers to provide visual relief and to reduce aesthetic impacts.

6) Maintain a noise complaint file to document areas of excessive noise in the City.

Goal 7.3. Protect residents from the effects of "spill over" or nuisance noise.

Policies:

1. Enforce the City's Noise Control Ordinance so that new projects located in commercial or entertainment areas do not exceed stationary-source noise standards at the property line of proximate residential or commercial uses, as appropriate.
2. Prohibit new industrial uses from exceeding commercial or residential stationary-source noise standards at the most proximate land uses, as appropriate. (Industrial noise may spill over to proximate industrial uses so long as the combined noise does not exceed the appropriate industrial standards.)
3. Require that construction activities employ feasible and practical techniques to minimize noise impacts on adjacent uses. Particular emphasis shall be placed on the restriction of hours in which work other than emergency work may occur.
4. Require that the hours of truck deliveries to commercial properties abutting residential uses be limited unless there is no feasible alternative or there are overriding transportation benefits by scheduling deliveries at another hour.
5. Ensure that buildings are constructed to prevent adverse noise transmission between differing uses located in the same structure and individual residences in multi-family buildings.

Actions:

1) As a condition of approval, limit non-emergency construction activities adjacent to existing noise-sensitive uses to daylight hours between 7:00 a.m. and 7:00 p.m. Discourage construction on weekends or holidays except in the case of construction proximate to schools where these operations could disturb the classroom environment.
2) Ensure that the design and placement of air conditioning units and pool equipment within residential areas is accomplished in a manner that does not intrude upon the peace and quiet of adjacent noise-sensitive uses.
3) Encourage the use of portable noise barriers for heavy equipment operations performed within 100 feet of existing residences or make applicant provide evidence as to why the use of such barriers is infeasible.

a) ***Would the project result in generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?***

Short-Term Construction Noise

Less-than-Significant Impact. Construction noise is considered a short-term impact and would be considered significant if construction activities were to exceed the allowable hours of operation, as permitted by the City. Noise-sensitive land uses in the vicinity of the project include legal non-conforming

residences to the southeast[15] (within approximately 85 feet), to the east-northeast (within approximately 1,000 feet of the construction boundary) and to the southwest (within approximately 1,400 feet of the construction boundary); a Head Start school to the east (within approximately 85 feet of the construction boundary); zoned residential uses to the north (north of 5th Street, within approximately 120 feet of the construction boundary). The construction noise assessment focused on noise levels that would occur at the nearest noise-sensitive land uses; construction noise levels at greater distances from the site would be lower. Modeling assumptions and output calculations are provided in Appendix I-2, Construction Noise Modeling Inputs and Outputs.

Project-generated construction noise will vary depending on the construction process, the type of equipment involved, the location of the construction site with respect to sensitive receptors, the schedule proposed to carry out each task (e.g., hours and days of the week), and the duration of the construction work. A likely worst-case construction noise scenario using information provided by the project applicant and equipment identified by CalEEMod (see Section 3.3, Air Quality) for this type and size of project was calculated using a spreadsheet model based the Federal Highway Administration's Roadway Construction Noise Model (FHWA 2008). Table 3.3-2 in Section 3.3 presents the equipment list used for the construction noise analysis. The results are summarized in Table 3.13-4 (see Appendix I-2 for model results). Table 3.13-4 provides construction noise estimates for both a "typical worst-case" 1-hour average scenario in which construction equipment may be operating in proximity to any one receiver for extended periods, as well as a typical 8-hour workday in which it is assumed that the equipment would be in motion and working both near and far from any one receiver, operating (on average) at the approximate acoustic center of the project site. The average noise levels (based upon the acoustic center[16]) are considered a better representation of the overall noise exposure experience for adjacent receivers over the duration of each construction phase.

As shown, the highest noise levels from construction are predicted to range from approximately 68 dBA $L_{eq\ 1\text{-}hour}$ (during the architectural coating phase) to 77 dBA $L_{eq\ 1\text{-}hour}$ (during site preparation and grading) at the nearest receivers. These maximum noise levels are considered to be a peak exposure, applicable to not more than 10%–15% of the total construction period, only while the construction activity is taking place along the property boundary closest to these nearest off-site receivers. In terms of a typical 8-hour workday, the highest noise levels from construction are predicted to range from approximately 56 dBA $L_{eq\ 8\text{-}hour}$ (during the architectural coating phase) to 68 dBA $L_{eq\ 8\text{-}hour}$ (during demolition) at the nearest receivers. Noise levels, while relatively high when equipment is operating near the project boundaries, would not exceed the FTA's 80 dBA $L_{eq\ 8\text{-}hour}$ threshold.

15 Based upon the City of Highland Zoning Map (http://maps.digitalmapcentral.com/production/VECommunityView/cities/highland/index.aspx?), the proposed project site as well as the entire two blocks (from 3rd Street to 5th Street in the north/south direction and Victoria Ave. to Alabama Street in the east-west direction) is zoned BP: Business Park. Similarly, the block at the northeast corner of Central Ave. and 5th Street is zoned I: Industrial.

16 The acoustic center is the combination of all construction work occurring on-site, near and far, and is considered to be equivalent to the geometric center, for the purposes of this analysis.

Table 3.13-4. Construction Noise Summary of Results (dBA $L_{eq\ 1\text{-}hour}$/ dBA $L_{eq\ 8\text{-}hour}$)

Receiver Location (Distance)/ Description	Zoning Designation	Construction Noise Level by Construction Phase[1]					
		Demo.	Site Prep.	Grading	Building Const.	Paving	Arch. Coating
Head start school to the east (as near as 85 feet)	Business Park	77/68	76/65	77/67	70/61	71/63	68/56
Non-conforming residence to the southeast (85 feet)	Business Park	77/66	76/62	77/64	70/59	71/61	68/54
Residence to the north (120 feet)	Residential	73/69	72/66	72/68	66/62	67/64	64/57

Source: Appendix I-2.
Notes: dBA = A-weighted decibels; $L_{eq\ 1\text{-}hour}$ = equivalent continuous sound level (time-averaged sound level) during a 1-hour period near the project boundary; $L_{eq\ 8\text{-}hour}$ = equivalent continuous sound level (time-averaged sound level) during an 8-hour construction work day; Demo. = Demolition; Site Prep. = Site Preparation; Building Const. = Building Construction; Arch. Coating = Architectural Coating.
[1] See Section 3.3, Air Quality.

Based on the construction noise analysis, noise levels during construction are estimated to create noise levels at sensitive receivers that would not exceed the FTA construction noise threshold of 80 dBA $L_{eq\ 8\text{-}hour}$. The project would be required to adhere to City of Highland General Plan limitations on construction noise through restrictions on allowable construction hours (Goal 7.3, Action 1): "As a condition of approval, limit non-emergency construction activities adjacent to existing noise-sensitive uses to daylight hours between 7:00 a.m. and 7:00 p.m. Discourage construction on weekends or holidays except in the case of construction proximate to schools where these operations could disturb the classroom environment."

Thus, with incorporation of the City's standard conditions, impacts associated with short-term construction noise would be less than significant and no mitigation measures would be required.

Long-Term Operational Noise

Less-than-Significant Impact. Operation of the project would result in the generation of noise both on and off site. Consistent with similar warehouse and light industrial uses, business operations supported by the project would primarily be conducted within the enclosed buildings, except for traffic movement, parking, and loading and unloading of trucks at designated loading bays. As such, on-site operational noise sources are expected to include roof-top air conditioning units, parking lot activity, and truck loading dock activity. Off-site noise could be generated by vehicles, including heavy trucks, accessing the project site and contributing to vehicular roadway noise. As detailed below, these operational project activities would not result in the generation of a substantial temporary or permanent increase in ambient noise levels in excess of standards established in the local general plan or noise ordinance or applicable standards of other agencies.

On-Site Operational Noise

Implementation of the project would result in changes to existing noise levels on and around the project site by developing new stationary sources of noise, including introduction of outdoor HVAC equipment. These sources may affect noise-sensitive vicinity land uses off the project site.

The proposed warehouse space overall would not be served by heating or air conditioning equipment. However, the floor plan includes an office with an associated mezzanine space at the northwest building corner. For the analysis of noise from HVAC equipment operation, a York Model ZF-048 package HVAC unit was used as a reference. Based upon the square footage of the office and mezzanine spaces (4,000 square feet total), it was assumed that two such units would be required for the office/mezzanine areas. The York Model ZF-048 package HVAC unit has a sound power rating of 80 dBA (Johnson Controls 2015). Based on the warehouse roof design provided, there will be a 2.8-foot-high parapet extending along the perimeter of the roof, which would minimize sound from the HVAC unit at nearby noise-sensitive land uses.

Assuming all the HVAC equipment is operating simultaneously for a minimum period of 1 hour, the worst-case calculated noise level at each property line and at the nearest noise-sensitive land uses is presented in Table 3.13-5. The maximum hourly noise level for all the HVAC equipment operating at each examined point along the property and the nearest noise-sensitive uses would range from 15 to 33 dBA L_{eq}, which is well below the City's noise standard for both commercial zoning (70 dBA L_{eq} daytime, 65 dBA L_{eq} nighttime) and residences (60 dBA L_{eq} daytime, 55 dBA L_{eq} nighttime). The noise level calculation spreadsheets for the HVAC package units are included in Appendix I-3, Equipment Specifications and Noise Calculations.

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

	Noise Level at Property Boundary	
Equipment	Receiver Location	Average Noise Level (dBA Leq)
HVAC	N1	32
HVAC	W1	29
HVAC	E1	15
HVAC	S1	19
HVAC	Residence to N	31
HVAC	Head Start to E	16
HVAC	Residence to SE	19

Source: Appendix I-3.
Note: dBA = A-weighted decibels; L_{eq} = equivalent continuous sound level (time-averaged sound level); CNEL = Community Noise Equivalent Level; HVAC = heating, ventilation, and air conditioning.

The results of the mechanical equipment operations noise analysis indicate that the project would comply with City and State of California noise standards.

Parking Lot Activity

A comprehensive study of noise levels associated with surface parking lots was published in the Journal of Environmental Engineering and Landscape Management (Baltrėnas et al. 2004). The study found that average noise levels during the peak period of use of the parking lot (generally in the morning with arrival

of commuters and in the evening with the departure of commuters) were 47 dBA at 1 meter (3.3 feet) from the outside boundary of the parking lot. The parking area would function as an area source for noise, which means that noise would attenuate at a rate of 3 dBA with each doubling of distance. The employee parking lots are proposed to be situated on the east and west sides of the warehouse, no closer than 25 feet from the property line of the project site (from center of drive-aisle to fence) on the northern side, 40 feet on the western side, and approximately 35 feet on the eastern and southern sides. At a distance of 25 feet, parking lot noise levels would be approximately 38 dBA L_{eq} at the northern property boundary. At a distance of 40 feet, parking lot noise levels would be approximately 36 dBA L_{eq} at the western property boundary. At a distance of 35 feet, parking lot noise levels would be approximately 37 dBA L_{eq} at the eastern and southern property boundaries. Parking lot activity noise levels are summarized in Table 3.13-6.

Truck Loading Dock Activity

The parking lot study (Baltrėnas et al. 2004) also examined noise levels associated with cargo truck delivery activity, including noise produced by backup alarms and forklift/yard hostler operations. The study concluded that average noise levels from truck loading/unloading areas was 96 dBA at 1 meter (3.3 feet) from the boundary of the truck activity area. The truck loading dock area (i.e., the truck court) would be located on the eastern side of the proposed warehouse building. The loading docks would be located approximately 110 feet from the northern property line, approximately 290 feet from the western property line, approximately 145 feet from the eastern property line and approximately 110 feet from the southern property line. At the northern, western and southern property lines the noise and view of the loading docks would be entirely obstructed by the warehouse building, and at the eastern property line the noise and view of the loading docks would be obstructed by the proposed 8-foot-high perimeter screen wall. Screen walls are also proposed to be constructed around the entire truck yard perimeter (i.e., along the northern and southern sides of the truck yard). Using the outdoor attenuation rate of 6 dBA with each doubling of distance, truck loading activity along the project property lines would produce noise levels ranging from approximately 57 to 66 dBA L_{eq}, not accounting for the shielding effects from the warehouse building and the proposed screen walls. Accounting for this acoustical shielding, the truck loading dock noise would range from approximately 30 to 60 dBA L_{eq}. Truck loading dock activity noise levels are summarized in Table 3.13-6 and combined with the other on-site noise sources.

Table 3.13-6. Combined On-Site Noise Summary of Results - Noise Levels (dBA L_{eq}) at Property Boundaries

Receiver Location	Zoning	Applicable Noise Standard - Daytime (7 a.m. to 10 p.m.) / Nighttime (10 p.m. to 7 a.m.)	HVAC	Parking Lot Activity	Truck Loading Dock Activity	Combined HVAC, Parking Lot and Truck Loading Dock Activities Noise	Applicable Noise Standard Exceeded?
N1	Business Park	70/65	32	38	40	42	No
W1	Business Park	70/65	29	36	30	38	No
E1	Business Park	70/65	15	37	56	56	No
S1	Business Park	70/65	19	37	60	60	No
Residence to N	Residential	70/65	31	31	34	37	No

Table 3.13-6. Combined On-Site Noise Summary of Results - Noise Levels (dBA L_{eq}) at Property Boundaries

Receiver Location	Zoning	Applicable Noise Standard - Daytime (7 a.m. to 10 p.m.) / Nighttime (10 p.m. to 7 a.m.)	HVAC	Parking Lot Activity	Truck Loading Dock Activity	Combined HVAC, Parking Lot and Truck Loading Dock Activities Noise	Applicable Noise Standard Exceeded?
Head Start to E	Business Park	60/55	16	31	54	54	No
Residence to SE	Business Park	70/65	19	31	34	36	No

Source: Appendix I-3.

As shown in Table 3.13-6, on-site noise sources associated with the proposed project would not exceed applicable noise standards. Thus, on-site operational noise would be less than significant.

Project-Generated Off-Site Traffic Noise

The project is expected to generate 92 daily trips to the roadway system; in terms of passenger car equivalent (PCE), which accounts for truck percentages, the project would generate 131 daily PCE trips. On an hourly basis, the project would result in a total of 9 AM and 10 PM peak-hour trips, consisting of 7 passenger vehicles and 2 trucks (ranging in size from 2-axle trucks to 4+ axle trucks) during the AM peak-hour and 7 passenger vehicles and 3 trucks during the PM peak-hour. In terms of PCE, the project would result in a total of 13 AM and 16 PM PCE peak-hour trips.[17] Vehicles entering and exiting the project site would use 5th Street, which has average daily traffic volumes of approximately 9,939.[18] This amounts to a small fraction of the total daily volume on 5th Street. The project would not result in a doubling of trips on any particular road segment. Typically, a doubling of the energy of a noise source, such as a doubling of traffic volume, would increase noise levels by 3 dB.[19] Given that it would result in only a modest increase in traffic on local and regional roadways, the project is not expected to result in an increase of 3 dBA or greater on roadways in the study area. The change in noise level due to the project would not be audible. Therefore, impacts associated with off-site project-generated traffic noise would be less than significant.

b) Would the project result in generation of excessive groundborne vibration or groundborne noise levels?

Less-than-Significant Impact. The main concern associated with groundborne vibration is annoyance; however, in extreme cases, vibration can cause damage to buildings, particularly those that are old or otherwise fragile. Some common sources of groundborne vibration are trains and construction activities such as blasting, pile-driving, and heavy earth-moving equipment. The primary source of groundborne vibration occurring as part of the proposed project is construction activity.

17 Data from the proposed project's trip generation estimates (Section 3.17, Transportation).
18 Airport Gateway Specific Plan, Traffic Impact Analysis 2019.
19 Under normal circumstances (i.e., outside of a controlled setting such as a listening laboratory), a 3 dB increase in noise levels is considered to be the smallest increase that is audible to the human ear; whereas a less than 3 dB increase in noise levels is considered to be a barely or non-audible increase.

Groundborne vibration information related to construction/heavy equipment activities has been collected by Caltrans. Information from Caltrans indicates that transient vibrations (such as from construction activity) with approximately 0.035 inches per second peak particle velocity (PPV) may be characterized as barely perceptible, and vibration levels of 0.24 inches per second PPV may be characterized as distinctly perceptible (Caltrans 2020). The heavier pieces of construction equipment, such as large bulldozers or hoe rams, would register up to approximately 0.089 inches per second PPV at a distance of 25 feet, and a clam shovel drop would measure up to approximately 0.202 inches per second PPV at a distance of 25 feet (FTA 2018).

Groundborne vibration is typically attenuated over relatively short distances. At the nearest existing noise/vibration-sensitive use distance to the nearest construction area (approximately 85 feet – the Head Start building to the northeast) and with the anticipated construction equipment, the vibration level would be approximately 0.014 inches per second PPV. This vibration level would be lower than the threshold of "barely perceptible" of 0.035 inches per second PPV and would also be lower than the threshold of "distinctly perceptible" of 0.24 inches per second PPV.

The major concern with construction vibration is related to building damage. Construction vibration as a result of the proposed project would not result in structural building damage, which typically occurs at vibration levels of 0.5 inches per second PPV or greater for buildings of reinforced-concrete, steel, or timber construction. Therefore, impacts related to groundborne vibration would be less than significant.

c) ***For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?***

Less-than-Significant Impact. No private airstrips are located in the project vicinity. The SBIA is approximately 0.3 miles south of the project site. The project site is located within the Airport Influence Area (General Plan Figure 6-7) outlined in the City's General Plan (City of Highland 2006). As required by state law for real estate transactions within the Airport Influence Area, notification/disclosure statements are required to alert potential buyers and tenants of the presence of and potential impacts from the San Bernardino International Airport. According to Exhibit 4H (Existing and Ultimate Noise Contours) of the Airport Layout Plan Narrative Report for San Bernardino International Airport (San Bernardino International Airport Authority 2010), the SBIA's 65 dBA CNEL ultimate noise contour would be located approximately 0.2 miles south of the project site.

Policy 1 of Goal 11.1 ("Reduce exposure of people to aircraft noise and overflights, and ensure adequate public notification through buyer awareness measures") within the City's General Plan (City of Highland 2006) states: "Limit the development of sensitive land uses located within the 65 decibel (dB) Community Noise Equivalent Level (CNEL)." The City considers residential dwellings and institutional uses such as hospitals, convalescent homes and churches to be sensitive noise receptors, while retail and office uses are considered to be relatively insensitive land uses. Other land use types, including industrial and manufacturing, are considered to be least impacted by noise. Because the proposed project is not noise-sensitive, and because the project site is located outside the 65 dBA CNEL noise contour, the proposed project would not expose people residing or working in the project area to excessive noise levels. Thus, aircraft and airport-related noise would be less than significant.

3.14 Population and Housing

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
XIV. POPULATION AND HOUSING – Would the project:				
a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☒	☐
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☒	☐

a) ***Would the project induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?***

Less-than-Significant Impact. The project would require a temporary construction workforce and a permanent operational workforce, both of which could potentially induce population growth in the project area. The temporary workforce would be needed to construct the proposed warehouse building and associated improvements. The number of construction workers needed during any given period would largely depend on the specific stage of construction but will likely average a few dozen workers at any given time throughout the workday. These short-term positions are anticipated to be filled primarily by workers who reside in the project area vicinity. Therefore, construction of the project would not generate a permanent increase in population within the project area.

In terms of operational employees, because the future tenant is not yet known, the number of jobs that the project would generate cannot be precisely determined, but it can be estimated. For purposes of analysis, employment estimates are calculated using average employment density factors reported by SCAG. SCAG reports that for every 1,195 square feet of warehouse space in San Bernardino County, the average numbers of jobs supported is one employee (SCAG 2001). The proposed warehouse would be 53,665 square feet, and as such, the estimated number of employees required for operation would be approximately 41 people.

According to the SCAG Demographics and Growth Forecast, employment in the City is anticipated to grow from 7,200 employees in 2020 to 10,200 employees in 2045 (SCAG 2023). The project-related increase in employment would be minimal in comparison to the anticipated increase in the SCAG Demographics and Growth Forecast.

Additionally, as of March 2023, the California Employment Development Department found that the unemployment rate for Riverside-San Bernardino-Ontario Metropolitan Statistical Area, including the City of Highland, is at 4.4%, which is similar to the state average (4.8%) and higher than the national average (3.9%) for the same period (EDD 2023). Therefore, the project's temporary and permanent employment requirements could likely be met by the City's existing labor force without the need for people to relocate to the project region. The project would not stimulate population growth or a population concentration above what is assumed in local and regional land use plans. Therefore, impacts associated with population growth would be less than significant.

b) ***Would the project displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?***

Less-than-Significant Impact. The western portion of the project site is currently developed with one single-family residence. The remainder of the project site is vacant. Development of the proposed project would result in displacement of one existing household. Although it is speculative where the previous on-site residents would ultimately be relocated, assuming that they would be relocated in the project area, vacant housing opportunities are available within the City. The City has approximately 17,127 housing units with a vacancy rate of 2.6% (DOF 2022b). As such, there are approximately 445 vacant housing units in the City. Therefore, impacts associated with displacement of housing would be less than significant.

3.15 Public Services

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
XV. PUBLIC SERVICES – Would the project:				
a) Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services:				
Fire protection?	☐	☐	☒	☐
Police protection?	☐	☐	☒	☐
Schools?	☐	☐	☐	☒
Parks?	☐	☐	☐	☒
Other public facilities?	☐	☐	☐	☒

a) ***Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services:***

Fire protection?

Less-than-Significant Impact. The California Department of Forestry and Fire Protection (CAL FIRE) provides fire protection and emergency medical services to the City of Highland, including the project site, through a cooperative agreement that provides for CAL FIRE employees to staff City-owned facilities and apparatus (City of Highland 2006). The City of Highland also has available fire protection services from other area agencies such as the cities of Redlands and Yucaipa, and the U.S. Forest Service (City of Highland 2006). The City also participates in the Statewide Master Mutual Aid Agreement, which provides additional assistance from San Bernardino City and County Fire Departments and the San Manuel Fire Department (City of Highland 2006).

The closest fire station to the project is Highland Fire Department Station No. 541 (26974 Base Line Street), located approximately 1 mile north of the project site. Considering the proximity of the project site to Station No. 541, and given the fact that the project site is already located within CAL FIRE's service area, the project could be adequately served by the various fire departments without adversely effecting personnel-to-resident ratios, response times, or other performance objectives.

In addition, the project would not directly or indirectly induce population growth in the City. Although the project could potentially result in a slight, incremental increase in calls for service to the project site in comparison to the existing conditions, this increase is expected to be nominal and would not result in the need for new CAL FIRE facilities. Nonetheless, similar to other development projects in the City, the project applicant would still be required to pay their fair share of development impact fees to help offset incremental impacts to fire protection services. Therefore, impacts associated with CAL FIRE facilities and response times would be less than significant.

Police protection?

Less-than-Significant Impact. The City of Highland contracts with the San Bernardino County Sheriff's Department (SBSD) to provide police protection to the City, including the project site (City of Highland 2006). The SBSD has one patrol station in the City of Highland, located at 26985 East Base Line Street, approximately 1 mile north of the site.

The project would not directly or indirectly induce population growth in the City. Although the project would potentially result in a slight, incremental increase in calls to the SBSD for service to the project site in comparison to the existing conditions, this increase is expected to be nominal and would not result in the need for new SBSD facilities. In addition, the project site is already located within SBSD's service area and would not require an expansion of service area, which could otherwise result in longer response time. Overall, it is anticipated that the project would be adequately served by existing SBSD facilities, equipment, and personnel. Nonetheless, similar to other development projects in the City, the project applicant would still be required to pay their fair share of development impact fees to help offset incremental impacts to police protection. Therefore, impacts associated with SBSD facilities and response times would be less

than significant. In addition, the applicant will be required to follow the City of Highland's Development Impact Fee Ordinance (Fee Ordinance). The Fee Ordinance requires the applicant submit a fee payable to the City which will apply to the funding of public facilities, including law enforcement facilities. Therefore, impacts to police protection resources resulting from the proposed project would be less than significant.

Schools?

No Impact. The project site is located within the San Bernardino City Unified School District. It is not anticipated that people would relocate to the City as a result of the project, and an increase in school-age children requiring public education is not expected to occur as a result of the project. Nonetheless, all residential and non-residential development projects are subject to SB 50, which requires payment of mandatory impact fees to offset any impact to school services or facilities. The provisions of SB 50 are deemed to provide full and complete mitigation of school facilities impacts, notwithstanding any contrary provisions in CEQA or other state or local laws (Government Code Section 65996). In accordance with SB 50, the project applicant would pay its fair share of impacts fees based on the number/type of dwelling units. These impact fees are required of most residential, commercial, and industrial development projects in the City. Therefore, no impacts associated with school facilities would occur.

Parks?

No Impact. Given the lack of population growth as a result of the project, neither construction nor operation of the project would generate new residents to the extent that new or expanded park facilities would be required. Therefore, no impacts associated with park facilities would occur.

Other public facilities?

No Impact. The project would not directly or indirectly induce substantial population growth in the City. As such, it is unlikely that the project would increase the use of other public facilities such as libraries. Therefore, no impacts associated with libraries and other public facilities would occur.

3.16 Recreation

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
XVI. RECREATION				
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☐	☒

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	☐	☐	☐	☒

a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?

No Impact. The project would construct a new warehouse building and associated improvements. The project does not propose any residential uses and would not directly or indirectly result in a substantial and unplanned increase in population growth within the project area. As such, the project would not increase the use of existing neighborhood parks or regional parks in the City and surrounding area. Therefore, no impacts associated with the use of existing residential facilities would occur.

b) Does the project include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment?

No Impact. The project would construct a new warehouse building and associated improvements. The project does not propose any recreational facilities. As an industrial use, the project would not require the construction or expansion of recreational facilities. Therefore, no impacts associated with the construction of new or expansion of existing recreational facilities would occur.

3.17 Transportation

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
XVII. TRANSPORTATION – Would the project:				
a) Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?	☐	☐	☒	☐
b) Conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?	☐	☐	☒	☐
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☒	☐

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
d) Result in inadequate emergency access?	☐	☐	☒	☐

The following analysis is based, in part, on the Transportation Technical Memorandum prepared by Dudek in May 2023, included as Appendix J.

The following analysis was prepared consistent with the City of Highland Public Works Policies, Procedures and Standards (City of Highland 2022), and the San Bernardino Council of Governments Congestion Management Program (SANBAG 2016) to determine the level of analysis required based on the number of two-way peak hour trips generated by the project. Additionally, based on guidance from City of Highland staff, the City of San Bernardino's Traffic Impact Analysis Guidelines, were utilized to evaluate the project. Many of the VMT criteria listed in the City of San Bernardino's Guidelines are based on the Governor's Office of Planning and Research (OPR) Guidelines (OPR 2018).

Trip Generation Analysis

Trip generation estimates for the project are based on daily and AM and PM peak hour trip generation rates obtained from the Institute of Transportation Engineers Trip Generation, 11th Edition (ITE 2021), using the Warehousing land use (ITE Code 150).

Additionally, per the City's direction on a similar project, the warehouse (non-cold storage buildings) truck fleet mix from the South Coast Air Quality Management District's (SCAQMD) Warehouse Truck Trip Study Data Results and Usage (SCAQMD 2014) was used to estimate project-related truck traffic. Based on the SCAQMD data, passenger cars would account for 72.5% trips of the total trips generated by a warehouse facility, and truck trips would account for approximately 27.5% of the total trips. The total percentage of truck trips were further divided by 2-axle, 3-axle, and 4+ axle trucks per the SCAQMD study. These truck trips generated by the project were then converted to passenger car equivalent (PCE) trips by using the recommended PCE factors. PCE factors consistent with the County's Congestion Management Plan (CMP) guidelines. Table 3.17-1 presents the project's daily, and AM and PM peak hour trip generation estimates.

Table 3.17-1. Project Trip Generation Summary

Land Use	Size/Units	Daily	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
Trip Rates and Trip Generation								
Warehousing[1]	per TSF	1.71	0.13	0.04	0.17	0.05	0.13	0.18
Land Use								
Proposed Project	53.665 TSF	92	7	2	9	3	7	10
Non-PCE Trips	Passenger Cars (72.5%)	67	5	2	7	2	5	7
	2-axle Trucks (4.6%)	25	2	0	2	1	2	3
	3-axle Trucks (5.7%)	5	0	0	0	0	0	0

Table 3.17-1. Project Trip Generation Summary

Land Use	Size/Units	Daily	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
	4+axle Trucks (17.2%)	16	2	0	2	1	2	3
	Total Non-PCE Trips	**92**	**7**	**2**	**9**	**3**	**7**	**10**
Project Trip Generation PCE								
PCE Trips[3]	Passenger Cars (1.0 PCE)	67	5	2	7	2	5	7
	2-axle Trucks (1.5 PCE)	6	0	0	0	0	0	0
	3-axle Trucks (2.0 PCE)	10	0	0	0	0	0	0
	4+axle Trucks (3.0 PCE)	48	6	0	6	3	6	9
	Total PCE Trips	**131**	**11**	**2**	**13**	**5**	**11**	**16**

Source: Appendix J
Notes: TSF = thousand square feet, PCE = passenger car equivalent
Some of the totals may not match exactly due to rounding.
1 Trip rates from the Institute of Transportation Engineers, Trip Generation, 11th Edition, 2021. Land Use Code 150 – Warehousing.
2 Vehicle Mix and Percent from SCAQMD 2014.
3 Passenger Car Equivalent (PCE) factors per the San Bernardino County CMP (SANBAG 2016).

As shown in Table 3.17-1, the proposed project would generate approximately 92 daily trips, with 9 trips (7 inbound and 2 outbound) in the AM peak hour, and 10 trips (3 inbound and 7 outbound) in the PM peak hour. Adjusting for PCE, the trip generation is approximately 131 daily PCE trips, 13 AM PCE peak hour trips (11 inbound and 2 outbound) and 16 PM PCE peak hour trips (5 inbound and 11 outbound).

a) Would the project conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?

Less-than-Significant Impact. As detailed in the following text, the project would not conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities.

Roadway Facilities

The project is located within the jurisdiction of the City of Highland; therefore, the following consistency requirements would apply.

San Bernardino Associated Governments Congestion Management Plan

The City of Highland is located in San Bernardino County and therefore, the San Bernardino County Transportation Authority CMP applies to the City. To address the increasing public concern that traffic congestion is impacting the quality of life and economic vitality of the State of California, Proposition 111 created the CMP in 1990. The intent of the CMP is to provide the analytical basis for transportation decisions through the State Transportation Improvement Program process. In 1990, the San Bernardino Associated Governments was designated the Congestion Management Agency for San Bernardino County. Although implementation of the CMP was made voluntary by the passage of AB 2419 (Bowler 1996), the CMP requirement has been retained in San Bernardino County.

The LOS at each CMP location is monitored by local jurisdictions in order to implement the statutory requirements of the CMP. If LOS standards deteriorate, then local jurisdictions must prepare a deficiency plan to meet conformance standards outlined by the countywide plan. The local CMP requires that a transportation impact analysis report be prepared when a project's trip generation exceeds 250 two-way peak hour trips and expects to add at least 50 two-way peak hour trips to a State highway facility. For the CMP roadway system, the LOS standard shall be E for all segments and intersections except those designated LOS F, as listed in Table 2-1 of the CMP (SANBAG 2016).

Based on the project's trip generation estimates as described above, development of the proposed project would not be likely to result in degradation of the nearby CMP facilities due to the low volume of vehicular traffic (less than 250 peak hour trips, and less than 50 peak hour trips to a State highway facility, per the CMP). Therefore, impacts associated with project-related traffic on both the local and regional circulation system would be less than significant.

City of Highland

Traffic Study Guidelines

The City of Highland Traffic Study Guidelines are included in Chapter 9 of the City's Public Works Policies, Procedures and Standards Manual. Although changes in CEQA regarding SB 743 implementation shifts the primary metric for traffic analyses from LOS to VMT, the City has not yet adopted updated guidelines or thresholds related to VMT. As such, the City continues to require a Traffic Report to analyze the surrounding transportation network to evaluate the project's effect on the City's transportation infrastructure, and identify improvements required to maintain consistency with the City's LOS standards. Per the Traffic Study Guidelines, a Traffic Report would be required if a project exceeds the CMP thresholds (250 two-way peak hour trips) or generates more than 1,000 new two-way daily trips, or 100 two-way peak hour trips. Additionally, the City may require a Traffic Report if there are concerns regarding access, roadway structural impacts or level of service on intersection or roadway segments adjacent to the project. Trip generation estimates for the project are summarized above.

Based on the project's trip generation estimates as described above, development of the proposed project would likely not result in degradation of the nearest intersections of 5th Street/Central Avenue, Central Avenue/3rd Street, or other nearby intersections due to the low volume of vehicular traffic (less than 100 peak hour trips). However, the scoping of a focused Traffic Report is in progress with the City and is subject to review and approval by the City prior to project approval. By proceeding with scoping of a Traffic Report, the project complies with and would not conflict with the City's Traffic Study Guidelines. Therefore, impacts would be less than significant.

General Plan Circulation Element

The City of Highland adopted its most recent version of its Circulation Element of the General Plan in March 2006. The General Plan Circulation Element takes into consideration transit, bicycle, pedestrian, and other multimodal uses. The Circulation Element primarily utilizes volume-to-capacity LOS as a measurement in the rating of the performance of streets. The Circulation Element establishes the following LOS criteria:

- LOS D or better for major intersections in the City.

- LOS D is considered acceptable for peak operating periods.
- Any City of Highland intersection operating at LOS "E" or "F" is considered deficient.

As the proposed project is forecast to generate 13 AM peak hour trips and 16 PM peak hour trips (PCE-adjusted), the proposed project would not exceed the 250 two-way peak hour trip threshold for the preparation of a transportation impact analysis report per the CMP or the 100 two-way peak hour trip threshold for preparation of a Traffic Report per the City's Traffic Study Guidelines. Therefore, a transportation impact analysis report and further LOS analysis would not be required, unless requested by the City for a focused analysis of specific facilities as noted above.

Additionally, the project site is bordered by 5th Street to the north, Central Avenue is located to the east of the project site, and 3rd Street is located to the south of the project site. In the vicinity of the project, Central Avenue is not designated in the City's General Plan Circulation Element; however, north of 5th Street, Central Avenue is designated as a Major Highway. The project does not border Central Avenue, therefore, no improvements to Central Avenue is proposed.

5th Street is designated as a Major Highway per the City's General Plan Circulation Element. Per the Circulation Element, a Major Highway is generally designed as a four-lane roadway intended to provide nonlocal through trips and limited local access, with an 88-foot curb-to-curb width (with a 12-foot median), within a 104-foot ROW. The project would improve the pedestrian and ROW as required along 5th Street along the project's frontage. 5th Street is also designated as a truck route, with a posted speed limit of 45 miles per hour.

Therefore, impacts related to project consistency with the General Plan Circulation Element would be less than significant.

Pedestrian and Bicycle Facilities

Although the General Plan Circulation Element includes several bicycle classifications, the City of Highland Active Transportation Plan, adopted February 2021, provides a more comprehensive and updated overview of the City's current and future recommendations to enhance multi-modal facilities:

Class I Shared-Use Paths are paths completely separated from motor vehicle traffic used by people for walking and biking. These paths are typically located immediately adjacent and parallel to a roadway or in its own independent ROW, such as within a park or along a body of water.

Class II Bicycle Lanes are dedicated lanes for bicycle travel adjacent to traffic. A painted white line separates the bicycle lane from motor vehicle traffic.

Class IIB Buffered Bicycle Lane are dedicated lanes for bicycle travel separated from vehicle traffic by a painted buffer. The buffer provides additional comfort for users by providing space from motor vehicles or parked cars.

Class III Bicycle Routes are signed bike routes that people biking share with motor vehicles, which can include pavement markings.

Class IIIB Bicycle Boulevards are calm, local streets where bicycles have priority but share roadway space with motor vehicles. These boulevards include shared roadway bicycle markings on the pavement as well as traffic calming features such as speed humps and traffic diverters to keep these streets more comfortable for bicycles.

The only bicycle facilities in the vicinity of the project site are Class II Bike Lanes along 5th Street. The project is not expected to generate a significant amount of bicyclists and therefore would not affect the existing bicycle facilities. As such, the project would not conflict with existing or proposed bicycle facilities, and impacts would be less than significant.

Pedestrian facilities are provided along the frontage of the project site on both sides of 5th Street, with a continuous sidewalk on the southern side of 5th Street past Cunningham Street, before reaching Victoria Avenue, the sidewalk ends. If needed, the project would improve the curb and gutter, and pedestrian facilities where the project frontage exists, and follow all of the City's standard plans and guidelines for pedestrian facilities, curb and gutter, and drainage. Additionally, along both sides of Central Avenue, there are no pedestrian facilities, except for a portion of the west side of the road near the Central Avenue/5th Street intersection. The project is not expected to generate a significant amount of pedestrians and therefore, would not affect existing pedestrian facilities. As such, development of the project would not conflict with the existing pedestrian facilities, and impacts would be less than significant.

Transit Facilities

Omnitrans provides public transportation throughout the San Bernardino Valley and would serve as the nearest transit service to the project site. Omnitrans Route 15 is the nearest bus route that services the project site. Route 15 connects the Fontana Metrolink Transit Center, the San Bernardino Transit Center, and the Redlands Transit Center, and also provides stops within the City of Highland. The nearest bus stop to the project site is located at the intersection of 5th Street/Central Avenue, approximately 375-feet east of the project. Route 15 provides daily service with average headways of approximately one hour, with service beginning as early as 5:05 a.m. and ending as late at 9:45 p.m. on weekdays (Omnitrans 2023). Development of the proposed project would not conflict with the existing bus routes or bus stops. Therefore, impacts to transit would be less than significant.

b) Would the project conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?

Less-than-Significant Impact. CEQA Guidelines Section 15064.3(b) focuses on VMT for determining the significance of transportation impacts. As shown in the analysis below, the project's impact due to conflict or inconsistency with Section 15064.3(b) would be less than significant.

On September 27, 2013, SB 743 was signed into law, which creates a process to change the way that transportation impacts are analyzed under CEQA. SB 743 required OPR to amend the CEQA Guidelines to provide an alternative to LOS for evaluating transportation impacts. Under the new transportation guidelines, LOS, or vehicle delay, will no longer be considered an environmental impact under CEQA. OPR recommended VMT as the most appropriate measure of project transportation impacts for land use projects and land use plans. The updates to the CEQA Guidelines required under SB 743 were approved on December 28, 2018. The OPR Technical Advisory (OPR 2018) provides guidance and tools to properly carry out the principles within SB 743 and how to evaluate transportation impacts in CEQA.

Under these guidelines, VMT has been adopted as the most appropriate measure of transportation impacts under CEQA. The OPR's regulatory text indicates that a public agency may immediately commence implementation of the new transportation impact guidelines, and that the guidelines must be implemented statewide by July 1, 2020. The Updated CEQA Guidelines state that "generally, vehicle miles traveled (VMT) is the most appropriate measure of transportation impacts" and define VMT as "the amount and distance of automobile travel attributable to a project." It should be noted that "automobile" refers to on-road passenger vehicles, specifically cars and light trucks. Heavy-duty truck VMT could be included for modeling convenience and ease of calculation (for example, where models or data provide combined auto and heavy truck VMT). Other relevant considerations may include the effects of the project on transit and non-motorized travel.

Although the project is located within the boundary of the City of Highland, the City has adopted the City of San Bernardino's CEQA Assessment – VMT Analysis Guidelines (SBCTA 2020), which were developed in coordination with the San Bernardino County Transportation Authority with support of agencies throughout the county. Therefore, the City of San Bernardino's CEQA Assessment – VMT Analysis Guidelines were utilized as the primary source of analysis of VMT and transportation-related impacts herein. The guidance developed is generally based upon the OPR Guidelines and thresholds.

The details of applicable screening and VMT analysis methodology are provided below. If the project does not meet the applicable screening criteria, then further analysis is required.

VMT Screening

As stated previously, the City of San Bernardino's VMT Guidelines were utilized within this memorandum as the primary source of analysis of VMT and transportation-related impacts. The VMT Guidelines suggest that land use projects may screen out of VMT impacts using a variety of factors. The following steps have been used in screening the project's VMT assessment, consistent with the applicable VMT guidelines for SB 743 compliance:

- **Transit Priority Area Screening:**
  - Projects located within one-half mile of a Transit Priority Area is defined as one-half mile area around an existing major transit stop[20] or an existing stop along a high quality transit corridor.[21]

The project is not within one-half mile of a Transit Priority Area, and therefore cannot be presumed to be less than significant under this threshold.

- **Low-VMT Area Screening:**
  - Low-VMT generating areas (as shown in the San Bernardino County Transportation Authority screening tool). A low VMT area is defined as an individual traffic analysis zone where total daily Origin/Destination VMT per service population is lower than the City average total daily Origin/Destination VMT per service population.

20 Public Resources Code Section 21064.3 - 'Major transit stop' means a site containing an existing rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods.

21 Public Resources Code, Section 21155 - For purposes of this section, a 'high-quality transit corridor' means a corridor with fixed route bus service with service intervals no longer than 15 minutes during peak commute hours.

The project is not located in a low-VMT generating area.

- **Local Serving Uses and Small Projects Presumed to have Less Than Significant Impact:**
  - Local parks
  - Day care centers
  - Local serving retail uses less than 50,000 square feet, including:
    - Gas Stations
    - Banks
    - Restaurants
    - Shopping Center
  - Student housing projects on or adjacent to college campuses
  - Local serving assembly uses (places of worship, community organizations)
  - Community institutions (public libraries, fire stations, local government)
  - Hotels (non-destination or resort; no banquet or special event space)
  - Affordable or supportive housing
  - Assisted living facilities
  - Senior housing
  - Local serving community colleges that are consistent with the assumptions noted in the Regional Transportation Plan/Sustainable Communities Strategy
  - Projects generating less than 110 daily vehicle trips
    - This generally corresponds to the following "typical" development potentials:
      - 11 single family housing units
      - 16 multi-family, condominiums, or townhouse units
      - 10,000 square feet of office
      - 15,000 square feet of light industrial
      - 63,000 square feet of warehousing
      - 79,000 square feet of high cube transload and short-term storage warehouse

    Based on the trip generation estimates provided in Table 3.17-1, the project would generate 92 daily trips (non-PCE). Since the project would generate fewer than 110 daily vehicle trips, the project impacts would be less than significant. Therefore, a detailed VMT analysis is not required, and the project would not conflict or be inconsistent with CEQA Guidelines Section 150645.3(b).

As shown in the screening analysis above, the project would be screened out based on its daily traffic generation being less than 110 daily trips. Therefore, further VMT analysis is not required and the project's impact to VMT can be presumed to be less than significant.

c) ***Would the project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?***

Less-than-Significant Impact. Access to the project site would be provided two driveways along 5th Street. The eastern driveway along 5th Street would serve as truck access driveways, with the western driveway along 5th Street dedicated to passenger vehicle access only. Passenger vehicles would also be permitted to utilize the eastern driveway. Both driveways would have full access (right-in/right-out and left-in/left-out) (Figure 12, Project Trip Assignment).

The project would construct frontage improvements of existing segments of 5th Street, and new driveways for project access.

During site plan review, the internal roadway and driveway widths, curb radii to facilitate passenger car and truck turning and movement would be reviewed, designed, and constructed per City standards and applicable street design requirements.

For on-site construction and any improvements required within the public ROW, the proposed project would be required to comply with standards set forth by the City to ensure that the project does not introduce an incompatible design feature that would impede traffic flow on roadway facilities. There would be no incompatible or hazardous uses associated with the proposed project and impacts would be less than significant.

d) ***Would the project result in inadequate emergency access?***

Less-than-Significant Impact. Site access would be provided via two driveways along 5th Street. As stated above under threshold (c), the project would not increase roadway hazards. Emergency vehicle access will be available at all driveways and facilitated within the entirety of the project site. The project site would be accessible to emergency responders during construction and operation of the project. Therefore, impacts associated with an emergency response plan or emergency evacuation plan would be less than significant.

3.18 Tribal Cultural Resources

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
XVIII. TRIBAL CULTURAL RESOURCES				
Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k), or	☐	☒	☐	☐

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1? In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	☐	☒	☐	☐

The evaluation of potential impacts to Tribal Cultural Resources is based on the findings resulting from tribal consultation conducted by the City of Highland (City), as the lead agency, as well as the findings of the Archaeological Resources Assessment conducted by Dudek in 2023 (Appendix E). Background research conducted to inform this analyses include the results of a NAHC SLF search, ethnographic research, archival research and CHRIS database records search, and the results of formal tribal consultation completed by the lead agency, the City, pursuant to California Assembly Bill (AB) 52, a brief summary of which is provided in this section.

Existing Setting – Ethnohistoric

The history of the Native American communities prior to the mid-1700s has largely been reconstructed through later mission-period and early ethnographic accounts. The first records of the Native American inhabitants of the region come predominantly from European merchants, missionaries, military personnel, and explorers. These brief, and generally peripheral, accounts were prepared with the intent of furthering respective colonial and economic aims and were combined with observations of the landscape. They were not intended to be unbiased accounts regarding the cultural structures and community practices of the newly encountered cultural groups. The establishment of the missions in the region brought more extensive documentation of Native American communities, though these groups did not become the focus of formal and in-depth ethnographic study until the early twentieth century (Bean and Shipek 1978; Boscana 1846; Harrington 1934; Laylander 2000; Sparkman 1908; White 1963). The principal intent of these researchers was to record the precontact and culturally specific practices, ideologies, and languages that had survived the destabilizing effects of missionization and colonialism. This research, often understood as "salvage ethnography," was driven by the understanding that traditional knowledge was being lost due to the impacts of modernization and cultural assimilation. Alfred Kroeber applied his "memory culture" approach (Lightfoot 2005, p. 32) by recording languages and oral histories within the region. Ethnographic research by Dubois, Kroeber, Harrington, Spier, and others during the early twentieth century seemed to indicate that traditional cultural practices and beliefs survived among local Native American communities.

It is important to note that even though there were many informants for these early ethnographies who were able to provide information from personal experiences about native life before the Europeans, a significantly large proportion of these informants were born after 1850 (Heizer and Nissen 1973); therefore, the documentation of precontact, aboriginal culture was being increasingly supplied by individuals born in California after considerable contact with Europeans. As Heizer (1978) stated, this is an important issue to note when examining these

ethnographies, since considerable culture change had undoubtedly occurred by 1850 among the Native American survivors of California.

Based on ethnographic information, it is believed that at least 88 different languages were spoken from Baja California Sur to the southern Oregon state border at the time of Spanish contact (Johnson and Lorenz 2006, p. 34). The distribution of recorded Native American languages has been dispersed as a geographic mosaic across California through six primary language families (Golla 2007).

Golla contended that one can interpret the amount of variability within specific language groups as being associated with the relative "time depth" of the speaking populations (Golla 2007: 80). A large amount of variation within the language of a group represents a greater time depth than a group's language with less internal diversity. One method that he has employed is by drawing comparisons with historically documented changes in Germanic and Romantic language groups. Golla observed that the "absolute chronology of the internal diversification within a language family" can be correlated with archaeological dates (2007: 71). This type of interpretation is modeled on concepts of genetic drift and gene flows that are associated with migration and population isolation in the biological sciences.

The tribes of this area have traditionally spoken Takic languages that may be assigned to the larger Uto-Aztecan family (Golla 2007: 74). These groups include the Gabrielino, Cahuilla, and Serrano. Golla interpreted the amount of internal diversity within these language-speaking communities to reflect a time depth of approximately 2,000 years. Other researchers have contended that Takic may have diverged from Uto-Aztecan ca. 2600 BC–AD 1, which was later followed by the diversification within the Takic speaking tribes, occurring approximately 1500 BC–AD 1000 (Laylander 2000).

Serrano

Traditionally, the Serrano lived in an area east of the Gabrielino and north of the Cahuilla, near present-day western San Bernardino County and northeastern Los Angeles County (Laylander 2000). The Serrano occupied an area in and around the San Bernardino Mountains between approximately 1,500 and 11,000 feet above mean sea level. Their territory extended west along the northern slope of the San Gabriel Mountains, east as far as Twentynine Palms, north along the Mojave River, and south to the San Jacinto area. Kroeber (1925) divided the Serrano into four distinct groups within the western Mojave Desert: the Kitanemuk, Tataviam, Serrano, and Vanyume. Each group held a distinct territory within the region (Kroeber 1925). According to Bean and Smith (1978a: 570), "the Serrano resided in an area that extended east of the Cajon Pass, located in the San Bernardino Mountains, to Twenty-nine Palms, the north foothills of the San Bernardino Mountains and south to include portions of the Yucaipa Valley."

Serrano social organization was based on patrilineal and patrilocal lineages. Exogamy rules required that a man could not marry a woman related to them within five generations. Women moved to their husband's village, but kept their identity as a member of their natal lineage (Cultural Systems Research 2005:15).

The Serrano were mainly hunters and gatherers who occasionally fished. Game hunted included mountain sheep, deer, antelope, rabbits, small rodents, and various birds, particularly quail. Vegetable staples consisted of acorns, piñon nuts, bulbs and tubers, shoots and roots, berries, mesquite, barrel cacti, and Joshua tree (Bean and Smith 1978a; Cultural Systems Research 2005: 15). A variety of materials was used for hunting, gathering, and processing food, as well as for shelter, clothing, and luxury items. Shells, wood, bone, stone, plant materials, and animal skins and feathers were used for making baskets, pottery, blankets, mats, nets, bags and pouches, cordage, awls, bows, arrows, drills, stone pipes, musical instruments, and clothing (Bean and Smith 1978a).

The majority of the Serrano lived in small villages, close to sources of fresh water (Benedict 1924). Houses and ramadas were round, dome-shaped, and constructed of poles covered with bark and tule mats (Benedict 1924; Kroeber 1925). The Serrano also had sweat houses and ceremonial houses for religious activities. Further, according to Benedict (1924), a typical Serrano settlement was a village with multiple small satellite camps surrounding it. Most Serrano villages also had a ceremonial house used as a religious center. Other structures within the village might include granaries and sweathouses (Bean and Smith 1978a). According to DeBarros (2004), one of the more prominent Serrano villages was called Guapiabit, and it was located in Summit Valley.

Gabrieleño/Tongva

The archaeological record indicates that the Gabrieleño arrived in the Los Angeles Basin around 500 B.C. Surrounding native groups included the Chumash and Tataviam to the northwest, the Serrano and Cahuilla to the northeast, and the Juaneño and Luiseño to the southeast.

The names by which Native Americans identified themselves have, for the most part, been lost and replaced by those derived by the Spanish people administering the local Missions. These names were not necessarily representative of a specific ethnic or tribal group, and traditional tribal names are unknown in the post-Contact period. The name "Gabrieliño" or "Gabrieleño" was first established by the Spanish from the San Gabriel Mission and included people from the established Gabrielino area as well as other social groups (Bean and Smith 1978b; Kroeber 1925). Some contemporary Gabrieliño identify themselves as descendants of the indigenous people living across the plains of the Los Angeles Basin and refer to themselves as the Tongva (King 1994: 12). This term is used in the remainder of this section in addition to the name "Gabrieleño" to refer to the precontact inhabitants of the Los Angeles Basin and their descendants.

The Gabrieleño/Tongva established large, permanent villages along rivers and streams, and lived in sheltered areas along the coast. Gabrieleño/Tongva lands included the greater Los Angeles Basin and three Channel Islands—San Clemente, San Nicolas, and Santa Catalina—and stretched from the foothills of the San Gabriel Mountains to the Pacific Ocean. Archaeological sites composed of villages with various sized structures have been identified through the Los Angeles Basin. A total tribal population has been estimated of at least 5,000 (Bean and Smith 1978b: 540), but recent ethnohistoric work suggests a number approaching 10,000 seems more likely (O'Neil 2002). At least one Gabrieleño/Tongva village was located near Glendora: Ashuukshanga (also Azucsagna), located near the mouth of the San Gabriel River in present-day Azusa (McCawley 1996: 44). Within the permanent village sites, the Gabrieleño/Tongva constructed large, circular, domed houses made of willow poles thatched with tule, each of which could hold upward of 50 people (Bean and Smith 1978b). Other structures constructed throughout the villages probably served as sweathouses, menstrual huts, ceremonial enclosures, and communal granaries. Cleared fields for races and games, such as lacrosse and pole throwing, were created adjacent to Tongva villages (McCawley 1996).

The Gabrieleño/Tongva subsistence economy was centered on gathering and hunting. The surrounding environment was rich and varied, and the tribe exploited mountains, foothills, valleys, and deserts as well as riparian, estuarine, and open and rocky coastal eco-niches. Like most native Californians, acorns were the staple food (an established industry by the time of the early Intermediate Horizon). Acorns were supplemented by the roots, leaves, seeds, and fruits of a variety of flora (e.g., islay, cactus, yucca, sages, and agave). Freshwater and saltwater fish, shellfish, birds, reptiles, and insects, as well as large and small mammals, were also consumed (Bean and Smith 1978b, p. 546; Kroeber 1925, pp. 631–632; McCawley 1996, pp. 119–123, 128–131).

The Gabrieleño/Tongva participated in an extensive exchange network, trading coastal goods for inland resources. They exported Santa Catalina Island steatite products, roots, seal and otter skins, fish and shellfish, red ochre, and lead ore to neighboring tribes, as well as to people as far away as the Colorado River. In exchange, they received ceramic goods, deerskin shirts, obsidian, acorns, and other items. This burgeoning trade was facilitated by the use of craft specialists, a standard medium of exchange (Olivella bead currency), and the regular destruction of valuables in ceremonies, which maintained a high demand for these goods (McCawley 1996: 112–115).

Assembly Bill 52

AB 52 of 2014 amended Public Resources Code Section 5097.94 and added Public Resources Code Sections 21073, 21074, 21080.3.1, 21080.3.2, 21082.3, 21083.09, 21084.2, and 21084.3. AB 52 established that tribal cultural resources must be considered under CEQA and also provided for additional Native American consultation requirements for the lead agency. Public Resources Code Section 21074 describes a tribal cultural resource as a site, feature, place, cultural landscape, sacred place, or object that is considered of cultural value to a California Native American Tribe. A tribal cultural resource (TCR) is either:

- On the CRHR or a local historic register;
- Eligible for the CRHR or a local historic register; or
- A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1.

AB 52 formalizes the lead agency–tribal consultation process, requiring the lead agency to initiate consultation with California Native American groups that are traditionally and culturally affiliated with the project area, including tribes that may not be federally recognized. Lead agencies are required to begin consultation prior to the release of a negative declaration, mitigated negative declaration, or environmental impact report by contacting those tribal groups who have previously provided formal written request for notification of projects under the agency's jurisdiction.

Section 1 (a)(9) of AB 52 establishes that "a substantial adverse change to a tribal cultural resource has a significant effect on the environment." Effects on TCRs should be considered under CEQA. Section 6 of AB 52 adds Section 21080.3.2 to the Public Resources Code, which states that parties may propose mitigation measures "capable of avoiding or substantially lessening potential significant impacts to a tribal cultural resource or alternatives that would avoid significant impacts to a tribal cultural resource." Further, if a California Native American tribe requests consultation regarding project alternatives, mitigation measures, or significant effects to TCRs, the consultation shall include those topics (PRC Section 21080.3.2[a]). Finally, the environmental document, for which the tribal consultation is focused, and the mitigation monitoring and reporting program (where applicable), developed in consideration of information provided by tribes during the formal consultation process, shall include any mitigation measures that are adopted (PRC Section 21082.3[a]).

Assembly Bill 52 Consultation

The project is subject to compliance with AB 52 (PRC 21074), which requires consideration of impacts to TCRs as part of the CEQA process, and that the lead agency notify California Native American Tribal representatives (that have requested notification) who are traditionally or culturally affiliated with the geographic area of the proposed project. All NAHC-listed California Native American Tribal representatives that have requested project notification pursuant to AB 52 were sent letters by the City on March 30, 2023, via United States Postal Service (USPS) mailing. The notification letters contained a project description, outline of AB 52 timing, an invitation to consult, a project

site plan, and contact information for the appropriate lead agency representative. Table 3.18-1 summarizes the results of the AB 52 process for the project.

Table 3.18-1. Assembly Bill 52 Native American Heritage Commission-Listed Native American Contacts

Native American Tribal Representatives	Response Received
Andrew Salas, Chairman Gabrieleño Band of Mission Indians – Kizh Nation	No response has been received to date.
Joseph Ontiveros, Cultural Resource Director Soboba Band of Luiseño Indians	No response has been received to date.
Ryan Nordness Cultural Resources Management Department Yuhaaviatam of San Manuel Nation (YSMN)	**May 4, 2023:** An email response was received by City Planner, Angela Tafolla, from Ryan Nordness, Cultural Resource Analyst for the YSMN. Mr. Nordness stated that the proposed project area is within Serrano ancestral territory, however, due to the nature and location of the project and the CRM Department's present knowledge, the YSMN does not have any concerns with the project as planned at this time. Mr. Nordness then provided mitigation language and requested that it be included for the project permit and planning. Mr. Nordness also requested to be provided a final copy of the project permit and plan to review the included language. To date, no additional responses have been received by the City from the YSMN and the City has formally concluded consultation with the YSMN.

Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:

a) ***Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k)?***

Less-than-Significant Impact with Mitigation Incorporated. As discussed in Section 3.5, a CHRIS records search and NAHC SLF search were conducted for the project site. The SLF was completed with positive results; however, it should be noted that the results relate to the general regional area do not necessarily equate to the existence of resources within the specific area occupied by the proposed project site. The results of the CHRIS records search identified 20 historic built environment resources within the records search area. No prehistoric resources were identified as a result of the records search. South Central Coastal Information Center records also indicate that that 12 previous cultural resources investigations have been conducted within one-half mile of the proposed project site between 1984 and 2014. One previous study (report SB-07309) completed in 2011 (Tang and Hogan 2011) addressed the entirety (100 percent) of the present proposed project site. The 2011 study consisted of a background research and a literature search, tribal consultation, outreach to local historical societies, and a field survey. No cultural resources were identified within the proposed project site as a result of the 2011 study.

Additionally, as discussed in Section 3.5, based on the intensive-level archaeological pedestrian survey and research conducted as part of the Archaeological Resource Assessment (Appendix D), it was determined that the potential to encounter intact deposits containing archaeological resources within soils from current grade to between 1 and 2 feet below ground surface is unlikely. However, the potential for intact cultural deposits to exist within native soils (below between 1 and 2 feet bgs) to the proposed depths of disturbance is unknown. Given that City Creek and associated wash/creek bed historically overlapped the western portion of the proposed Project site, there is a potential for yet unidentified archaeological resource deposits within the proposed Project site to be buried by alluvial and flood deposits. Additionally, the City notified California Native American Tribal representatives who are traditionally or culturally affiliated with the geographic area of the proposed project area pursuant to AB 52. One response was received from the YSMN. No tribal cultural resources were identified on the project site as a result of AB 52 consultation between the City and the YSMN. Therefore, the proposed project would not adversely affect known TCRs that are listed or eligible for listing in the state or local register. No mitigation is required.

b) ***A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1? In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.***

Less-than-Significant Impact with Mitigation Incorporated. The project is subject to compliance with AB 52 (PRC 21074), which requires consideration of impacts to tribal cultural resources as part of the CEQA process and requires lead agencies to provide notification of proposed projects to California Native American Tribal representatives that have requested such notifications.

As discussed above, the YSMN consulted with the City under AB 52, and stated that due to the nature and location of the project and the CRM Department's present knowledge, the YSMN does not have any concerns with the project as planned at this time. Nonetheless, the YSMN requested that mitigation measures be included for the project permit and planning.

As discussed in Section 3.5 Cultural Resources, no prehistoric resources or resources of Native American origin have been identified within the project site or records search radius through the CHRIS records search at the SCCIC. Although the NAHC SLF search results were positive, it is important to note that Sacred Land Files maintained by the NAHC represent a curation of "ancient places of special religious or social significance to Native Americans and known ancient graves and cemeteries of Native Americans on private and public lands in California" (nahc.gov 2021) provided by Tribal entities and Native American representatives. For various reasons, Tribal entities and Native American representatives do no not always report sacred lands or TCRs to the NAHC; as such, the NAHC's SLF is not necessarily a comprehensive list of known TCRs and searches of the SLF must be considered in concert with other research and not used as a sole source of information regarding the presence of TCRs. Additionally, results of the SLF provided relate to the general regional area within and surrounding the project site and don't necessarily equate to the existence of resources within the specific area occupied by the project site. As such, there are no resources in the project site, as presented during AB 52 consultation, that have been determined by the City to be significant pursuant to the criteria set forth in Public Resources Code Section 5020.1(k).

TCRs have not been identified through tribal consultation under AB 52, the City, acting as lead agency, has not identified any TCRs within the project site that would warrant discretionary designation of a resource

as a TCR. However, the City, in an abundance of caution, has considered the information provided for review through consultation and determined to implement mitigation measures to ensure if unknown subsurface tribal cultural resources were inadvertently encountered, they would be addressed properly. Therefore, in addition to the cultural resources mitigation measures (MM-CUL-1, MM-CUL-2, and MM-CUL-3), tribal cultural resources mitigation measure MM-TCR-1 has been included to ensure retention, by the applicant, of a YSMN Native American monitor to observe ground disturbing activities at the election of the YSMN cultural resources manager. As stipulated within mitigation prepared for Cultural Resources - appropriate handling of human remains will be completed in compliance with Public Resources Code 5097.98 and Health and Safety Code 7050.5. This includes establishing a process of respectful treatment through discussions with the identified MLD. Implementation of MM-TCR-1 would ensure that potential construction impacts related to an unknown tribal cultural resource would be reduced to a level less than significant.

MM-TCR-1 Tribal Cultural Resources The Yuhaaviatam of San Manuel Nation Cultural Resources Department (YSMN) shall be contacted, as detailed in MM-CUL-3, in the case of a discovery of pre-contact and/or historic-era cultural resources of or potentially of Native American origin. The Tribe shall be provided relevant information regarding the findings of the archaeological assessment as well recommendations regarding further study and treatment, if necessary. The Tribal shall be provided the opportunity to consult with the qualified archaeologist regarding the findings and recommendations. Should the resource be deemed significant, as defined by CEQA (as amended, 2015), a cultural resources Monitoring and Treatment Plan (Plan) to include a research design, if data recovery is determined necessary, shall be created by the retained archaeologist for the project. A draft of the Plan shall be provided to YSMN for review and comment, prior to finalization of the Plan. This Plan shall allow for a YSMN Native American monitor to observe ground disturbing activities at the election of the YSMN cultural resources manager. Any and all archaeological/cultural documents created as a part of the project (isolate records, site records, survey reports, testing reports, etc.) shall be supplied to the applicant and the City of Highland for dissemination to YSMN. The City and/or applicant shall, in good faith, consult with YSMN throughout the life of the project.

3.19 Utilities and Service Systems

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
XIX. UTILITIES AND SERVICE SYSTEMS – Would the project:				
a) Require or result in the relocation or construction of new or expanded water, waste water treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	☐	☐	☒	☐

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years?	☐	☐	☒	☐
c) Result in a determination by the waste water treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	☒	☐
d) Generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	☐	☐	☒	☐
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	☐	☐	☒	☐

a) ***Would the project require or result in the relocation or construction of new or expanded water, waste water treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?***

Less-than-Significant Impact. The proposed project would involve construction of a warehouse building, as well as paved parking areas and landscape areas. The project site currently consists of an existing residential home, garage structures, and vacant land. As such, the proposed project would increase demand for water supply compared to existing land uses.

As part of the project, utility service lines, including those for water, stormwater drainage, electric power, natural gas, and telecommunications services, would be extended from their current locations in the public ROW surrounding the project site for operation of the proposed warehouse building. The proposed project would connect to existing 30-inch-diameter water line within 5th Street, as well as various underground pipes to convey stormwater to a 72-inch corrugated metal pipe infiltration system.

Given that the activity of connecting utilities from their current locations within the public right-of-way would require ground disturbance and the use of heavy machinery associated with trenching, the connection of these utility services to the proposed warehouse building could potentially result in environmental effects. However, the extension of these utility lines is part of the proposed project analyzed herein. As such, any potential environmental impacts related to these components of the project are already accounted for in this IS/MND as part of the impact assessment conducted for the entirety of the project. No adverse physical effects beyond those already disclosed in this IS/MND would occur as a result of implementation of the project's utility system connections. Additionally, the project

would constitute a nominal increase in utility usage, which has already been accounted for in growth projections for the City and by each utility provider. No modifications to utility infrastructure would be necessary outside of the immediate project area. As such, impacts associated with the construction or expansion of utility line connections would be less than significant.

b) ***Would the project have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?***

Less-than-Significant Impact. Domestic water would be provided to the project site by the EVWD. The EVWD provides domestic water for the City and for portions of both the City and County of San Bernardino. The primary water source for EVWD is groundwater from the Bunker Hill Basin. The Bunker Hill Basin has the capacity to provide 70,000 acre-foot per year of water from groundwater and surface water sources (City of San Bernardino 2005). The San Bernardino Valley Regional Urban Water Management Plan contains existing and projected water supplies for the region, including the EVWD. Table 3.19-1 shows projected water supplies during single- and multiple-dry year conditions, which represents "worst-case" conditions during extended periods of drought when supplies would be reduced.

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

Multiple Dry Year Scenario	2025	2030	2035	2040	2045
First Year					
Supply Totals	26,676	26,676	26,676	52,972	52,972
Demand Totals	26,676	26,676	26,676	52,972	52,972
Difference (supply minus demand)	0	0	0	0	0
Second Year					
Supply Totals	26,676	26,676	26,676	52,972	52,972
Demand Totals	26,676	26,676	26,676	52,972	52,972
Difference (supply minus demand)	0	0	0	0	0
Third Year					
Supply Totals	26,676	26,676	26,676	52,972	52,972
Demand Totals	26,676	26,676	26,676	52,972	52,972
Difference (supply minus demand)	0	0	0	0	0
Fourth Year					
Supply Totals	26,676	26,676	26,676	52,972	52,972
Demand Totals	26,676	26,676	26,676	52,972	52,972
Difference (supply minus demand)	0	0	0	0	0
Fifth Year					
Supply Totals	26,676	26,676	26,676	52,972	52,972
Demand Totals	26,676	26,676	26,676	52,972	52,972
Difference (supply minus demand)	0	0	0	0	0

Source: SBVMWD 2021.

Table 3.19-1 demonstrates that EVWD anticipates adequate supplies for years 2025 to 2045 under multiple dry year conditions based on current land use projections. However, in the unlikely event of a

drought, natural disaster such as earthquake, a regional power outage, the San Bernardino Valley Municipal Water District has prepared a water shortage contingency plan for the region (SBVMWD 2021). This plan provides specific actions that should be taken to ensure critical water needs of the region are met during a period in which water supplies are cut by 50%. Based on the future and existing capacity, and water management measures, it is anticipated there are sufficient water supplies to serve the proposed project. Therefore, impacts associated with water supplies would be less than significant.

c) ***Would the project result in a determination by the waste water treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?***

Less-than-Significant Impact. Highland's sewer system is maintained by the EVWD, which has joint powers with the City of San Bernardino to accept all sewage generated within the EVWD's boundaries. The project would coordinate with the EVWD to meet sewer requirements established by the DHS to ensure the continued sewer services in Highland, which has the potential to be impacted with continued growth within the City. However, water recycling programs, such as the project's corrugated metal pipe infiltration system, assist in reducing the amount of wastewater conveyed to the sewage system. The sewage from Highland is treated at the San Bernardino WRP, operated by the San Bernardino City Municipal Water District (City of Highland 2006). The WRP treats residential and industrial wastewater generated in the City of San Bernardino, the City of Loma Linda, and EVWD (City of San Bernardino 2005). The WRP processes an average sewage flow of approximately 26 to 27 million gallons per day and has a total sewage capacity of 33 million gallons per day (City of Highland 2006).

SBMWD forecasts adequate capacity to treat wastewater in the upcoming years. As noted above in Section 3.19(b), the proposed project is consistent with the existing zoning designation established by the City. As such, anticipated wastewater generation for an industrial use has already been accounted for in growth projections for the City. Existing infrastructure is adequate to convey wastewater without requiring the expansion of the facilities. In addition, the project applicant would pay applicable connection fees and monthly charges which offset the need for incremental wastewater conveyance and treatment. Therefore, impacts associated with wastewater capacities would be less than significant.

In addition, EVWD has constructed a new wastewater treatment plan, Sterling Natural Resources Plan, at the intersection of Del Rosa Avenue and 5th Street. This new facility will provide improved and expanded service to all sewer clients in Highland.

d) ***Would the project generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?***

Less-than-Significant Impact. Solid waste generated in the City is collected and transported by the City's contract waste hauler, Burrtec Waste Industries (Burrtec) (City of Highland 2018). Solid waste from demolition and construction would be collected and sent to the East Valley Transfer and Recycling Materials Recovery Facility, located at 1150 and 1250 S. Tippecanoe Avenue, San Bernardino, California 92408, where it is separated from recyclable materials. Solid waste is then shipped to the Mid-Valley Sanitary Landfill at 2390 N. Adler Avenue in the City of Rialto. The California Department of Resources Recycling and Recovery (CalRecycle) publishes solid waste generation rates based on land use types. According to CalRecycle, manufacturing/warehouse uses generate 1.42 pounds per 100 square feet per day (CalRecycle n.d.). Based

on these generation rates, construction of the proposed 54,330-square-foot warehouse building could generate solid waste at a rate of approximately 0.38 tons of solid waste per day.[22]

The Mid-Valley Sanitary Landfill currently has a daily permitted throughput of 7,500 tons a day and a remaining capacity of 61,219,377 cubic yards (CalRecycle 2019). As a result, solid waste generated by the proposed project would represent a nominal percentage of the collective maximum daily throughput permitted for this landfill. Therefore, impacts associated with permitted landfill capacity would be less than significant.

e) ***Would the project comply with federal, state, and local management and reduction statutes and regulations related to solid waste?***

Less-than-Significant Impact. All collection, transportation, and disposal of solid waste generated by the project would comply with all applicable federal, state, and local statutes and regulations. The City of Highland contracts Burrtec for the residential and commercial refuse collection program, which is designed to efficiently collect trash, recyclables, and green waste, and to assist the City in meeting mandated diversion goals established by the State of California. Solid waste is disposed of at the Colton, Mid-Valley, and San Timoteo landfills (City of Highland 2006).

Waste from construction activities, including demolition and construction, would comply with the City's requirement to submit and obtain an approved construction waste diversion plan to help divert construction and demolition waste from landfills, as outlined in Section 8.12.285 of the City's Municipal Code, and also to comply with mandates of CalRecycle. The City diversion requirement, as outlined in Section 16.40.400 of the City's Municipal Code, is 50%, which means that projects that involve construction and demolition (such as the proposed project), are required to divert 50% of the construction and demolition waste tonnage at a project site from landfills.

Burrtec operated five material recovery facilities in Southern California, which sort and process recyclables; the remaining waste is then taken to the nearby Mid-Valley Sanitary Landfill (Burrtec n.d.). As of the most recent capacity inspection completed in 2019, the remaining capacity at Mid-Valley Sanitary Landfill currently has a maximum permitted throughput of 7,500 tons per day and a remaining capacity of 61,219,377cubic yards (CalRecycle 2019).

As required by existing regulations, any hazardous materials collected on the project site during demolition, construction, or operational activities would be transported and disposed of by a permitted and licensed hazardous materials service provider at a facility permitted to accept such hazardous materials. Therefore, impacts associated with permitted landfill capacity and solid waste statutes and regulations would be less than significant.

22 This estimate does not account for diversion of recyclables from the solid waste stream and, thus, should be considered a conservative projection.

3.20 Wildfire

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
XX. WILDFIRE – If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:				
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☒
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	☐	☐	☐	☒
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	☐	☐	☐	☒
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	☐	☐	☐	☒

a) Would the project substantially impair an adopted emergency response plan or emergency evacuation plan?

No Impact. The City of Highland has an Emergency Plan to ensure the most effective and economical allocation of resources for the maximum benefit and protection of the City in times of emergency. No revisions to this plan would occur as a result of the project. The project does not propose any changes to the geometry of evacuation route roadways to the extent that these roadways' ability to serve as emergency evacuation routes would be compromised. In addition, the project site is currently comprised of vacant and developed land and is located in a developed portion of the City. The City's General Plan outlines major evacuation routes within the San Bernardino Valley as I-10, 15, and 215, and State Highway 30, 31, 60, 66, and 71 (City of Highland 2006). In the case of an emergency, 5th Street and Central Avenue may be used as evacuation routes, but these roads are not explicitly outlined as evacuation routes by the City. Therefore, no impacts associated with an emergency response or evacuation plan would occur.

b) ***Due to slope, prevailing winds, and other factors, would the project exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?***

No Impact. The project site is not located within a Fire Hazard Severity Zone or a Very High Fire Hazard Severity Zone according to the Local Responsibility and State Responsibility Area maps by CAL FIRE (CAL FIRE 2007, 2022). In addition, the project site is currently partially developed and located within a developed portion of the City. Further, the project site is relatively flat and contains only limited amounts of ornamental vegetation associated with existing landscaping and does not contain extensive amounts of vegetation or wildfire fuel. Therefore, it is not anticipated that the project, due to slope, prevailing winds, and other factors, would exacerbate wildfire risks or expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire. Thus, the project would not expose people or structures to significant risk involving wildfires, exacerbate wildfire risks, or otherwise result in wildfire-related impacts. Therefore, no impacts associated with wildfire would occur.

c) ***Would the project require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines, or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?***

No Impact. The project site is not located within a Fire Hazard Severity Zone or a Very High Fire Hazard Severity Zone according to the Local Responsibility and State Responsibility Area maps by CAL FIRE (CAL FIRE 2007, 2022). In addition, the project site is currently developed and located within a developed portion of the City that is not prone to wind hazard (City of Highland 2022). The project would construct surface parking lots, new internal circulation roadways, and infrastructure for the proposed development. It is not anticipated that installation or maintenance of internal driveways would exacerbate fire risk, as the driveways would be surrounded by developed land. Further, the project site is in a predominately developed area and would connect to existing utilities. The project would not require installation or maintenance of other associated infrastructure such as fuel breaks, power lines, or other utilities that would exacerbate fire risk. As such, the project would not expose people or structures to significant risk involving wildland fires, exacerbate wildfire risks, or otherwise result in wildfire-related impacts. Therefore, no impacts associated with wildfire would occur.

d) ***Would the project expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?***

No Impact. The project site is not located within a Fire Hazard Severity Zone or a Very High Fire Hazard Severity Zone according to the Local Responsibility and State Responsibility Area maps by CAL FIRE (CAL FIRE 2007, 2022). As discussed in Section 3.7, Geology and Soils, and Section 3.10, Hydrology and Water Quality, the project would not result in significant risks associated with flooding, landslides, runoff, or drainage changes, and the project does not propose the use of fire (such as for a controlled vegetation burn) that would result in post-fire instability. Further, the project site is located within a developed portion of the City that is not susceptible to wildland fires, given its considerable distance from open, natural areas. Thus, the project would not expose people or structures to significant risk involving wildland fires, exacerbate wildfire risks, or otherwise result in wildfire-related impacts. Therefore, no impacts with wildfire would occur.

3.21 Mandatory Findings of Significance

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
XXI. MANDATORY FINDINGS OF SIGNIFICANCE				
a) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?	☐	☒	☐	☐
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)	☐	☒	☐	☐
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☒	☐	☐

a) ***Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?***

Less-than-Significant with Mitigation Incorporated. As described throughout this IS/MND, with the incorporation of the identified mitigation measures, the project would not degrade the quality of the environment, would not substantially reduce the habitats of fish or wildlife species, would not cause a fish or wildlife population to drop below self-sustaining levels, would not threaten to eliminate a plant or animal, and would not eliminate important examples of major periods of California history or prehistory. Therefore, impacts would be less than significant with mitigation incorporated.

b) ***Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)***

Less-than-Significant with Mitigation Incorporated. When evaluating cumulative impacts, it is important to remain consistent with Section 15064(h) of the CEQA Guidelines, which states that an EIR must be prepared if the cumulative impact may be significant and the project's incremental effect, though individually limited, is cumulatively considerable. "Cumulatively considerable" means that the incremental effects of an individual project are significant when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.

Alternatively, a lead agency may determine that a project's incremental contribution to a cumulative effect is not cumulatively considerable through mitigation measures set forth in an MND or if the project will comply with the requirements in a previously approved plan or mitigation program that provides specific requirements that will avoid or substantially lessen the cumulative problem within the geographic area in which the project is located.

The proposed project would potentially result in project-related air quality, biological, cultural and tribal cultural, and geological impacts that could be potentially significant without the incorporation of mitigation. Thus, when coupled with air quality, biological, cultural resources and TCRs, and geological impacts related to the implementation of other related projects throughout the broader project area, the project would potentially result in cumulative-level impacts if these significant impacts are left unmitigated.

However, with the incorporation of mitigation identified herein, the project's impacts to air quality, biological resources, cultural resources and TCRs, and geological resources would be reduced to less-than-significant levels and would not considerably contribute to cumulative impacts in the greater project region. In addition, these other related projects would presumably be bound by their applicable lead agency to (1) comply with all applicable federal, state, and local regulatory requirements; and (2) incorporate all feasible mitigation measures, consistent with CEQA, to further ensure that their potentially cumulative impacts would be reduced to less-than-significant levels.

Although cumulative impacts are always possible, the project, by incorporating all mitigation measures outlined herein, would reduce its contribution to any such cumulative impacts to less than cumulatively considerable; therefore, the project would result in individually limited, but not cumulatively considerable, less-than-significant impacts with mitigation incorporated.

c) ***Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?***

Less-than-Significant with Mitigation Incorporated. As evaluated throughout this IS/MND, with incorporation of mitigation identified herein, all environmental impacts associated with the project would be reduced to less-than-significant levels. Thus, the project would not directly or indirectly cause substantial adverse effects on human beings. Impacts would be less than significant with mitigation incorporated.

4 References and Preparers

4.1 References

Abbott, P.L. 1999. The Rise and Fall of San Diego: 150 Million Years of History Recorded in Sedimentary Rocks. San Diego, California: Sunbelt Publications.

Baltrėnas, P., D. Kazlauskas, and E. Petraitis. 2004. "Testing on Noise Level Prevailing at Motor Vehicle Parking Lots and Numeral Simulation of its Dispersion." *Journal of Environmental Engineering and Landscape Management* 12(2): 63–70.

Bean, L.J. and F.C. Shipek, 1978. "Luiseño." In *Handbook of North American Indians. Vol. 8, California*, edited by Robert F. Heizer, 550–563, Washington, D.C.: Smithsonian Institution.

Bean, Lowell J., and Charles R. Smith. 1978a. "Gabrielino," in *California,* edited by Robert F. Heizer, pp. 538–549. *Handbook of North American Indians*, Vol. 8, William G. Sturtevant, general editor, Smithsonian Institution, Washington, D.C.

Bean, L.J., and C.R. Smith. 1978b. "Serrano," in *California*, edited by Robert F. Heizer, 570–574. Vol. 8 in Handbook of North American Indians, edited by William C. Sturtevant. Washington, D.C.: Smithsonian Institution. CAL FIRE (California Department of Forestry and Fire Protection). 2007. FHSZ Viewer. Accessed April 2023. https://egis.fire.ca.gov/FHSZ/.

Benedict, R.F. 1924. "A Brief Sketch of Serrano Culture." *American Anthropologist 26(3): 366–392.*

Boscana, G. 1846. "Chinigchinich; A Historical Account of the Origin, Customs, and Traditions of the Indians at the Missionary Establishment of St. Juan Capistrano, Alta California." In *Life in California*, translated by Alfred Robinson, 227–341. New York, New York: Wiley & Putnam.

Burrtec (Burrtec Waste Industries) n.d. "Our Facilities". Accessed April 2023. https://www.burrtec.com/our-facilities/.

CAL FIRE (California Department of Forestry and Fire Protection). 2007. FHSZ Viewer. Accessed April 2023. https://egis.fire.ca.gov/FHSZ/.

CAL FIRE. 2022. Fire Hazard Severity Zones Viewer in State Responsibility Area. Accessed April 2023. https://osfm.fire.ca.gov/divisions/community-wildfire-preparedness-and-mitigation/wildfire-preparedness/fire-hazard-severity-zones/.

California Geological Survey. 2002. California Department of Conservation *California Geomorphic Provinces.* Accessed April 2023. https://www.coastal.ca.gov/coastalvoices/resources/California_Geomorphic_Provinces.pdf

CalRecycle. 2019. "SWIS Facility/Site Activity Details." Accessed April 2023. https://www2.calrecycle.ca.gov/SolidWaste/SiteActivity/Details/1880?siteID=2662.

CalRecycle. n.d. "Estimated Solid Waste Generation Rates". Accessed April 2023. https://www2.calrecycle.ca.gov/WasteCharacterization/General/Rates.

Caltrans (California Department of Transportation). 2013. *Technical Noise Supplement to the Caltrans Traffic Noise Analysis Protocol*. Division of Environmental Analysis, Environmental Engineering, Hazardous Waste, Air, Noise, Paleontology Office. Sacramento, California. September 2013.

Caltrans. 2018. "California State Scenic Highway System Map." Accessed April 2023. https://caltrans.maps.arcgis.com/apps/webappviewer/index.html?id=465dfd3d807c46cc8e8057116f1aacaa.

Caltrans. 2020. *Transportation and Construction Vibration Guidance Manual*. April 2020. https://dot.ca.gov/-/media/dot-media/programs/environmental-analysis/documents/env/tcvgm-apr2020-a11y.pdf.

CAPCOA (California Air Pollution Control Officers Association). 2008. "CEQA & Climate Change January 2008." https://www.contracosta.ca.gov/DocumentCenter/View/34122/CAPCOA-2008-CEQA-and-Climate-Change-PDF.

CAPCOA. 2021. California Emissions Estimator Model (CalEEMod) User's Guide Version 2020.4.0. Prepared by Trinity Consultants and the California Air Districts. May 2021. http://www.caleemod.com/.

CARB (California Air Resources Board). 2005. *Air Quality and Land Use Handbook: A Community Health Perspective*. April 2005.http://www.arb.ca.gov/ch/landuse.htm.

CARB. 2014. *First Update to the Climate Change Scoping Plan Building on the Framework Pursuant to AB 32 – The California Global Warming Solutions Act of 2006*. May 2014. http://www.arb.ca.gov/cc/scopingplan/2013_update/first_update_climate_change_scoping_plan.pdf.

CARB. 2017a. *California's 2017 Climate Change Scoping Plan*. November 2017. https://www.arb.ca.gov/cc/scopingplan/scoping_plan_2017.pdf.

CARB. 2017b. *The 2017 Climate Change Scoping Plan Update—The Proposed Strategy for Achieving California's 2030 Greenhouse Gas Target*. January 20, 2017. https://www.arb.ca.gov/cc/scopingplan/2030sp_pp_final.pdf.

CARB. 2021. EMFAC 2021 Web Database (v1.0.0). Accessed June 2021. https://arb.ca.gov/emfac/emissions-inventory.

CARB. 2022. "Maps of Current State and Federal Area Designations." Accessed April 2023. https://ww2.arb.ca.gov/resources/documents/maps-state-and-federal-area-designations.

CDFW (California Department of Fish and Wildlife). 2018. *Protocols for Surveying and Evaluating Impacts to Special-Status Native Populations and Natural Communities*. March 20, 2018. Accessed April 2023 https://nrm.dfg.ca.gov/FileHandler.ashx?DocumentID=18959&inline.

CDFW. 2022a. "State and Federally Listed Endangered, Threatened, and Rare Plants of California." California Natural Diversity Database. CDFW, Biogeographic Data Branch.

CDFW. 2022b. California Natural Diversity Database (CNDDB). RareFind 5.2.14 (Commercial Subscription). Sacramento, California: CDFW, Biogeographic Data Branch. Accessed April 2023 https://map.dfg.ca.gov/rarefind/view/RareFind.aspx.

City of Highland. 2006. *General Plan*. March 2006. https://www.cityofhighland.org/191/General-Plan.

City of Highland. 2018. "Trash Services". September 2018. Accessed May 2022. https://www.cityofhighland.org/197/Trash-Services.

City of Highland. 2022. *Public Works Policies, Procedures, and Standards Manual.*

City of San Bernardino. 2005. *General Plan*. November 1, 2005. Accessed May 2022. http://sbcity.org/civicax/filebank/blobdload.aspx?blobid=26199.

CNPS (California Native Plant Society). 2022. Inventory of Rare and Endangered Plants (online edition, v8-03 0.45). Sacramento, California: California Native Plant Society. Accessed April 2023 www.rareplants.cnps.org.

Cohen, K.M., S.C. Finney, P.L. Gibbard, and J.-X. Fan., 2023. "The ICS International Chronostratigraphic Chart." Episodes 36: 199--204. 2013; updated. Available at: https://stratigraphy.org/ICSchart/ChronostratChart2021-05.jpg.Cultural Systems Research 2005

DeBarros, P. 2004. *Cultural Resources Overview and Management Plan – Rancho Las Flores Project, Hesperia, San Bernardino County, California*. On file at the South Central Coast Information Center.

Dibblee, T.W. and J.A. Minch. 2004. Geologic map of the Harrison Mountain North/North 1/2 of Redlands Quadrangles, San Bernardino and Riverside County, California, Dibblee Geological Foundation, Dibblee Foundation Map DF-126, 1:24,000.

DOC (California Department of Conservation). 2018. DOC Maps: Agriculture. Accessed April 2023. https://maps.conservation.ca.gov/agriculture/.

DOC. 2021. Earthquake Zones of Required Investigation. Accessed April 2023. https://maps.conservation.ca.gov/cgs/EQZApp/.

DOF (Department of Finance). 2022a. "E-5 Population and Housing Estimates for Cities, Counties, and the State, 2020-2022." Accessed April 2023. https://dof.ca.gov/Forecasting/Demographics/Estimates/e-5-population-and-housing-estimates-for-cities-counties-and-the-state-2020-2022/.

DOF. 2022b. "E-4 Population and Housing Estimates for Cities, Counties, and the State, 2021-2022." Accessed April 2023. https://view.officeapps.live.com/op/view.aspx?src=https%3A%2F%2Fdof.ca.gov%2Fwp-content%2Fuploads%2Fsites%2F352%2FForecasting%2FDemographics%2FDocuments%2FE-4_2022_InternetVersion.xlsx&wdOrigin=BROWSELINK.

DTSC (Department of Toxic Substances Control). 2023. Hazard Waste and Substances Sites List (Cortese). Accessed April 2023. https://www.envirostor.dtsc.ca.gov/public/.

EDD (Employment Development Department). 2023. "Riverside–San Bernardino–Ontario Metropolitan Statistical Area (MSA) (Riverside and San Bernardino Counties)." Accessed April 2023. https://labormarketinfo.edd.ca.gov/file/lfmonth/rive$pds.pdf#:~:text=The%20unemployment%20rate%20in%20the%20Riverside-San%20Bernardino-Ontario%20MSA,County%2C%20and%204.5%20percent%20in%20San%20Bernardino%20County.

EPA (U.S. Environmental Protection Agency). 2018. *AERMOD Implementation Guide*. April 2018. https://gaftp.epa.gov/Air/aqmg/SCRAM/models/preferred/aermod/aermod_implementation_guide.pdf.

EPA. 2023a. "Nonattainment Areas for Criteria Pollutants (Green Book)." Accessed April 2023. https://www.epa.gov/green-book.

EPA. 2023b. Hazardous Waste and Substances Site List. Accessed April 2023. https://calepa.ca.gov/sitecleanup/corteselist/section-65962-5a/.

EPA. 2023c. Learn the Basics of Hazardous Waste. Accessed April 2023. https://www.epa.gov/hw/learn-basics-hazardous-waste#cradle.

FEMA (Federal Emergency Management Agency). 2016. FEMA Flood Map Service Center. Accessed April 2023. https://msc.fema.gov/arcgis/rest/directories/arcgisjobs/nfhl_print/mscprintb_gpserver/j99578549e85f4be79f5a5c70117ddd54/scratch/FIRMETTE_fc0575a6-12e5-4d41-a8ef-17a5decff039.pdf.

FHWA (Federal Highway Administration). 2008. *Roadway Construction Noise Model (RCNM), Software Version 1.1.* U.S. Department of Transportation, Research and Innovative Technology Administration, John A. Volpe National Transportation Systems Center, Environmental Measurement and Modeling Division. Washington, D.C. December 8, 2008.

FICON (Federal Interagency Committee on Noise). 1992. *Federal Agency Review of Selected Airport Noise Analysis Issues*. Prepared by the Federal Interagency Committee on Noise. August 1992. https://fican1.files.wordpress.com/2015/10/reports_noise_analysis.pdf.

FTA (Federal Transit Administration). 2018. *Transit Noise and Vibration Impact Assessment Manual*. FTA Report No. 0123. Prepared by John A. Volpe National Transportation Systems Center. September 2018. https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/research-innovation/118131/transit-noise-and-vibration-impact-assessment-manual-fta-report-no-0123_0.pdf.

Golla, V. 2007. "Linguistic Prehistory." In California Prehistory: Colonization, Culture, and Complexity, edited by T.L. Jones and K.A. Klar, 71–82. New York, New York: Altamira Press.

Harrington, J.P. 1934. "A New Original Version of Boscana's Historical Account of the San Juan Capistrano Indians of Southern California." Smithsonian Miscellaneous Collections 92(4).

Heizer, R. 1978. "Introduction." In California, edited by R.F. Heizer, 1–6. *Handbook of North American Indians*, Vol. 8, edited by W.C. Sturtevant. Washington, D.C.: Smithsonian Institution.

Heizer, R. and K.M. Nissen. 1973. The Human Sources of California Ethnography. Berkeley, California: University of California Archaeological Research Facility, Berkeley.

Holland, R.F. 1986. *Preliminary Descriptions of the Terrestrial Natural Communities of California.* Nongame-Heritage Program, California Department of Fish and Game. October 1986.

IPCC (Intergovernmental Panel on Climate Change). 2007. *Climate Change 2007: Synthesis Report.* Contribution of Working Groups I, II and III to the Fourth Assessment Report of the Intergovernmental Panel on Climate Change. New York, New York: Cambridge University Press. https://www.ipcc.ch/report/ar4/syr/.

ITE (Institute of Transportation Engineers). 2021. *Trip Generation Manual*, 11th Edition.

Johnson Controls. 2015. *York Technical Guide*. R-410A ZE/ZF/ZR/XN/XP SERIES, 3–6 TON 60 Hertz. 251933-YTG-Y-0715.

Johnson, J.R., and J.G. Lorenz. 2006. "Genetics, Linguistics, and Prehistoric Migrations: An Analysis of California Indian Mitochondrial DNA Lineages." Journal of California and Great Basin Anthropology 26:33–64.

King, Chester D. 1994. *Native American Placenames in the Santa Monica Mountains National Recreation Area, Agoura Hills.* Topanga Anthropological Consultants, California.

Kroeber, Alfred J. 1925. *Handbook of the Indians of California.* Bureau of American Ethnology Bulletin 78. Dover Publications, Inc., New York.

Laylander, D. 2000. Early Ethnography of the Californias, 1533-1825. Salinas, California: Coyote Press Archives of California Prehistory.

Lightfoot, K.G. 2005. *Indians, missionaries, and merchants: the legacy of colonial encounters on the California frontiers.* Berkeley, California: University of California Press.

McCawley, William 1996. The First Angelinos, the Gabrielino Indians of Los Angeles. Malki Museum Press, Banning.

Morton, D.M. and F.K. Miller. 2006. Geologic map of the San Bernardino and Santa Ana 30' x 60' quadrangles, California: U.S. Geological Survey, Open-File Report OF-2006-1217, scale 1:100,000.

Natural History Museum of Los Angeles County (NHMLA). 2023. Paleontological Resources for 5th and Central Project (PN: 15255). Unpublished Records Search Results Letter from the Natural History Museum of Los Angeles County, Los Angeles, California.

Oberbauer, T., M. Kelly, and J. Buegge. 2008. *Draft Vegetation Communities of San Diego County.* Based on *Preliminary Descriptions of the Terrestrial Natural Communities of California*, Robert F. Holland, Ph.D., October 1986.

OEHHA (Office of Environmental Health Hazard Assessment). 2015. *Risk Assessment Guidelines. Guidance Manual for Preparation of Health Risk Assessments.* Air Toxics Hot Spots Program. February 2015. http://oehha.ca.gov/air/hot_spots/2015/2015GuidanceManual.pdf.

Omnitrans. 2023. Route 15 Schedule and Times. Accessed April 2023. https://omnitrans.org/routes/route-15/ .

O'Neil, Stephen. 2002. "The Acjachemen in the Franciscan Mission System: Demographic Collapse and Social Change." Masters thesis; Department of Anthropology, California State University, Fullerton.

OPR (Governor's Office of Planning and Research). 2018. *Technical Advisory on Evaluating Transportation Impacts in CEQA*. Accessed April 26, 2022. http://opr.ca.gov/docs/20190122-743_Technical_Advisory.pdf.

OSHA (Occupational Safety and Health Administration). n.d. "Hazard Communication Standard: Safety Data Sheets." Accessed April 2023. https://www.osha.gov/sites/default/files/publications/OSHA3514.pdf.

RWQCB (Regional Water Quality Control Board Santa Ana Region). 2010. National Pollutant Discharge Elimination System Permit and Waste Discharge Requirements for the San Bernardino County Flood Control District, the County of San Bernardino, and the Incorporated Cities of San Bernardino County within the Santa Ana Region. January 29, 2010.

SANBAG (San Bernardino Council of Governments). 2016. *San Bernardino County Congestion Management Program (CMP)*. Accessed April 2023. https://www.gosbcta.com/plan/congestion-management-plan-2016/.

San Bernardino International Airport Authority. 2010. *Airport Layout Plan Narrative Report for San Bernardino International Airport*. Prepared by Coffman Associates, Inc. for San Bernardino International Airport Authority. November 2010. Accessed April 2023. http://www.sbiaa.org/wp-content/uploads/2015/10/ALP-Narrative-Report-Complete.pdf.

Sawyer, J., T. Keeler-Wolf, and J. Evens. 2009. *The Manual of California Vegetation, 2nd Edition*. Sacramento, California: California Native Plant Society.

SBTCA (San Bernardino County Transportation Authority). 2020. *Recommended Traffic Impact Analysis Guidelines for Vehicle Miles Traveled and Level of Service Assessment.* February 2020. https://www.sbcounty.gov/uploads/DPW/docs/Traffic-Study-Guidelines.pdf

SBVMWD (San Bernardino Valley Municipal Water District). 2021. *Upper Santa Ana River Watershed 2020 Integrated Regional Urban Water Management Plan*. Accessed April 2023. https://wuedata.water.ca.gov/public/uwmp_attachments/1604352653/Part%202%20Chapter%201_Valley%20District%202020%20UWMP_Final.pdf.

SCAG (Southern California Association of Governments). 2001. *Employment Density Study Summary Report*. Prepared by The Natelson Company, Inc. Yorba Linda, California. October 31, 2001. Accessed April 2023. http://www.mwcog.org/file.aspx?A=QTTITR24POOOUIw5mPNzK8F4d8djdJe4LF9Exj6IXOU%3D.

SCAG. 2020. *Connect SoCal: The 2040–2045 Regional Transportation Plan/Sustainable Communities Strategy of the Southern California Association of Governments*. May 7, 2020. https://www.connectsocal.org/Documents/Adopted/fConnectSoCal-Plan.pdf.

SCAG. 2023. "2016–2040 RTP/SCS Final Growth Forecast by Jurisdiction." Accessed April 2023. https://scag.ca.gov/sites/main/files/file-attachments/2016_2040rtpscs_finalgrowthforecastbyjurisdiction.pdf?1605576071.

SCAQMD (South Coast Air Quality Management District). 1993. *CEQA Air Quality Handbook*.

SCAQMD. 2003a. *White Paper on Potential Control Strategies to Address Cumulative Impacts from Air Pollution*. August 2003. http://www.aqmd.gov/docs/default-source/Agendas/Environmental-Justice/cumulative-impacts-working-group/cumulative-impacts-white-paper.pdf?sfvrsn=2.

SCAQMD. 2003b. *Final 2003 AQMP Appendix V Modeling and Attainment Demonstrations*. August 2003. https://www.aqmd.gov/docs/default-source/clean-air-plans/air-quality-management-plans/2003-air-quality-management-plan/2003-aqmp-appendix-v.pdf?sfvrsn=2.

SCAQMD. 2003c. *Health Risk Assessment Guidance for Analyzing Cancer Risks from Mobile Source Diesel Idling Emissions for CEQA Air Quality Analysis*. August 2003. http://www.aqmd.gov/home/rules-compliance/ceqa/air-quality-analysis-handbook/mobile-source-toxics-analysis.

SCAQMD. 2008a. *Draft Guidance Document – Interim CEQA Greenhouse Gas (GHG) Significance Threshold.* October 2008. http://www.aqmd.gov/docs/default-source/ceqa/handbook/greenhouse-gases-(ghg)-ceqa-significance-thresholds/ghgattachmente.pdf.

SCAQMD. 2008b. "A Resolution of the Governing Board of the South Coast Air Quality Management District (AQMD) approving the Interim Greenhouse Gas (GHG) Significance Threshold to Be Used by the AQMD for Industrial Source Projects, Rules and Plans When It Is the Lead Agency for Projects Subject to the California Environmental Quality Act (CEQA)." Resolution No. 08-35. Adopted December 5, 2008.

SCAQMD. 2009. *Final Localized Significance Threshold Methodology*. Revised July 2009.

SCAQMD. 2010. "Greenhouse Gas CEQA Significance Threshold Stakeholder Working Group Meeting #15." September 28, 2010. http://www.aqmd.gov/docs/default-source/ceqa/handbook/greenhouse-gases-(ghg)-ceqa-significance-thresholds/year-2008-2009/ghg-meeting-15/ghg-meeting-15-main-presentation.pdf?sfvrsn=2.

SCAQMD. 2014. *SCAQMD High Cube Warehouse Truck Trip Study White Paper Summary of Business Survey Results*. June 2014. http://www.aqmd.gov/docs/default-source/ceqa/handbook/high-cube-warehouse-trip-rate-study-for-air-quality-analysis/business-survey-summary.pdf.

SCAQMD. 2018. "SCAQMD Modeling Guidance for AERMOD." http://www.aqmd.gov/home/air-quality/air-quality-data-studies/meteorological-data/modeling-guidance.

SCAQMD. 2019. "SCAQMD Air Quality Significance Thresholds." Originally published in *CEQA Air Quality Handbook*, Table A9-11-A. Revised April 2019. http://www.aqmd.gov/docs/default-source/ceqa/handbook/scaqmd-air-quality-significance-thresholds.pdf?sfvrsn=2.

SCAQMD. 2021a. "SCAQMD Modeling Guidance for AERMOD." Accessed March 2021. https://www.aqmd.gov/home/air-quality/meteorological-data/modeling-guidance.

SCAQMD. 2021b. "Meteorological Data for Dispersion Modeling." Accessed March 2021. http://www.aqmd.gov/home/air-quality/meteorological-data.

SCAQMD. 2022. *Air Quality Management Plan*. Adopted December 2, 2022. http://www.aqmd.gov/docs/default-source/clean-air-plans/air-quality-management-plans/2022-air-quality-management-plan/final-2022-aqmp/final-2022-aqmp.pdf?sfvrsn=16.

SCAQMD. 2023a. "South Coast AQMD Air Quality Significance Thresholds." March 2023. Accessed April 2023. https://www.aqmd.gov/docs/default-source/ceqa/handbook/south-coast-aqmd-air-quality-significance-thresholds.pdf?sfvrsn=25.

SCAQMD. 2023b. "Meteorological Stations & Years of Meteorological Data Available." Accessed April 2023. https://www.aqmd.gov/home/air-quality/meteorological-data/aermod-table-1.

Sparkman, Philip. 1908. The Cultural of the Luiseño Indians. *University of California Publications in American Archaeology and Ethnology* 8:187–234. Berkeley.

SWRCB (State Water Resources Control Board). 2023a. "Construction Stormwater Program." Updated April 12, 2023. Accessed April 2023. https://www.waterboards.ca.gov/water_issues/programs/stormwater/construction.html.

SWRCB. 2023b. Geotracker Map. Accessed April 2023. https://geotracker.waterboards.ca.gov/map/?CMD=runreport&myaddress=highland+.

The Climate Registry. 2020. "Default Emission Factors." April 2020. https://www.theclimateregistry.org/wp-content/uploads/2020/04/The-Climate-Registry-2020-Default-Emission-Factor-Document.pdf.

USDA (U.S. Department of Agriculture). 2023. "Web Soil Survey." USDA, Natural Resources Conservation Service, Soil Survey Staff. Accessed April 2023. http://websoilsurvey.nrcs.usda.gov/.

White, Raymond. 1963. Luiseño Social Organization. *University of California Publications in American Archaeology and Ethnology* 48:91-194. Berkeley.

4.2 List of Preparers

Dudek

Hayley Ward –Project Manager
Clarisa Olaguez – Environmental Planner
Nicholas Lorenzen – Air Quality Specialist
Tommy Molioo – Senior Biologist
Jacob Rogers – Biologist
Linda Kry – Archaeologist
Michael Williams – Paleontologist
Michael Greene – Noise Specialist
Carson Wong – Noise Specialist
Sabita Tewani – Transportation Specialist
Kelsey Bacon – GIS Specialist



SOURCE: ESRI 2020

DUDEK 0 500 1,000 Feet

FIGURE 1

Project Location

5th Street and Central Avenue Warehouse Project

INTENTIONALLY LEFT BLANK



SOURCE: ESRI 2020; San Bernardino County 2023

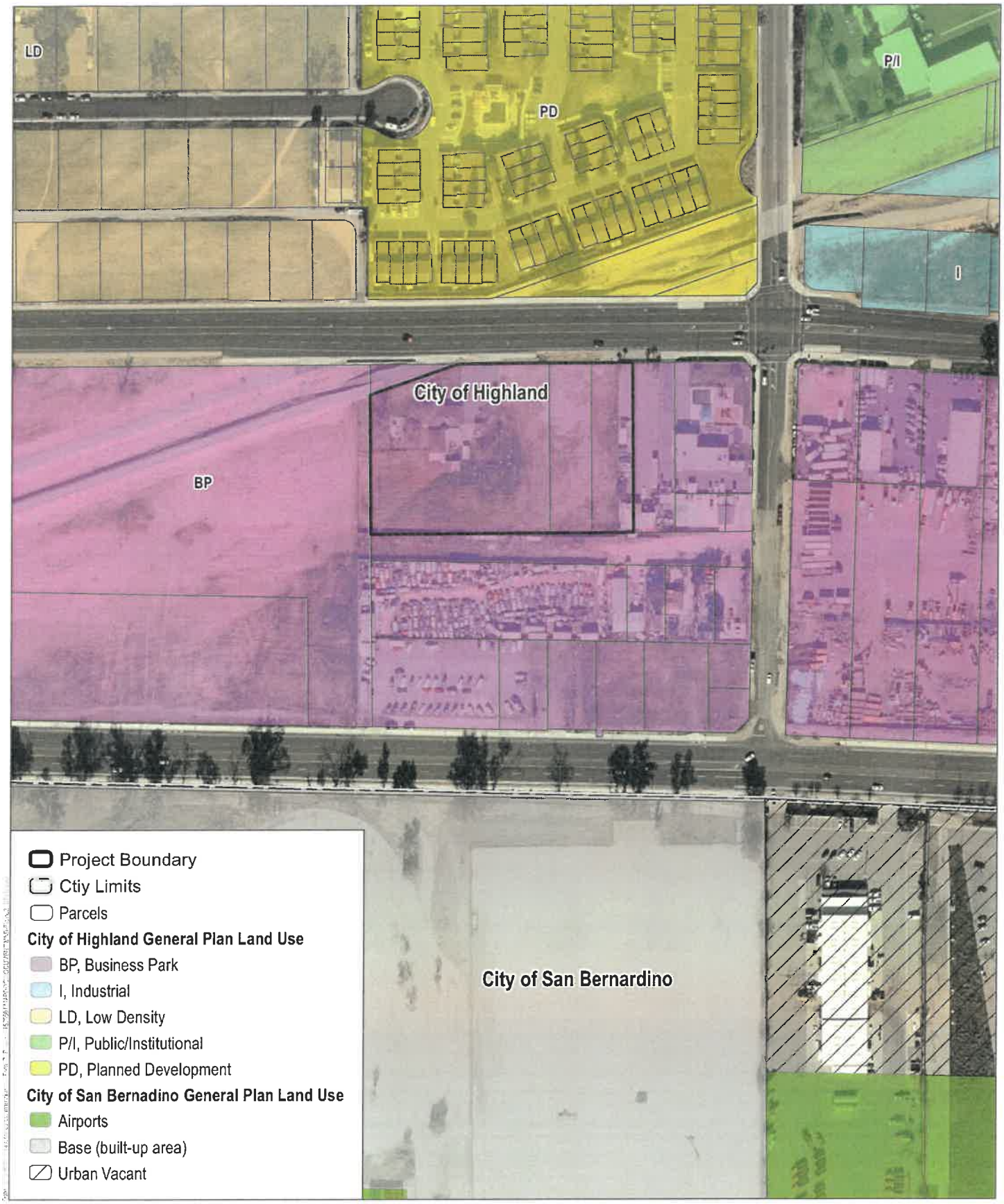
DUDEK 0 100 200 Feet

FIGURE 2

Aerial Overview

5th Street and Central Avenue Warehouse Project

INTENTIONALLY LEFT BLANK



SOURCE: ESRI 2020; San Bernardino County 2012, 2023; City of Highland 2014

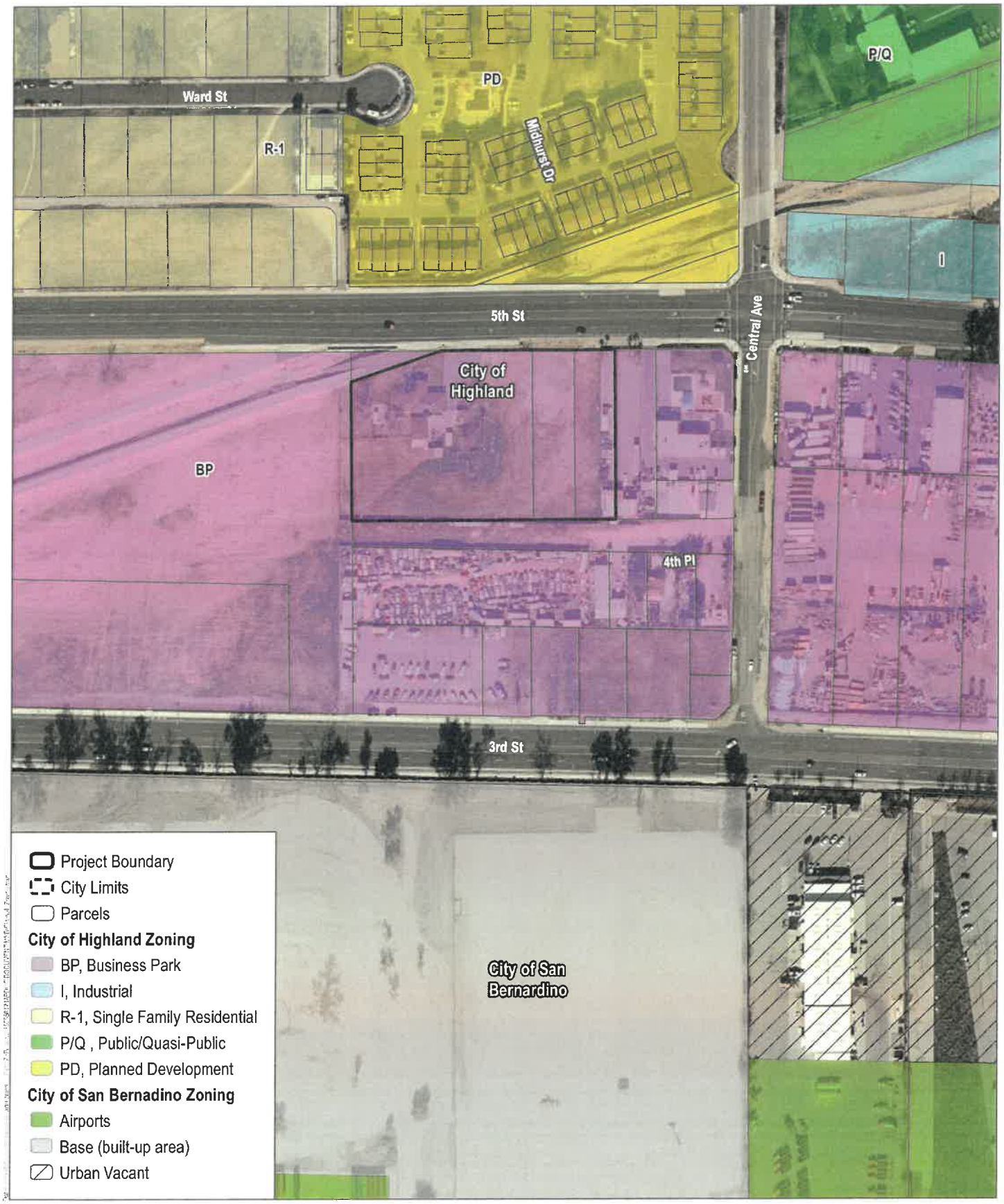
DUDEK 0 100 200 Feet

FIGURE 3

General Plan Land Use

5th Street and Central Avenue Warehouse Project

INTENTIONALLY LEFT BLANK



SOURCE: ESRI 2020; San Bernardino County 2012, 2023; City of Highland 2014

DUDEK

0 100 200 Feet
0 25 50 Meters
1:2,400

FIGURE 4
Zoning
5th Street and Central Avenue Warehouse Project

INTENTIONALLY LEFT BLANK



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

DUDEK

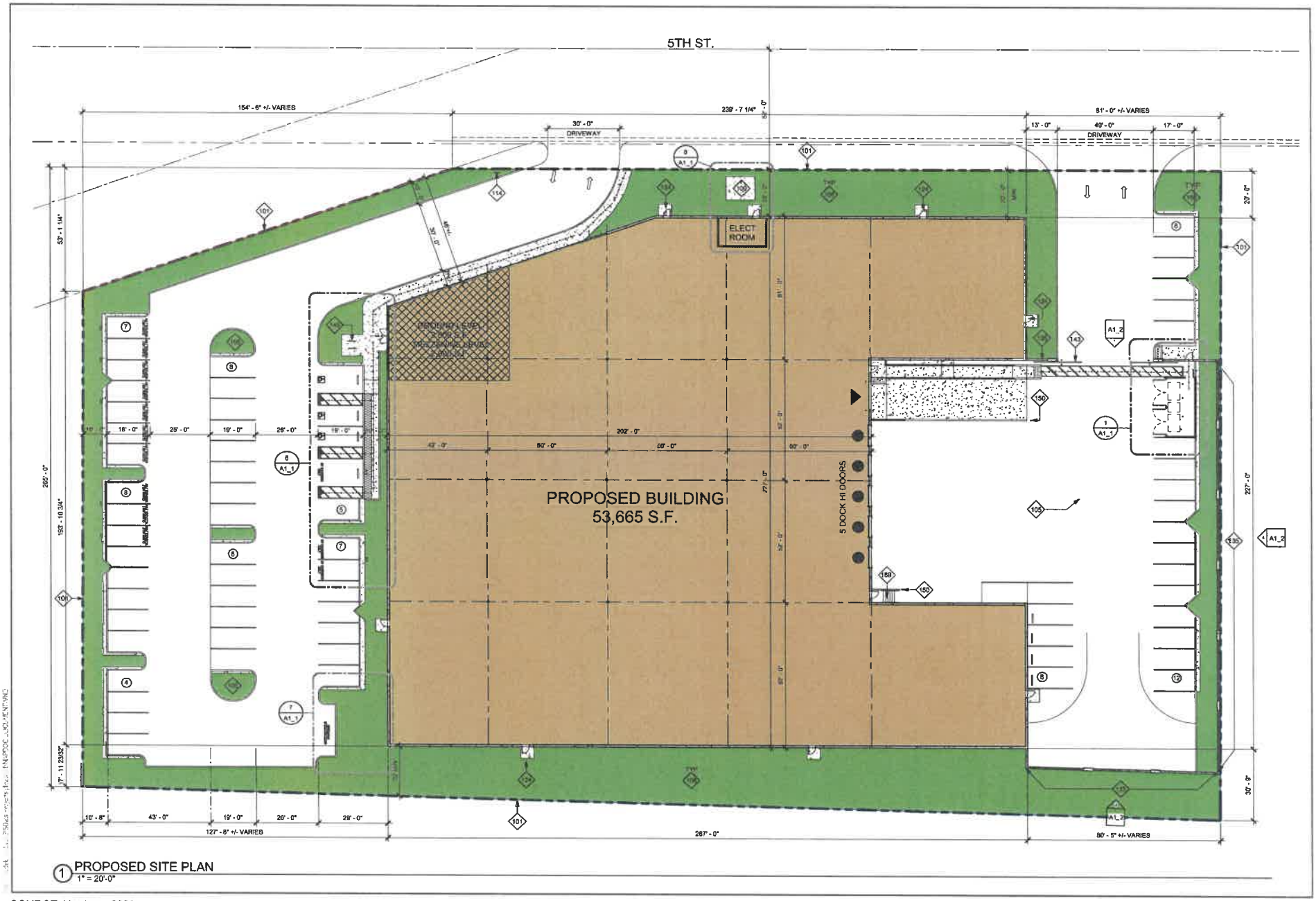
0 1,000 2,000 Feet

FIGURE 5

Airport Gateway Specific Plan

5th Street and Central Avenue Warehouse Project

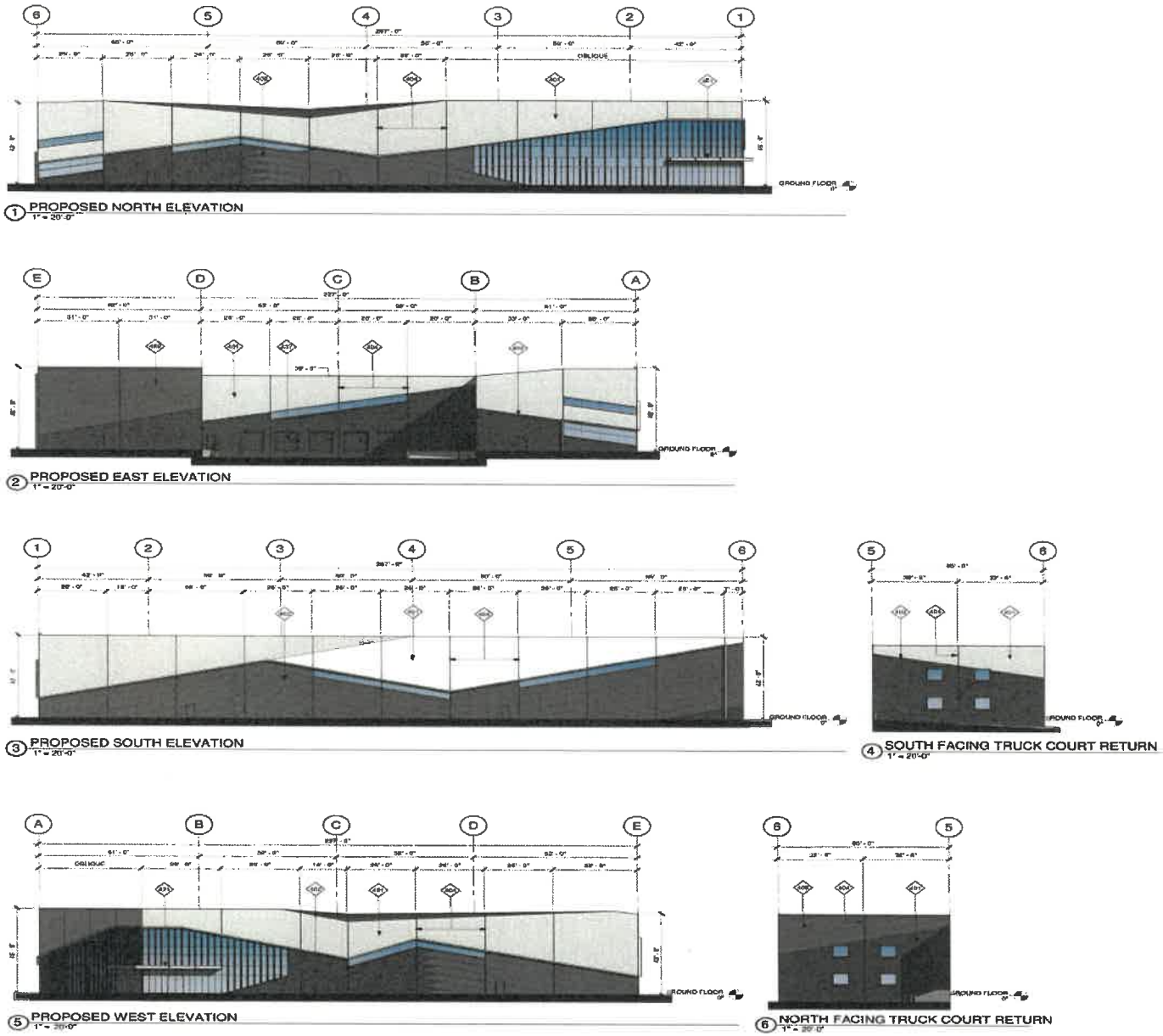
INTENTIONALLY LEFT BLANK



SOURCE: Herdman 2023

FIGURE 6
Site Plan
5th Street and Central Avenue Warehouse Project ISMND

INTENTIONALLY LEFT BALNK



SOURCE: Herdman 2023

FIGURE 7

Conceptual Elevations

5th Street and Central Avenue Warehouse Project ISMND

DUDEK

INTENTIONALLY LEFT BLANK



SOURCE: Herdman 2023

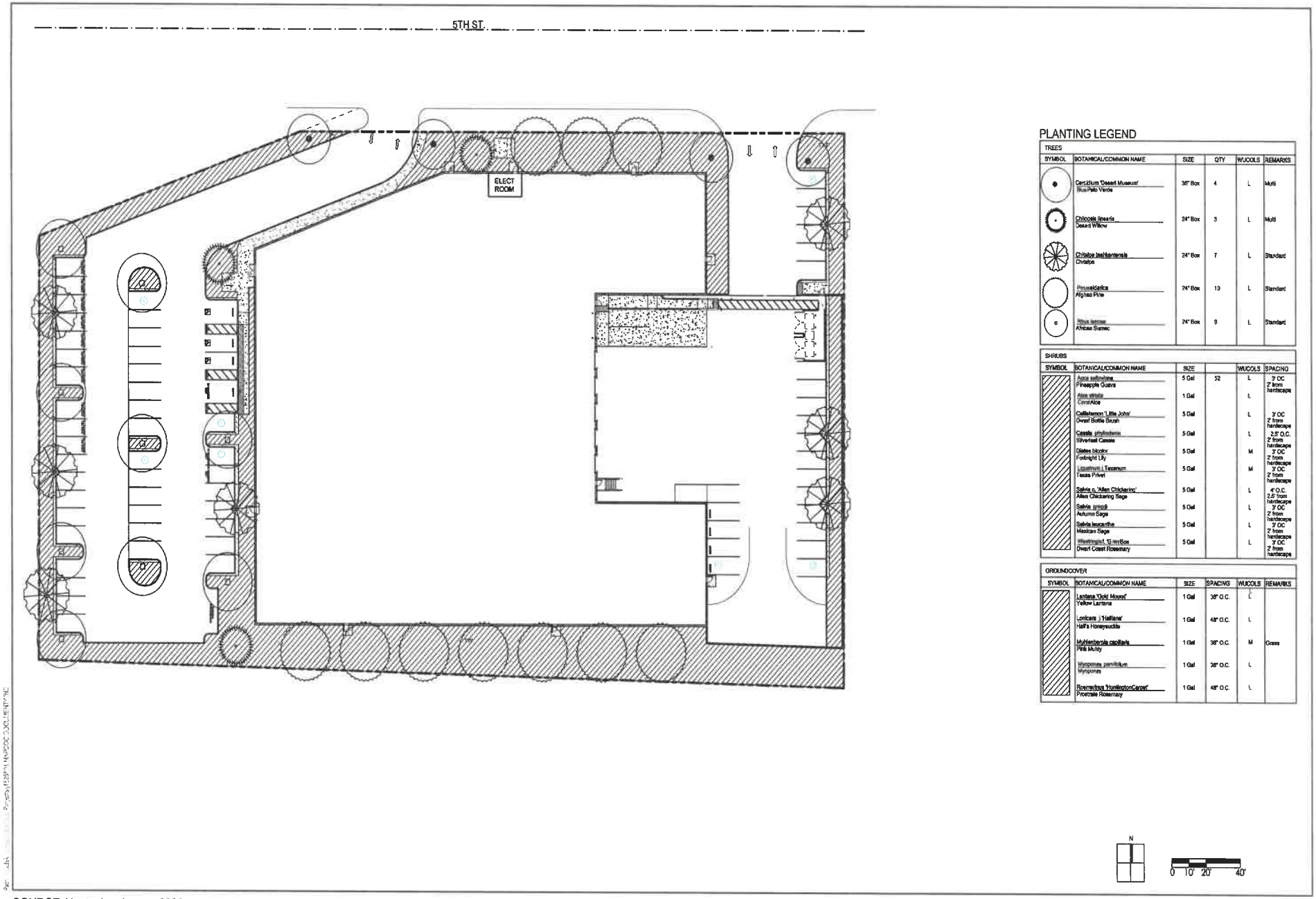
FIGURE 8

Conceptual Rendering

5th Street and Central Avenue Warehouse Project ISMND

DUDEK

INTENTIONALLY LEFT BLANK



SOURCE: Hunter Landscape, 2023

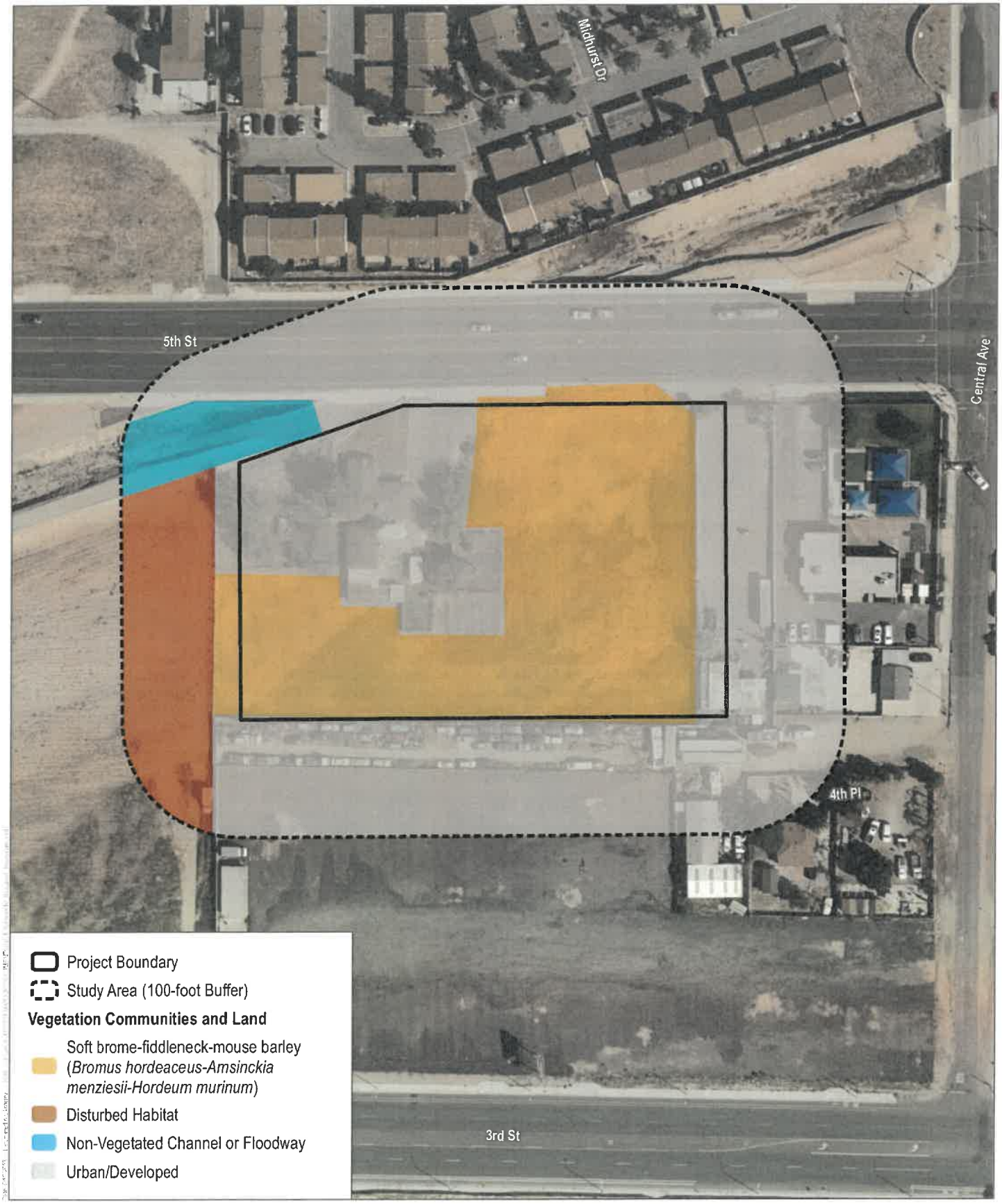
FIGURE 9

Landscaping Plan

5th Street and Central Avenue Warehouse Project ISMND

DUDEK

INTENTIONALLY LEFT BLANK



SOURCE: Bing Maps Aerial (accessed 2023)

DUDEK 0 55 110 Feet

FIGURE 10

Biological Resources

5th Street and Central Avenue Warehouse Project

INTENTIONALLY LEFT BLANK



SOURCE: Esri World Imagery Basemap

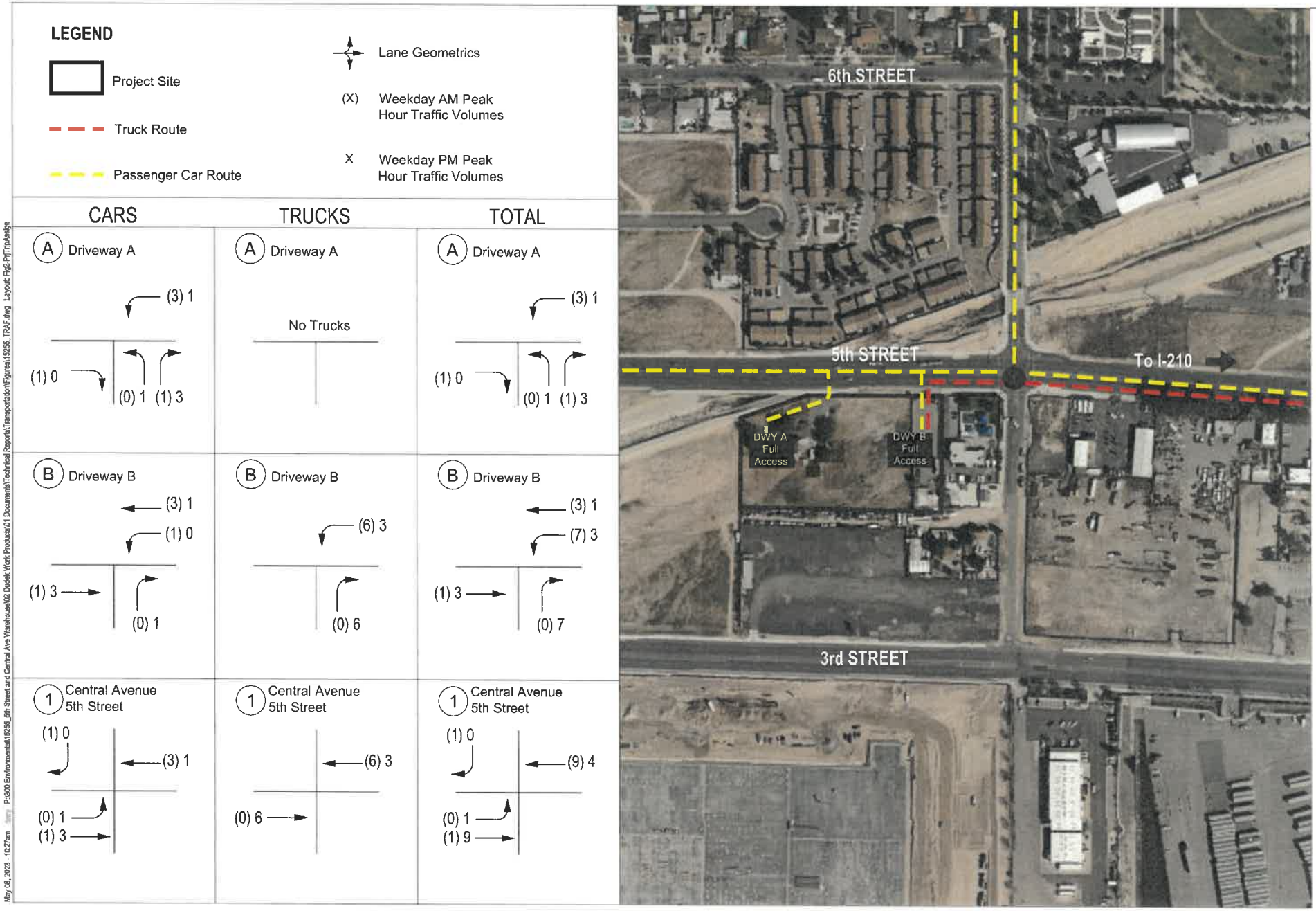
DUDEK 0 155 310 Feet

FIGURE 11

Noise Measurement Locations

5th Street and Central Avenue Warehouse Project

INTENTIONALLY LEFT BLANK



DUDEK NOT TO SCALE

Figure 12

Project Trip Assignment

5th Street and Central Avenue Warehouse Project ISMND

INTENTIONALLY LEFT BLANK

Mitigation Monitoring and Reporting Program
Initial Study/Mitigated Negative Declaration

Southwest Corner of 5th Street and Central Avenue Warehouse Project

AUGUST 2023

Prepared for:

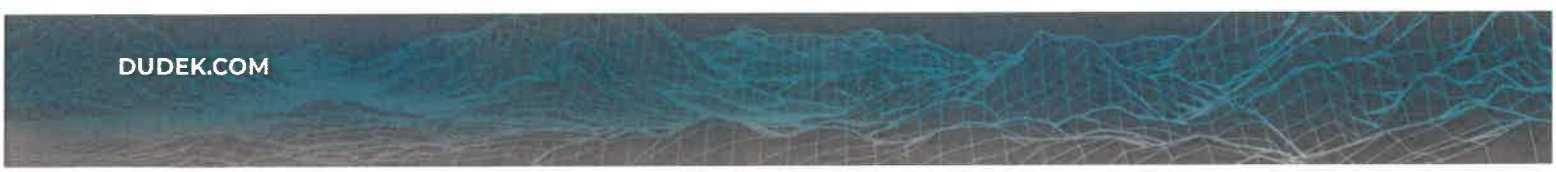
CITY OF HIGHLAND California

CITY OF HIGHLAND
27215 Base Line
Highland, California 92346
Contact: Kim Stater

Prepared by:

DUDEK

605 Third Street
Encinitas, California 92024
Contact: Hayley Ward



Printed on 30% post-consumer recycled material.

Table of Contents

SECTION **PAGE NO.**

1 Introduction 1

2 Mitigation Monitoring and Reporting Program Table 3

TABLE

1 Mitigation Monitoring and Reporting Program 3

INTENTIONALLY LEFT BLANK

1 Introduction

The California Environmental Quality Act (CEQA) requires that a public agency adopting a Mitigated Negative Declaration (MND) take affirmative steps to determine that approved mitigation measures are implemented after project approval. The lead or responsible agency must adopt a reporting and monitoring program for the mitigation measures incorporated into a project or included as conditions of approval. The program must be designed to ensure compliance with the MND during project implementation (California Public Resources Code, Section 21081.6(a)(1)).

This Mitigation Monitoring and Reporting Program (MMRP) will be used by the City of Highland (City) to ensure compliance with adopted mitigation measures identified in the MND for the proposed Southwest Corner of 5th Street and Central Avenue Warehouse Project (project) located at the southwest corner of 5th Street and Central Avenue in Highland, California (project) when construction begins. The City, as the lead agency, will be responsible for ensuring that all mitigation measures are carried out. Implementation of the mitigation measures would reduce impacts to below a level of significance for air quality, biological resources, cultural resources, geology and soils (paleontological resources), and tribal cultural resources.

The remainder of this MMRP consists of a table that identifies the mitigation measures by resource for each project component. Table 1 identifies the mitigation monitoring and reporting requirements, list of mitigation measures, party responsible for implementing mitigation measures, timing for implementation of mitigation measures, agency responsible for monitoring of implementation, and date of completion. With the MND and related documents, this MMRP will be kept on file at the following location:

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

INTENTIONALLY LEFT BLANK

2 Mitigation Monitoring and Reporting Program Table

Table 1 Mitigation Monitoring and Reporting Program

Mitigation Measure	Implementation Timing	Party Responsible for Implementation	Party Responsible for Monitoring	Date of Completion/ Notes
Air Quality				
MM-AQ-1: Tier 4 Interim Engines. To reduce the potential for criteria air pollutants, specifically particulate matter with an aerodynamic diameter less than or equal to 10 microns (PM10), as a result of construction of the project, the applicant shall: Prior to the start of construction activities, ensure that all 75 horsepower or greater diesel-powered equipment are powered with California Air Resources Board (CARB)-certified Tier 4 interim engines, except where the project applicant establishes to the satisfaction of the City of Highland (City) that Tier 4 interim equipment is not available. An exemption from these requirements may be granted by the City in the event that the City documents that equipment with the required tier is not reasonably available and corresponding reductions in criteria air pollutant emissions are achieved from other construction equipment. Before an exemption may be considered by the City, the applicant shall be required to demonstrate that two construction fleet owners/operators in San Bernardino County were contacted and that those owners/operators confirmed Tier 4 interim equipment could not be located within San Bernardino County.	Prior to construction	Project applicant and their construction contractor	City of Highland	

Table 1 Mitigation Monitoring and Reporting Program

Mitigation Measure	Implementation Timing	Party Responsible for Implementation	Party Responsible for Monitoring	Date of Completion/ Notes
MM-AQ-2: Operational Forklifts. The City shall require that all forklifts used during operation of the project be electric powered or fueled with natural gas.	During operation	Project applicant	City of Highland	
Biological Resources				
MM-BIO-1: Construction activities shall avoid the migratory bird nesting season (typically February 1 through August 31), to reduce any potential significant impact to birds that may be nesting on the study area. If construction activities must occur during the migratory bird nesting season, an avian nesting survey of the project site and contiguous habitat within 500 feet of all impact areas must be conducted for protected migratory birds and active nests. The avian nesting survey shall be performed by a qualified wildlife biologist within 72 hours prior to the start of construction in accordance with the Migratory Bird Treaty Act (16 USC 703–712) and California Fish and Game Code, Sections 3503, 3503.5, and 3513. If an active bird nest is found, the nest shall be flagged and mapped on the construction plans along with an appropriate no-disturbance buffer, which will be determined by the biologist based on the species' sensitivity to disturbance (typically up to 300 feet for passerines and up to 500 feet for raptors and special-status species). The nest area shall be avoided until the nest is vacated and the juveniles have fledged. The nest area shall be demarcated in the field with flagging and stakes or construction fencing.	Prior to and during construction	Project applicant and their construction contractor	City of Highland	

Table 1 Mitigation Monitoring and Reporting Program

Mitigation Measure	Implementation Timing	Party Responsible for Implementation	Party Responsible for Monitoring	Date of Completion/ Notes
Cultural Resources				
MM-CUL-1: Workers Environmental Awareness Program. Prior to the start of construction activities, all construction personnel and monitors shall be trained regarding identification and treatment protocol for inadvertent discoveries of cultural resources (archaeological and tribal) and human remains. A basic presentation and handout or pamphlet shall be prepared in order to ensure proper identification and treatment of inadvertent discoveries of cultural resources and human remains. The purpose of the Workers Environmental Awareness Program (WEAP) training is to provide specific details on the kinds of materials that may be identified during ground disturbing activities and explain the importance of and legal basis for the protection of human remains and significant cultural resources. Each worker shall also be trained in the proper procedures to follow in the event that cultural resources or human remains are uncovered during ground disturbing activities. These procedures include but are not limited to work curtailment or redirection, and the immediate contact of the site supervisor and archaeological monitoring staff.	Prior to construction	Project applicant and their construction contractor	City of Highland	
MM-CUL-2: Retention of an On-Call Qualified Archaeologist. A qualified archaeologist shall be retained and on-call to respond and address any inadvertent discoveries identified project implementation. Additionally, in consideration of the potential to encounter intact cultural deposits beneath fill soils, the qualified archaeologist shall survey the proposed project site once fill soils have	During construction	Project applicant and their construction contractor	City of Highland	

Table 1 Mitigation Monitoring and Reporting Program

Mitigation Measure	Implementation Timing	Party Responsible for Implementation	Party Responsible for Monitoring	Date of Completion/ Notes
been removed to ensure no cultural deposits underly the fill layer. If is determined, based on the aforementioned survey, that cultural resources are present or may be present and may be impacted during project construction, monitoring may be warranted. Additionally, any identified cultural resources shall be assessed and evaluated pursuant to CEQA. If it is determined that monitoring is warranted, a qualified archaeological principal investigator, meeting the Secretary of the Interior's Professional Qualification Standards, shall oversee and adjust monitoring efforts as needed (increase, decrease, or discontinue monitoring frequency) based on the observed potential for construction activities to encounter cultural deposits or material. The archaeological monitor will be responsible for maintaining daily monitoring logs.				
MM-CUL-3: Inadvertent Discovery Clause. In the event that potential archaeological resources (sites, features, or artifacts) are exposed during ground disturbance, all construction work occurring within 60 feet of the find shall immediately stop, and the qualified archaeologist that has been retained on call must be notified immediately to assess the significance of the find and determine whether additional study is warranted. Additionally, the Yuhaaviatam of San Manuel Nation Cultural Resources Department (YSMN) shall be contacted, as detailed within TCR-1, regarding any pre-contact and/or historic-era finds of or potentially of Native American origin. The Tribe shall be provided relevant information regarding the findings of the archaeological assessment as well	During construction	Project applicant and their construction contractor	City of Highland	

Table 1 Mitigation Monitoring and Reporting Program

Mitigation Measure	Implementation Timing	Party Responsible for Implementation	Party Responsible for Monitoring	Date of Completion/ Notes
recommendations regarding further study and treatment, if necessary. Depending upon the significance of the find under the California Environmental Quality Act (CEQA), the archaeologist may simply record the find and allow work to continue. If the discovery proves significant under CEQA, additional work (e.g., preparation of an archaeological treatment plan, testing, data recovery, or monitoring) may be warranted if the resource cannot be feasibly avoided. If significant pre-contact and/or historic-era cultural resources, as defined by CEQA (as amended, 2015), are discovered and avoidance cannot be ensured, the archaeologist shall develop a Monitoring and Treatment Plan (Plan) to include a research design, if data recovery is determined necessary. A draft of the Plan shall be provided to YSMN for review and comment, prior to finalization of the Plan as detailed within TCR-1. If monitoring is warranted, it shall be conducted for the remainder of the project, and implement the Plan accordingly. Additionally, an archaeological monitoring report shall be prepared within 60 days following completion of ground disturbance and submitted to the City of Highland for review. This report shall document compliance with approved mitigation, document the monitoring efforts and any discoveries, and include an appendix with daily monitoring logs. The final report shall be submitted to the City of Highland, Applicant, YSMN, and the South Central Coastal Information Center. If human remains or funerary objects are encountered during any activities associated with the project, work in the immediate vicinity (within a 100-foot buffer of the find) shall cease and the				

Table 1 Mitigation Monitoring and Reporting Program

Mitigation Measure	Implementation Timing	Party Responsible for Implementation	Party Responsible for Monitoring	Date of Completion/ Notes
County Coroner shall be contacted pursuant to State Health and Safety Code §7050.5 and that code enforced for the duration of the project. No further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent remains shall occur until the county coroner has determined the appropriate treatment and disposition of the human remains. If the county coroner determines that the remains are, or are believed to be, Native American, he or she shall follow all required protocols according to California Public Resources Code, Section 5097.98.				
Geology and Soils				
MM-GEO-1: Prior to commencement of any grading activity on-site, the applicant shall retain a qualified paleontologist as defined by the Society of Vertebrate Paleontology (SVP) (2010) guidelines, subject to the review and approval of the City's Building Official, or designee. The paleontologist shall prepare a Paleontological Resources Impact Mitigation Program (PRIMP) for the project. The PRIMP shall be consistent with the SVP (2010) guidelines and should outline requirements for preconstruction meeting attendance and worker environmental awareness training; where monitoring is required within the project site below a depth of 10 feet below the ground surface based on construction plans and/or geotechnical reports; procedures for adequate paleontological monitoring and discoveries treatment; and paleontological methods (including sediment sampling for microvertebrate fossils), reporting, and collections	Prior to and during construction	Project applicant	City of Highland	

Table 1 Mitigation Monitoring and Reporting Program

Mitigation Measure	Implementation Timing	Party Responsible for Implementation	Party Responsible for Monitoring	Date of Completion/ Notes
management. The PRIMP shall also include a statement that any fossil lab or curation costs (if necessary due to fossil recovery) are the responsibility of the project proponent. The qualified paleontologist shall attend the preconstruction meeting and be on-site during all rough grading and/or trenching for utilities to determine the amount of paleontological monitoring necessary based on subsurface conditions. In the event that paleontological resources (e.g., fossils) are unearthed during grading, the paleontological monitor will temporarily halt and/or divert grading activity to allow recovery of paleontological resources. The area of discovery will be roped off with a 50-foot radius buffer. Once documentation and collection of the find is completed, the monitor will remove the rope and allow grading to recommence in the area of the find. Upon completion of the paleontological monitoring program, the qualified paleontologist shall prepare a final monitoring report documenting the results of the mitigation program. This report should include discussions of the methods used, stratigraphic section(s) exposed, fossils collected, and significance of recovered fossils.				
Tribal Cultural Resources				
MM-TCR-1: Tribal Cultural Resources. The Yuhaaviatam of San Manuel Nation Cultural Resources Department (YSMN) shall be contacted, as detailed in MM-CUL-3, in the case of a discovery of pre-contact and/or historic-era cultural resources of or potentially of Native American origin. The Tribe	Prior to and during construction	Project applicant and their construction contractor	City of Highland	

Table 1 Mitigation Monitoring and Reporting Program

Mitigation Measure	Implementation Timing	Party Responsible for Implementation	Party Responsible for Monitoring	Date of Completion/ Notes
shall be provided relevant information regarding the findings of the archaeological assessment as well recommendations regarding further study and treatment, if necessary. The Tribal shall be provided the opportunity to consult with the qualified archaeologist regarding the findings and recommendations. Should the resource be deemed significant, as defined by CEQA (as amended, 2015), a cultural resources Monitoring and Treatment Plan (Plan) to include a research design, if data recovery is determined necessary, shall be created by the retained archaeologist for the project. A draft of the Plan shall be provided to YSMN for review and comment, prior to finalization of the Plan. This Plan shall allow for a YSMN Native American monitor to observe ground disturbing activities at the election of the YSMN cultural resources manager. Any and all archaeological/cultural documents created as a part of the project (isolate records, site records, survey reports, testing reports, etc.) shall be supplied to the applicant and the City of Highland for dissemination to YSMN. The City and/or applicant shall, in good faith, consult with YSMN throughout the life of the project.				

STAFF REPORT

TO THE PLANNING COMMISSION

DATE: September 19, 2023

FROM: Lawrence A. Mainez, Community Development Director

REVIEWED BY: Kim Stater, Assistant Community Development Director

PREPARED BY: Ash Syed, Associate Planner

SUBJECT: Development of a 220-unit, 4-story multi-family apartment complex utilizing a Density Bonus for eleven (11) affordable units under Section 16.40.090 *Development Density* of the Highland Municipal Code. Entitlements include Design Review Application (DRA 23-002) of the project plans, Lot Line Adjustment (LLA 23-003) to relocate the existing parcel boundaries and create separate parcels for a multi-phase development, Variance (VAR 23-003) to construct a perimeter fence/wall 29% taller than the maximum height permitted for residential projects, and a Conditions, Covenants and Restrictions---Density Bonus and Inclusionary Housing Agreement to demonstrate compliance with Highland Municipal Code Chapters 16.40 *Development Density* and 16.50 *Inclusionary Housing*, and adoption of a Mitigation Negative Declaration

LOCATION: Three (3) vacant parcels, totaling 6.77 acres in area, located on the west side of Sterling Avenue, 250 feet north of 9th Street. Assessor's Parcel Numbers: 0278-131-45, -46, & -47

APPLICANT: Helios Holdings, LLC

RECOMMENDATION: Staff recommends the Planning Commission recommend the City Council:

1) Adopt Resolution No. 2023 - _____ approving "Conditions, Covenants and Restrictions---Density Bonus and Inclusionary Housing Agreement" to facilitate the

Approved _____	Motion _____	Second _____	Agenda Item No. 6
Denied _____	Ayes _____		
	Noes _____		File No. _____
Continue _____	Abstain _____		
	Absent _____		
Recording Secretary		Community Development Director	

development of a 220-unit multi-family housing project utilizing Density Bonus provisions and establishing the Inclusionary Housing Unit requirements for the project;

2) Adopt Resolution No. 2023-____ approving Design Review Application (DRA 23-002) for the site plan, landscape plan, grading plan, photometric plan, and building elevations related to the construction of a 220-unit, 4-story apartment complex, subject to the Conditions of Approval and Findings of Fact;

3) Adopt Resolution No. 2023-____ approving Lot Line Adjustment (LLA 23-003) to relocate the existing parcel boundaries and create separate parcels for a multi-phase development; subject to the Conditions of Approval and Findings of Fact;

4) Adopt Resolution No. 2023-____ approving Variance (VAR 23-003) to allow an increase in the maximum height for the perimeter fence/wall from 6-feet to 7.75-feet, 29% greater than the maximum height permitted in the for residential projects, subject to the Findings of Fact; and

5) Adopt Resolution No. 2023-____ adopting the associated Mitigated Negative Declaration (ENV 23-005), and direct Staff to file a Notice of Determination with the County Clerk of the Board.

FISCAL IMPACT: The Applicant submitted the required deposit fee for processing the subject applications. Staff time spent working on the applications will be charged to this deposit.

There is no fiscal impact to the City related to the adoption and application of a Density Bonus project as provided for under State and local law. The project will construct and otherwise provide all amenities and services required by their residents such as housing, recreation, public safety and public services through on-site amenities and facilities, and the ongoing payment of property taxes.

Eleven (11) of the 220 residential units will be set-aside for families earning 50 percent or less of the Area Median Income (i.e. Very Low Income) at an affordable rent as determined by California Health and Safety Code Section 50053(b), thereby increasing and stabilizing affordable housing opportunities in Highland.

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 August 16, 2023. The notice was also advertised in the San Bernardino Sun newspaper on August 25, 2023.

PUBLIC COMMENT: At the time of preparing this report, staff had not received any written comments.

DESCRIPTION OF SITE: The subject site is located on the west side of Sterling Avenue, 250 feet north of the 9th Street intersection (Exhibit A – Area Map). It is comprised of three (3) parcels with a combined area of approximately 6.77 acres. It has a Zoning designation of Multi-Family Residential (R-4) and Land Use Designation of Residential High Density Special Overlay requiring a minimum density of 20 units per acre and a maximum of 30 units per acre.

Surrounding Land Uses

North: Religious Facility and Single-Family Residences
South: Neighborhood Commercial Strip Center and Nonconforming Single-Family Residences
East: Warm Springs Elementary School
West: Single-Family Residences

Location	General Plan	Zoning
Site:	Residential High Density Special Overlay	Multi-Family Residential (R-4)
North:	Residential High Density Special Overlay	Multi-Family Residential (R-4)
South:	Planned Commercial (PC)	Planned Commercial (PC)
East:	Public (P)	Public/Quasi-Public (P/Q)
West:	Low Density (LD)	Single-Family Residential (R-1)

The project site is currently vacant and undeveloped. It slopes west to the rear towards the rear of the property with an overall grade difference of approximately six (6) feet. The site measures approximately 250 feet in width toward the east end of the site, 500 feet in width toward the west end of the site, and 860 feet in overall depth.

The site is surrounded by a variety of single-family residences constructed in the mid-1950s. It is neither located within an area of Biological Sensitivity nor within an area of Archaeological Resources. Per the General Plan's Public Health, Safety and Environmental Justice Element, this proposed residential complex is not considered a "Disadvantaged Community" as it is located within one-half mile of a grocery store and considered biking distance. It is also within 100 feet of Warm Springs Elementary School.

PROJECT REVIEW: The proposed apartment complex will provide 220 new rental units to Highland's Multi-Family Residential zone, consistent with the R-4 development standards.

Density Bonus / Inclusionary Housing Agreement

The Applicant proposes to utilize the State's Density Bonus Law to increase the maximum permitted development density. California Government Code Section 65915(b)(1) provides that the City shall allow a density bonus to increase in the number of housing units permitted, if the developer provides affordable housing at an affordable rent. The Applicant proposes to restrict five percent (5%) of their units (11 total) to families of Very Low Income for a term of 55 years. This will permit additional units as well as one "Incentive" and a "Parking Concession" as defined by Law (Attachment 1 – Resolution No. 2023-____ for CC&Rs --- Density Bonus & Inclusionary Housing Agreement).

Density Bonus – The project site is 6.77 acres. The R-4 Zone allows a maximum density of 30 dwelling units per acre by-right. The acreage multiplied by the maximum density yields **204 units** to be constructed without a Density Bonus. By setting aside 5% of the units as Very Low, the Applicant is eligible for a 20% Density Bonus. With a Density Bonus, the maximum number of units permitted increases to 244. The Applicant is asking for only **220 units**.

Incentive - The requested incentive is a reduction in the minimum private open space requirement of **100 square feet** on the second, third and fourth floors. The Applicant is proposing a reduction to **60 square foot** balconies on these levels. The ground floor units meet the required size.

Parking Concession – The required number of spaces, per the HMC, is **458 parking spaces**. Density Bonus Law permits a reduced ratio, and the Applicant is proposing to construct **418 spaces**. This is discussed in further detail below.

The Applicant is asking for one additional Incentive, termed a "Waiver" in the agreement. Because a second Incentive is not required to be granted by the City, the developer must include in their proposal proof to substantiate why imposing the development standard would have the effect of physically precluding the construction of the development at the density proposed.

Waiver (not by right, must be substantiated) – The requested waiver is a reduction in the public open space required which is **40%** of the net acreage. The applicant is proposing a pool, club house, fitness center, two tot lots and various green spaces that comprise **9%** of the site. The Applicant states that the waiver or reduction of the open space development standards is necessary to accommodate the affordable units in terms of offering the necessary physical space on the site plan to site the buildings with their associated circulation, parking, open space and setbacks. In

addition, reducing these standards directly reduces the cost of construction which contributes to making the proposed project feasible.

The Density Bonus, one Incentive and the Parking Concession are permitted by law as well as the use of the land as multi-family housing. The responsibility of the Planning Commission and City Council during the entitlement process is to ensure that the law is appropriately applied and that the objective design standards in the Municipal Code are adhered to. Each of these incentives and concessions are described in greater detail below in the context of the Design Review and analysis of development standards.

Inclusionary Housing Policy – In addition to the Density Bonus provisions, the Agreement attached for consideration includes a discussion of the City's Inclusionary Housing ordinance codified in HMC Chapter 16.50. The Inclusionary Housing provisions require that a housing developer either construct 15% of their project as affordable, construct affordable units off-site, donate land, or pay an in-lieu fee. The Applicant chose to build 5% of the units as affordable and to pay the in-lieu fee for the remaining 10%. The Agreement defines these terms and fees; 5% Very Low Income Units (11 units) to be constructed, and a payment of $490,365 in in-lieu fees. The Agreement further enumerates the terms of development, location, and size of units to be restricted.

Design Review Application

Site Plan

The development will include two (2) freestanding buildings designed around the eastern and western portions of the site, visible from Sterling Avenue. There will be two (2) drive accesses along Sterling Avenue, the southerly being the primary ingress and egress to the complex and the northerly being strictly an exit. There will also be an emergency exit onto Elm Street toward the northwest corner of the site. A two-way drive aisle travels around the perimeter of the complex with guest parking spaces located along the perimeter of the site. Both buildings will be four (4) stories and 52.5-feet in height with footprints of 32,108 and 44,443 square feet, respectively, and an overall lot coverage of 27.45%. Building A is located closer to Sterling Avenue while Building B is located toward the interior of the site (Exhibit B – Site Plan).

The 220 residential units are distributed amongst the buildings as follows:

Unit Type	Building A	Building B	Total	Mix
Studio	6	8	114	6%
1 Bedroom	28	42	70	32%
2 Bedroom	49	54	103	47%
3 Bedroom	7	26	33	15%
Total	**90**	**130**	**220**	**100%**

The two (2) buildings are similar in overall design, although Building A is more elongated east to west while Building B features a more square-like footprint. The ground floor features individual garage spaces around the exterior of each building and residential units on the interior sections. Floors 2, 3, and 4 feature residential units above the first floor garages facing outward as well as units facing the interior of the building. Building A contains the complex's amenities such as the community pool, BBQ area, as well as the fitness center and leasing office. Tot lots and open space are located at both Buildings A and B.

The first/ground floor of the apartment complex features two (2) studio, ten (10) one-bedroom, sixteen (16) two-bedroom, and six (6) three-bedroom units for a total of thirty-four (34) units, all of which are market rate. The second floor of the complex contains four (4) studio, twenty-two (22) one-bedroom, twenty-seven (27) two-bedroom, and nine (9) three-bedroom units for a total of sixty-two (62) units, three (3) of which are designated as affordable units. The third floor contains four (4) studio, twenty-two (22) one-bedroom, twenty-seven (27) two-bedroom, and nine (9) three-bedroom units for a total of sixty-two (62) units, five (5) of which are designated as affordable. Lastly, the fourth floor contains four (4) studio, twenty-two (22) one-bedroom, twenty-seven (27) two-bedroom, and nine (9) three-bedroom units for a total of sixty-two (62) units, three (3) of which are designated as affordable. There are two (2) elevators located along the central hallways of each building providing ADA accessibility to each of the upper level floors.

Respective square footages for each of the units are 445 square feet for the studio, 705 square feet for the one-bedroom, 975 square feet for the two-bedroom, and 1,109 square feet for the three-bedroom units, well exceeding the minimums square footage requirements per the for "R-4" development standards (Attachment 2 – Resolution No. 2023-____ for Design Review Application).

Landscaping

The project's Conceptual Landscape Plan features a variety of evergreen and deciduous trees in addition to accent palms trees, shrubs, and groundcover well suited to the local climate. Valley Oak and California Sycamore trees are placed along the Sterling Avenue frontage, at the corners of the Building A parking area, and in front of the leasing office. Chinese Elm, Shademaster Honey Locust, and Golden Rain trees are placed around the remaining perimeter of the site and within the landscape planters within the parking area. The landscape planter along the southern boundary of the site specifically features Marina Strawberry, Peppermint, and Maiden Hair trees. The landscape planters located at each corner of the site contain clusters of Aristocrat Flowering Pear trees. The corners of each building pad are embellished with a variety of palm trees that include Queen Palms, Date Palms, and Mediterranean Fan Palms.

The tot lot and community amenities area within Building A feature a range of Red Plush Chine Pistache, Catalina Cherry, and Lavender Crape Myrtle trees as well as a

variety of groundcover. There are several types of Background shrubs that include Bay Laurel and Catalina Cherry, Midground shrubs that include Fruitland Silverberry and Azure Bush Germander, and Foreground shrubs that include Indian Hawthorn and Texas Ranger. The rest of the groundcover placed in the landscape planters and setback areas includes Hybrid Sterile Coyote Bush, Orchid Rose, and Australian Rosemary, all of which are considered to be drought tolerant with low water consumption rates (Exhibit C – Landscape Plan).

As mentioned, there are required landscape planters between every eight (8) parking spaces within the general parking area along the perimeter of the property, satisfying the landscape requirement per the City's Parking Regulations.

The Landscape Plan was reviewed by the City's Landscape Architect and found to be suitable for a multi-family residential complex as proposed. However, additional attention shall be given to complement the unique design character of the site, particularly along the drive aisles and near leasing office area (Exhibit H – Landscape Plan). Landscape Conditions have been included as part of the Planning Conditions of Approval. These include requirements to increase tree sizes, show shade calculations to verify the attempt to limit heat island effect, include enhanced paving treatments, and considering the use of decorative pottery or other structured methods of protecting plant materials in high use areas.

Building Elevations

The Applicant has proposed a modern overall design with a variety of different accents that include painted stucco finishes, manufactured stone veneer, wood composite panels, and anodized metal rails.

The ground/first floor garage doors are comprised of anodized metal. The second, third, and fourth floors of the building consist of primarily Sherwin-Williams "Cotton White" stucco accented by "Woven Wicker" taupe and "Amazing Gray" stucco every two (2) to three (3) units. Vertical accents of "Well-Bred Brown" stucco along the sides of each unit provide additional aesthetic variety. The roof of the building is relatively flat and features roof parapets finished in "Caviar" black and "Software" gray. The roofline itself has a mix of hip and gable ends to create interest, depth, and shadows. The sections along the exterior stairwells are further accented by wood composite paneling while the primary entrance gate to the complex features a stone veneer vertical sign that reads "Halcyon" (Exhibit D – Elevations).

The buildings have an ultimate height of 52.7-feet at peak, just under 3-feet short of the maximum building height of 55-feet in the "R-4" district.

Photometrics

Parking lot lights include building and pole mounted "KIM LIGHTING" LED products which are constructed of precision cast aluminum body and door frame, stainless steel hardware, and a black metallic finish. The site is well illuminated at its access points, along the building, and the parking lot. The Plan meets the Code requirement for an average of than 0.5 foot candles at perimeter locations adjacent to a commercial/industrial uses and 0.0 foot candles at locations adjacent to other residential uses. (Exhibit E – Photometric Plan).

Parking

As mentioned above, the developer is granted a parking deviation from the conventional "R-4" parking standards in conjunction with the project Density Bonus. The standard parking requirements per Section 16.52.030 of the Highland Municipal Code require 1.5 spaces for studio and one-bedroom units, 1.9 spaces for two-bedroom units, 2.1 spaces for three-bedroom units, and 0.3 spaces per unit dedicated to guest parking. Per Density Bonus Law, the parking requirement for studio and one-bedroom units is reduced to 1 space while the requirement for two and three-bedroom units is reduced to 1.5 spaces. These modified requirements include guest parking. Thus, a total of 288 total parking spaces are required for a development of this size. The Applicant has provided a total of 418 total parking spaces, including 91 parking garages, as part of this development.

The provided parking arrangement also features six (6) ADA accessible stalls, two (2) along the tot lot by Building A and four (4) within Building B. There are also twenty-four (24) dedicated electric vehicle spaces located within Building B and an additional eleven (11) spaces located along Building A.

Open Space

The "R-4" development standards per the Highland Municipal Code require a minimum of 30% of the net project area be designated as public open space, equivalent to 88,470 square feet. Density Bonus law grants the developer a reduction to this requirement in the form of a "waiver" as mentioned above. Per the deviation, the Applicant has proposed a total public open space area of 9%, or 26,541 square feet, which includes the tot lot, community pool, and BBQ area.

The "R-4" development standards also require private open space in addition to common areas. Specifically, each ground/first floor unit must include a 150 square foot patio and second, third, and fourth floor units shall include a 100 square foot balcony. While the first/ground floor units include 150 square foot patios to satisfy this standard, the second, third, and fourth floor units include 60 square foot balconies which is permitted as a Density Bonus "incentive."

Variance

Wall/Fence Plan

The maximum allowable wall and fence height within the "R-4" residential district per Section 16.40.100 of the Highland Municipal Code is 6-feet. The Applicant conveyed to Staff that due to the overall size of the development and the logistics of securing a multi-family residential complex along a primary thoroughfare like Sterling Avenue, slightly taller perimeter fencing would be suitable. The Applicant has proposed a 7.75-foot tall CMU block wall around the entire perimeter of the site. The access gates at the two (2) Sterling Avenue entrance/exits as well as the emergency exit onto Elm Street will be constructed of 7.75-foot tall tubular steel. The security fencing along the pool area within Building A will be a combination of the 7.75-foot tall CMU block wall and black tubular steel. The access gates will be operated by remote and swing inward toward the property (Attachment 3 – Resolution No. 2023-____ for Variance).

Lot Line Adjustment

Prior to the development of this site, the Applicant is required to have Lot Line Adjustment (LLA 23-003) completed and recorded with the County of San Bernardino. The site is currently comprised of three (3) separate parcels. The proposed Lot Line Adjustment will reposition the existing parcel boundaries so that Building A will be on its own parcel and Building B will be on its own parcel. The Applicant explained that instead of a traditional Parcel Map to consolidate the three (3) parcels, a Lot Line Adjustment will allow for the flexibility of a phased development over a period of time (Attachment 4 – Resolution No. 2023-____ for Lot Line Adjustment).

WQMP

The underground stormwater infiltration basins for the development are located along the western boundary of the site, under the guest parking spaces. The Conceptual Water Quality Management Plan (WQMP) has been reviewed and approved by the City's Public Works Division which addresses the topography, stormwater collection basins, and proposed water drainage paths for the site. The Site Aerial photo shows the current state of the property as well as the surrounding parcels and boundary walls. The East Valley Water District sewer and water plans provide a map of the sewer and water pipelines for the overall area and the location the lines will feed into the project location.

Grading Plan

The site is relatively flat, with elevations of approximately 111 feet on the east end and 106 feet on the west end. Finished grades will slope towards drainage swales along the northern and southern boundaries to the west end where the underground stormwater infiltration basins are located. The Applicant is working with Flood Control Right-of-Way division regarding the necessary permits and activity (Exhibit E – Grading Plan.

ENVIRONMENTAL REVIEW: An Initial Study was prepared for the project and potential impacts to air quality, biological resources, tribal/cultural resources, noise, as well as geology and soils were identified. Project specific mitigation measures have been included to reduce said impacts to below a level of significance and the list of measures have been included in the Mitigation Monitoring and Reporting Program (MMRP) and Planning Division Conditions of Approval.

A Notice of Intent to Adopt a Mitigated Negative Declaration (MND) was circulated through the California State Clearinghouse and made available for public comment between August 1, 2023 and August 30, 2023. The Notice was mailed to surrounding property owners within 300 feet as well as interested agencies and parties at their request. The Notice was also posted on the City's website, outside 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 the 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 (Attachment 5 – Resolution No. 2023-____ Mitigated Negative Declaration).

ANALYSIS: The proposed 220-unit apartment complex is consistent with the zoning and land use designation of "R-4" and Residential High Density Special Overlay which envision "*the development, by right, of multifamily attached residential dwelling units with enhanced amenities (common open space and recreation areas) at a minimum density of 20 DUs per gross acre and a maximum density of 30 DUs per gross acre*", per Section 16.16.020.F of the Highland Municipal Code.

The project satisfies all other relevant Municipal Code development standards and provides quality multi-family housing that is much needed in the City and region. Staff recommends approval of the proposed 220-unit multi-family residential development.

EXHIBITS:

A) Area Map
B) Site Plan
C) Landscape Plan
D) Elevations
E) Grading Plan

ATTACHMENTS:

1) Resolution No. 2023-____ for CC&Rs --- Density Bonus & Inclusionary Housing Agreement
    Exhibit 1: Agreement
2) Resolution No. 2023-____ for Design Review Application (DRA 23-001)
    Exhibit 1: Project Plans
    Exhibit 2: Conditions of Approval (DRA 23-001)
    Exhibit 3: Mitigation Monitoring and Reporting Program
3) Resolution No. 2023-____ for Variance (VAR 23-003)
4) Resolution No. 2023-____ for Lot Line Adjustment (LLA 23-003)
    Exhibit 1: Lot Line Adjustment
    Exhibit 2: Conditions of Approval (LLA 23-003)
5) Resolution No. 2023-____ adopting Mitigated Negative Declaration (ENV 23-005)
    Exhibit 1: Initial Study/Mitigated Negative Declaration
    Exhibit 2: Mitigation Monitoring and Reporting Program

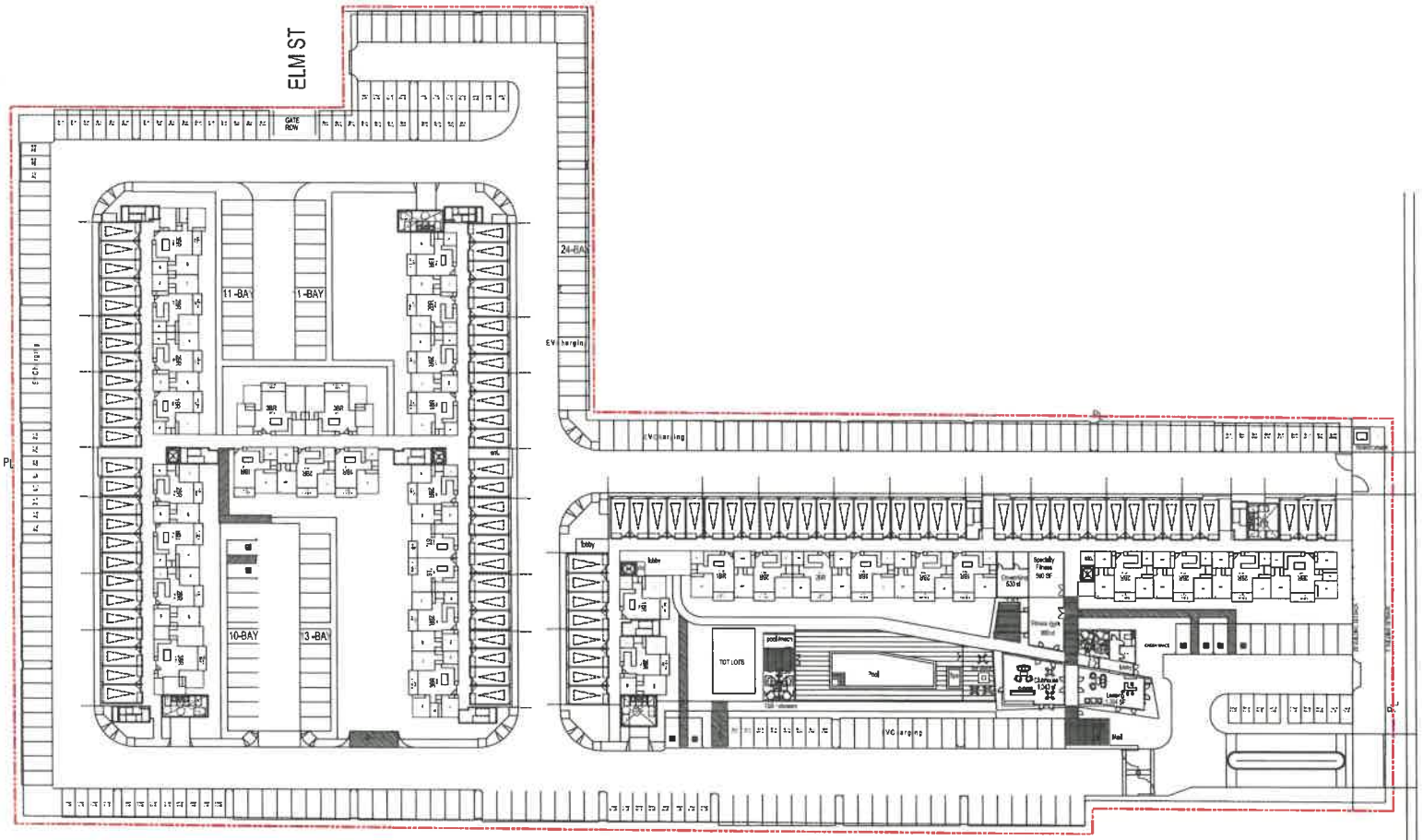
Exhibit A:

Area Map

N
Elm St
9th St
Sterling Ave
Sterling Ave
Warm Springs Elementary School
11th St
Rogers Ln
Rogers Ln
Rogers Ln
Vine St
Union St
9th St

Exhibit B:

Site Plan



BLDG. B

	STUDIO	1BR	2BR	3BR
FIRST	2	6	9	5
2ND	2	12	15	7
3RD	2	12	15	7
4TH	2	12	15	7
	8	42	54	26

BLDG. A

	STUDIO	1BR	2BR	3BR
FIRST	0	4	7	1
2ND	2	8	14	2
3RD	2	8	14	2
4TH	2	8	14	2
	6	28	49	7

UNIT MIX.

UNIT TYP.	STUDIO	1BR	2BR	3BR	TOTAL
#	14	70	103	33	220
MIX:	6%	32%	47%	15%	100%

PARKING

BUILDING A : 43 (90 UNITS)

BUILDING B : 50 (130 UNITS)

SITE : 326

TOTAL : 419

1/32"=1'-0"

HALCYON

HELIOS HOLDINGS LLC

HIGHLAND, CA

SITE PLAN

22111.00 2022-12-02 A-0.1

DANIELIAN ASSOCIATES

architects ■ planners

Exhibit C:

Landscape Plan

IRRIGATION AND LANDSCAPE DESIGN NOTES

1. LANDSCAPE SHALL ADHERE TO THE CITY OF HIGHLAND MUNICIPAL CODE 16.40.
2. FINAL STREET TREE SELECTION WILL BE COORDINATED WITH THE CITY LANDSCAPE ARCHITECT.
3. IRRIGATION SHALL BE WATER CONSERVING AND CONFORM TO THE STATE OF CALIFORNIA AB1881 MWELO REQUIREMENTS. PLAN CHECK SUBMITTAL WILL INCLUDE MAWA, ETWU, AND MWELO CALCULATIONS AS WELL AS WATER SCHEDULES.
4. PLANTS SHALL BE GROUPED INTO HYDROZONES UTILIZING THE MWCOLS (WATER USE CLASSIFICATION OF LANDSCAPE SPECIES) AND A HYDROZONE PLAN WILL BE PART OF THE PLAN CHECK SUBMITTAL.
5. ALL LANDSCAPE AREAS SHALL BE EITHER A 1" MINIMUM LAYER OF DECOMPOSED GRANITE OR DECORATIVE COBBLE IN SPECIALIZED AREAS. 90% OF THE SITE SHALL BE HEAVILY MULCHED WITH A 3" MINIMUM DEPTH OF A SHREDDED WOOD MULCH AT THE END OF CONSTRUCTION.
6. INSTALL HIGH EFFICIENCY IRRIGATION SYSTEM WITH SMART CLOCK CONTROLS.
7. TURF AREAS ARE EXCLUDED FROM THIS SITE (0%) IN FAVOR OF DROUGHT TOLERANT PLANTINGS. ALL GROUND MOUNTED ELECTRICAL/MECHANICAL/WATER EQUIPMENT SHALL BE EFFECTIVELY SCREENED WITH LANDSCAPING.
8. TREES WITHIN 5FT OF HARDSCAPE SHALL BE INSTALLED WITH AN APPROVED LINEAR ROOT CONTROL BARRIER ALONG THE EDGE OF THE HARDSCAPE (16 FEET TOTAL MIN. LENGTH FOR EACH TREE).
9. NO INVASIVE SPECIES SHALL BE PLANTED ON SITE. INVASIVE SPECIES ARE THOSE DEFINED BY THE CALIFORNIA INVASIVE PLANT COUNCIL (CAL-IPC) AND FOUND AT: HTTP://WWW.CAL-IPC.ORG/IMA/INVENTORY/WEEDLIST.PHP

SCHEMATIC PLANT PALETTE - TREES

BOTANICAL NAME	COMMON NAME	SIZE / HT	HT X WD
EVERGREEN CONIFER TREES			
• CEDRUS DEODARA	DEODAR CEDAR	24" BOX / M	70' X 40'
• PINUS CANARIENSIS	PINUS CANARIENSIS	24" BOX / M	70' X 30'
• PINUS ELDARICA	MONDELL PINE	24" BOX / L	70' X 25'
VERTICAL EVERGREEN TREES			
• JUNIPERUS CHINENSIS 'SPARTAN'	SPARTAN JUNIPER COLUMN	15 GAL / M	15' X 6'
• BRACHYCHITON POPULNEUS	BOTTLE TREE	24" BOX / L	40' X 25'
DECIDUOUS VERTICAL TREES			
• GINKGO BILOBA 'AUTUMN GOLD'	MAIDEN HAIR TREE	36" BOX / M	35' X 30'
EVERGREEN SHADE TREES			
• AGONIS FLEXUOSA	PEPPERMINT TREE	24" BOX / L	30' X 25'
• ARBUTUS 'MARINA'	MARINA STRAWBERRY TREE	24" BOX / M	35' X 25'
• GEIJERA PARVIFOLIA	AUSTRALIAN WILLOW	24" BOX / M	25' X 20'
• OLEA EUROPEA 'SWAN HILL'	SWAN HILL OLIVE	36" BOX / L	25' X 25'
DECIDUOUS SHADE TREES			
• GLEDITSIA TRIANCANTHOS 'SHADEMASTER'	SHADEMASTER HONEY LOCUST	24" BOX / L	40' X 35'
• KOELREUTERIA PANICULATA	GOLDEN RAIN TREE	36" BOX / L	30' X 35'
• PISTACIA X 'RED PUSH'	RED PUSH CHINESE PISTACHE	48" BOX / M	35' X 35'
• ULMUS PARVIFOLIA	CHINESE ELM	48" BOX / L	50' X 50'
HERITAGE TREE			
• PLATANUS RACEMOSA	CALIFORNIA SYCAMORE	48" BOX / M	70' X 45'
• QUERCUS LOBATA	VALLEY OAK	48" BOX / M	70' X 70'
SMALL FLOWERING ACCENT TREES			
• CERCIS OCCIDENTALIS	WESTERN REDBUD	24" BOX / L	15' X 15'
• CHILOPSIS LINEARIS 'BUBBA'	BUBBA DESERT WILLOW	24" BOX / L	25' X 25'
• LAGERSTROEMIA X 'MUSKOGEE'	LAVENDER CRAPE MYRTLE	24" BOX / M	20' X 15'
• MAGNOLIA GRANDIFLORA 'LITTLE GEM'	LITTLE GEM SOUTHERN MAGNOLIA	36" BOX / M	25' X 15'
• PARKINSONIA X 'DESERT MUSEUM'	THORNLESS PALO VERDE	36" BOX / L	25' X 30'
• PRUNUS LIGIFOLIA LYONII	CATALINA CHERRY	24" BOX / L	20' X 20'
• PRUNUS KRAUTER 'VESUVIUS'	KRAUTER VESUVIUS PURPLE LEAF PLUM	24" BOX / M	20' X 15'
• PYRUS 'ARISTOCRAT'	ARISTOCRAT FLOWERING PEAR	36" BOX / M	30' X 20'
PALM FOCAL POINTS			
• CHAMAEROPS HUMILIS	MEDITERRANEAN FAN PALM	36" BOX / L	20' X 20'
• PHOENIX DACTYLIFERA	DATE PALM	15' BTF / L	(48" EQUIV)
• SYAGRUS ROMANZOFFIANA	QUEEN PALM	36" BOX / M	

SCHEMATIC PLANT PALETTE - SHRUBS, VINES, AND GROUNDCOVERS

BOTANICAL NAME	COMMON NAME	SIZE / H20
LARGE / SCREENING SHRUBS		
• ELAEAGNUS PUNGENS 'FRUITLANDII'	FRUITLAND SILVERBERRY	5 GAL / L
• LAURUS NOBILIS	BAY LAUREL	15 GAL / L
• LEUCOPHYLLUM FRUTESCENS	TEXAS RANGER	5 GAL / L
• PRUNUS LIGIFOLIA LYONII	CATALINA CHERRY	15 GAL / L
• RHAPHIOLEPIS INDICA 'MAJESTIC BEAUTY'	MAJESTIC BEAUTY INDIAN HAWTHORN	15 GAL / M
• TEUCRIUM FRUTICANS	AZURE BUSH GERMANDER	5 GAL / L
• XYLOSMA CONGESTUM	SHINY XYLOSMA	5 GAL / M
MEDIUM SHRUB MASSES		
• CISTUS PURPUREUS	ORCHID ROCKROSE	5 GAL / L
• ILEX VOMITORIA 'STOKES'	DWARF YAUPON HOLLY	5 GAL / L
• LEUCOPHYLLUM LANGMANIAE 'LYNN'S LEGACY'	LYNN'S EVERBLOOMING TEXAS SAGE	5 GAL / L
• MYRTUS COMMUNIS 'COMPACTA'	COMPACT COMMON MYRTLE	5 GAL / M
• OLEA EUROPAEA 'LITTLE OLLIE'	DWARF OLIVE	5 GAL / L
• RHAPHIOLEPIS UMBELLATA 'MINOR'	DWARF YEDDO HAWTHORN	5 GAL / M
• ROSMARINUS OFFICINALIS	UPRIGHT ROSEMARY	5 GAL / L
• WESTRINGIA FRUTICOSA	AUSTRALIAN ROSEMARY	5 GAL / L
SPREADING SHRUBS		
• BACCHARIS X 'STARN THOMPSON'	HYBRID STERILE COYOTE BUSH	1 GAL / L
• CARISSA MACROCARPA 'GREEN CARPET'	GREEN CARPET NATAL PLUM	1 GAL / M
• COTONEASTER DAMMERI 'CORAL BEAUTY'	CORAL BEAUTY COTONEASTER	1 GAL / M
• ROSMARINUS OFFICINALIS 'PROSTRATA'	PROSTRATE ROSEMARY	1 GAL / L
GRASSES, SUCCULENTS, AND ACCENTS		
• ALOE BARBADENSIS	YELLOW TORCH ALOE	1 GAL / L
• DIANELLA REVOLUTA 'LITTLE REV'	LITTLE REV FLAX LILY	5 GAL / L
• DIETES BICOLOR	FORTNIGHT LILY	5 GAL / M
• EUPHORBIA MILII	CROWN OF THORNS	5 GAL / L
• EUPHORBIA RIGIDA	GOPHER PLANT	1 GAL / L
• HESPERALOE PARVIFOLIA 'RED OR YELLOW'	RED OR YELLOW HUMMINGBIRD YUCCA	1 GAL / L
• JUNCUS PATENS	CALIFORNIA RUSH	1 GAL / L
• LOMANDRA LONGIFOLIA 'BREEZE'	BREEZE SPINY HEADED MAT RUSH	1 GAL / M
• MUHLENBERGIA RIGENS	DEER GRASS	1 GAL / M
• ROSA 'RED MEIDILAND'	RED MEIDILAND CARPET ROSE	5 GAL / M
VINES		
• PANDOREA JASMINOIDES 'ROSEA'	PINK BOWER VINE	5 GAL / M
• VITIS CALIFORNICA	CALIFORNIA WILD GRAPE	5 GAL / L

LANDSCAPE AMENITIES KEY:

- PRIMARY CHILDREN'S PLAY AREA
  - Δ 0 - 5 AGE TOT LOT
  - Δ 5 - 12 AGE PLAY EQUIPMENT
  - Δ RUBBER MAT SURFACING
- PRIMARY COMMUNITY SPACE
  - Δ DINING TABLE & CHAIRS W/ SHADE STRUCTURE
  - Δ FIREPIT AND LOUNGE SEATING
  - Δ BARBECUE
  - Δ POOL / SPA WITH CHAISES, TABLES, & LOUNGE SEATING
- BUILDING B - DOG PARK
  - Δ FENCED
  - Δ ARTIFICIAL TURF
  - Δ SHADE STRUCTURE AND SEATING
- BUILDING B - TOT LOT
  - Δ SMALL TOT LOT FOR CONVENIENCE
  - Δ SHADE STRUCTURE AND SEATING
- BUILDING B - OUTDOOR COOKING AREA
  - Δ BARBECUE
  - Δ SHADE STRUCTURE AND SEATING
- SHADED SHORT TERM BIKE RACKS



PROJECT SUMMARY

TOTAL SITE:	292,234 SF
TOTAL LANDSCAPE AREA:	32,238 SF
PERCENTAGE OF LANDSCAPE AREA TO SITE	11.03 %

TREE SUMMARY (PER CITY OF HIGHLAND DEVELOPMENT CODE)

TOTAL NUMBER OF TREES PROPOSED:	184
15 GALLON REQD (64%):	92
15 GALLON PROPOSED: (INCLUDES REMAINDER OF PERIMETER PARKING LOT AND SMALL ACCENT TREES AS NOTED)	97
24" BOX REQD (20%):	37
24" BOX PROPOSED: (INCLUDES MOST PARKING LOT FINGER & CORNER ISLANDS)	38
36" BOX REQD (15%):	28
36" BOX PROPOSED: (INCLUDES CORE COURTYARD AREA SHADE TREES, QUEEN PALMS, AND ACCENT ENTRY TREES)	26
48" BOX REQD (15%):	27
48" BOX PROPOSED (EQUIVALENT PALM SIZE IN BROWN TRUNK FOOT): (INCLUDES STREET FRONTAGE TREES, DATE PALMS, PLAY AREA, DOG PARK, SHADED SEATING)	28

FUTURE DESIGN WILL ALSO PROVIDE FOR SHRUBS, GRASSES, AND OTHER PLANTS AT THE FOLLOWING MINIMUM RATIO: 80% 5 GALLON AND 20% 1 GALLON - ADDITIONAL 15 GALLON SHRUBS WILL BE PROVIDE AS NEEDED FOR ACCENTS AND PRIVACY SCREENS WHERE DESIRED

SPREADING SHRUBS SHALL BE UTILIZED AS "GROUNDCOVER" AS NEEDED

PAVING LEGEND

- UNCOLORED, SCORED CONCRETE PAVING W/ SMOOTH CEMENT FINISH
- COLORED, SCORED CONCRETE PAVING AT IMPORTANT ENTRY AND GATHERING PLACES
- DECORATIVE 4.5 X 8 PERMEABLE PAVERS AT DRIVEWAY ENTRANCES
- DECORATIVE ASHLAR PATTERN PERMEABLE PAVERS IN SHADED SEATING
- STABILIZED DECOMPOSED GRANITE AS PATHWAYS IN SELECT AREAS
- PLANTING AREAS W/ DISTINCT HYDROZONE DESIGN
- NATURAL, OPEN PLANTING WITH DECOMPOSED GRANITE TOPDRESSING
- ARTIFICIAL TURF IN DOG RUN
- 3" LAYER OF 3/4" GRAY GRAVEL
- ENHANCED PAVING AT PEDESTRIAN CROSSWALKS W/ TRUNCATED DOME TILE EDGING FOR EASIER WAYFINDING

Mark Beall

PREPARED UNDER THE DIRECTION OF LICENSED LANDSCAPE ARCHITECT

MARK BEALL RLA #3640

HALCYON APARTMENTS

CITY OF HIGHLAND, CALIFORNIA

LANDSCAPE CONCEPT

08/04/2023

0' 15' 30' 60' 120'

SCALE: 1" = 30'

PL-1

Exhibit C:

Elevations





KEYNOTES

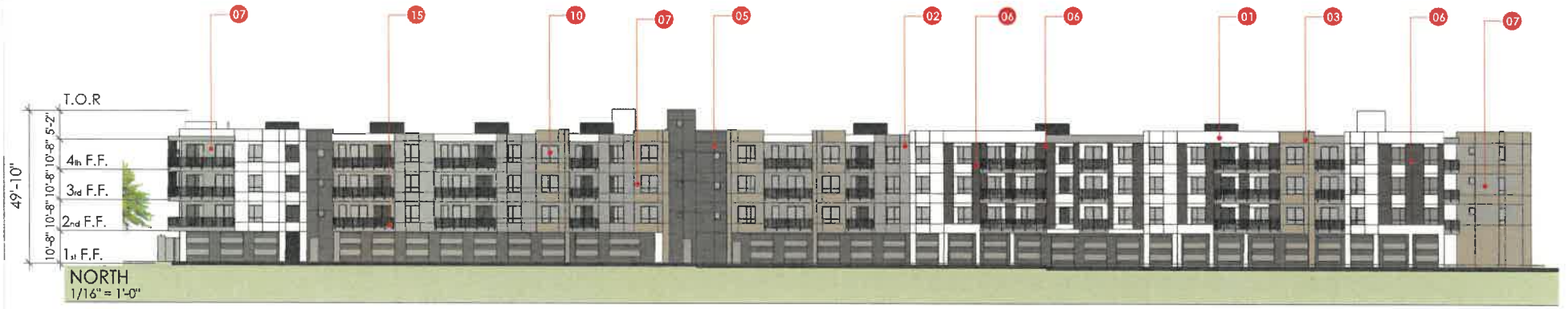
01 PAINTED STUCCO : SW 7104 Cotton White
02 PAINTED STUCCO : SW 7044 Amazing Grey
03 PAINTED STUCCO: SW 9104 Woven Wicker
04 PAINTED STUCCO: SW 6990 Caviar
05 PAINTED STUCCO: SW 7074 Software
06 PAINTED STUCCO: SW 7027 Well-Bred Brown
07 PAINTED STUCCO: SW 6171 Chatroom
08 MANUF. STONE VENEER : WHISPER WHITE
09 COMPOSITE PANELS: WOOD FINISH
10 WHITE VINYL WINDOW FRAMES
11 WALL TILE
12 METAL GARAGE DOOR
13 ANODIZED STOREFRONT SYSTEM : BLACK
14 PAINTED METAL TRELLIS
15 METAL GUARDRAILS
16 COMPOSITE PANELS: METAL FINISH

BUILDING TYPE A ELEVATIONS
ARCHITECTURE ENTITLEMENT SET

HALCYON
HELIOS HOLDINGS LLC
HIGHLAND, CA

22111.00 2023-06-04 A2.1

DANIELIAN ASSOCIATES
architects + planners





KEYNOTES

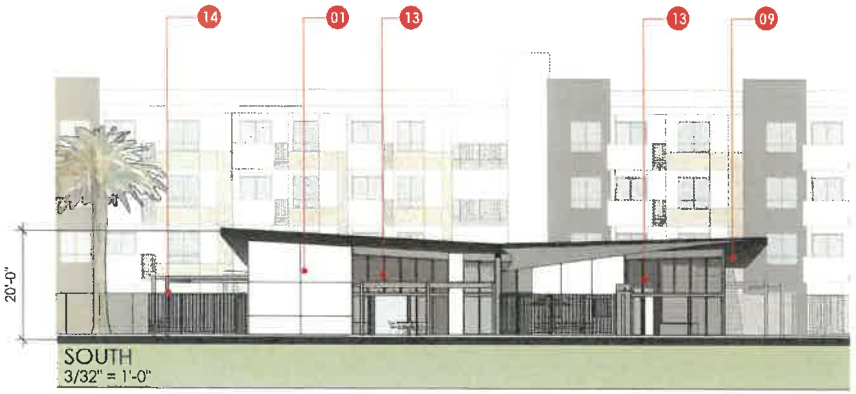
01 PAINTED STUCCO : SW 7104 Cotton White
02 PAINTED STUCCO : SW 7044 Amazing Grey
03 PAINTED STUCCO: SW 9104 Woven Wicker
04 PAINTED STUCCO: SW 6990 Caviar
05 PAINTED STUCCO: SW 7074 Software
06 PAINTED STUCCO: SW 7027 Well-Bred Brown
07 PAINTED STUCCO: SW 6171 Chatroom
08 MANUF. STONE VENEER : WHISPER WHITE
09 COMPOSITE PANELS: WOOD FINISH
10 WHITE VINYL WINDOW FRAMES
11 WALL TILE
12 METAL GARAGE DOOR
13 ANODIZED STOREFRONT SYSTEM : BLACK
14 PAINTED METAL TRELLIS
15 METAL GUARDRAILS
16 COMPOSITE PANELS: METAL FINISH

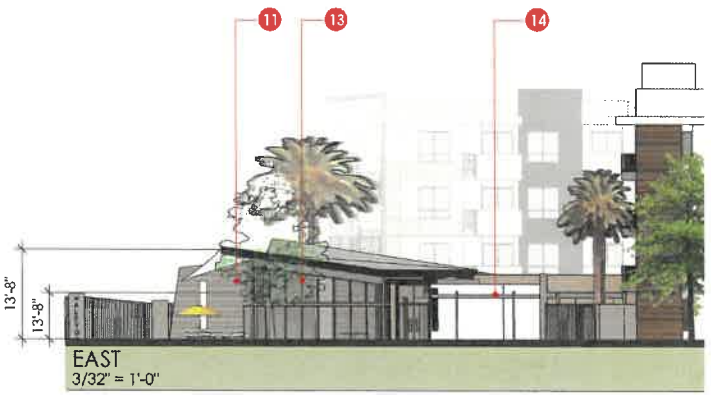
BUILDING TYPE A ELEVATIONS
ARCHITECTURE ENTITLEMENT SET

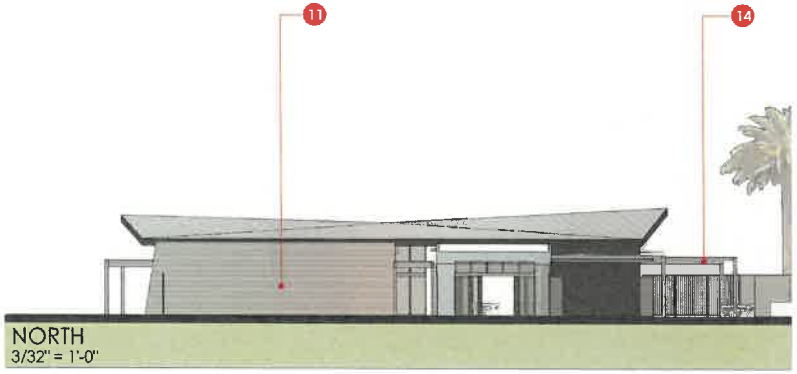
HALCYON
HELIOS HOLDINGS LLC
HIGHLAND, CA

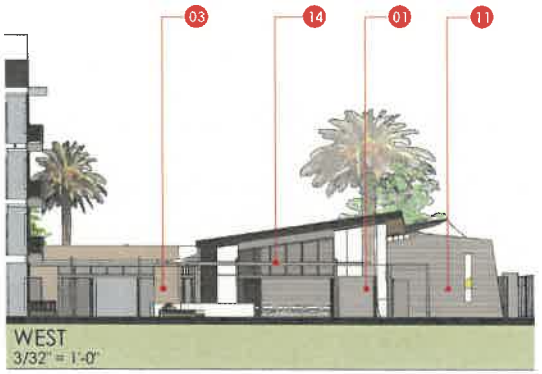
22111.00 2023-08-04 A2.2

DANIELIAN ASSOCIATES
architects + planners









KEYNOTES

01 PAINTED STUCCO : SW 7104 Cotton White
02 PAINTED STUCCO : SW 7044 Amazing Grey
03 PAINTED STUCCO: SW 9104 Woven Wicker
04 PAINTED STUCCO: SW 6990 Caviar
05 PAINTED STUCCO: SW 7074 Software
06 PAINTED STUCCO: SW 7027 Well-Bred Brown
07 PAINTED STUCCO: SW 6171 Chatroom
08 MANUF. STONE VENEER : WHISPER WHITE
09 COMPOSITE PANELS: WOOD FINISH
10 WHITE VINYL WINDOW FRAMES
11 WALL TILE
12 METAL GARAGE DOOR
13 ANODIZED STOREFRONT SYSTEM : BLACK
14 PAINTED METAL TRELLIS
15 METAL GUARDRAILS
16 COMPOSITE PANELS: METAL FINISH

HALCYON
HELIOS HOLDINGS LLC
HIGHLAND, CA

CLUBHOUSE ELEVATIONS
ARCHITECTURE ENTITLEMENT SET

22111.00 2023.08.04 A2.3

DANIELIAN ASSOCIATES
architects + planners





KEYNOTES

01	PAINTED STUCCO : SW 7104 Cotton White
02	PAINTED STUCCO : SW 7044 Amazing Grey
03	PAINTED STUCCO: SW 9104 Woven Wicker
04	PAINTED STUCCO: SW 6990 Caviar
05	PAINTED STUCCO: SW 7074 Software
06	PAINTED STUCCO: SW 7027 Well-Bred Brown
07	PAINTED STUCCO: SW 6171 Chatroom
08	MANUF. STONE VENEER : WHISPER WHITE
09	COMPOSITE PANELS: WOOD FINISH
10	WHITE VINYL WINDOW FRAMES
11	WALL TILE
12	METAL GARAGE DOOR
13	ANODIZED STOREFRONT SYSTEM : BLACK
14	PAINTED METAL TRELLIS
15	METAL GUARDRAILS
16	COMPOSITE PANELS: METAL FINISH

BUILDING TYPE B ELEVATIONS
ARCHITECTURE ENTITLEMENT SET

HALCYON
HELIOS HOLDINGS LLC
HIGHLAND, CA

22111.00 2023-06-04 A2.4

DANIELIAN ASSOCIATES
architects • planners





KEYNOTES

01 PAINTED STUCCO : SW 7104 Cotton White
02 PAINTED STUCCO : SW 7044 Amazing Grey
03 PAINTED STUCCO: SW 9104 Woven Wicker
04 PAINTED STUCCO: SW 6990 Caviar
05 PAINTED STUCCO: SW 7074 Software
06 PAINTED STUCCO: SW 7027 Well-Bred Brown
07 PAINTED STUCCO: SW 6171 Chatroom
08 MANUF. STONE VENEER : WHISPER WHITE
09 COMPOSITE PANELS: WOOD FINISH
10 WHITE VINYL WINDOW FRAMES
11 WALL TILE
12 METAL GARAGE DOOR
13 ANODIZED STOREFRONT SYSTEM : BLACK
14 PAINTED METAL TRELLIS
15 METAL GUARDRAILS
16 COMPOSITE PANELS: METAL FINISH

BUILDING TYPE B ELEVATIONS
ARCHITECTURE ENTITLEMENT SET

HALCYON
HELIOS HOLDINGS LLC
HIGHLAND, CA

2211.00 2023.08.04 A2.5

DANIELIAN ASSOCIATES
architects & planners





KEYNOTES

01	PAINTED STUCCO : SW 7104 Cotton White
02	PAINTED STUCCO : SW 7044 Amazing Grey
03	PAINTED STUCCO: SW 9104 Woven Wicker
04	PAINTED STUCCO: SW 6990 Caviar
05	PAINTED STUCCO: SW 7074 Software
06	PAINTED STUCCO: SW 7027 Well-Bred Brown
07	PAINTED STUCCO: SW 6171 Chatroom
08	MANUF. STONE VENEER : WHISPER WHITE
09	COMPOSITE PANELS: WOOD FINISH
10	WHITE VINYL WINDOW FRAMES
11	WALL TILE
12	METAL GARAGE DOOR
13	ANODIZED STOREFRONT SYSTEM : BLACK
14	PAINTED METAL TRELLIS
15	METAL GUARDRAILS
16	COMPOSITE PANELS: METAL FINISH

BUILDING TYPE B ELEVATIONS
ARCHITECTURE ENTITLEMENT SET

HALCYON
HELIOS HOLDINGS LLC
HIGHLAND, CA

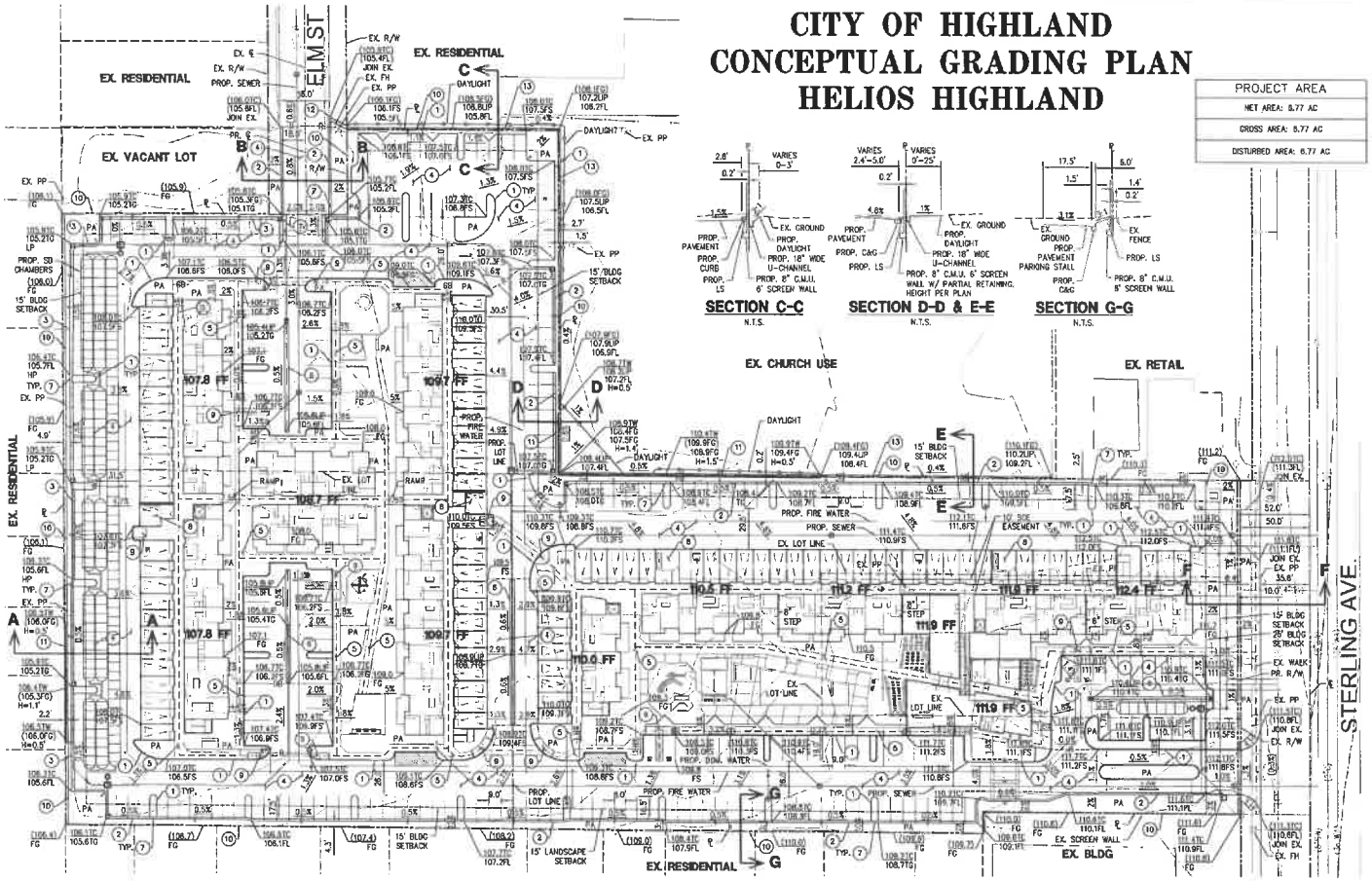
22111.00 2023 08-04 A2.6

DANIELIAN ASSOCIATES
architects + planners

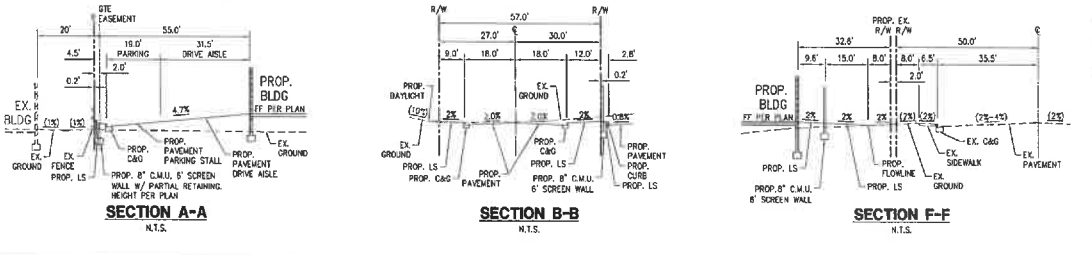
Exhibit E:

Grading Plan

CITY OF HIGHLAND
CONCEPTUAL GRADING PLAN
HELIOS HIGHLAND



PROJECT AREA
NET AREA: 8.77 AC
GROSS AREA: 8.77 AC
DISTURBED AREA: 6.77 AC



GRADING CONSTRUCTION NOTES:

1. CONSTRUCT 6" CURB
2. CONSTRUCT 6" CURB & GUTTER
3. CONSTRUCT 8" CURB & GUTTER
4. CONSTRUCT 4"AC/4.5"AB PAVEMENT SECTION
5. CONSTRUCT 4" PCC SIDEWALK
6. CONSTRUCT 3' RIBBON GUTTER
7. CONSTRUCT 18" WIDE U-CHANNEL
8. CONSTRUCT TRASH ENCLOSURE PER ARCH PLANS
9. CONSTRUCT ADA RAMP W/ TRUNCATED DOMES
10. CONSTRUCT SCREEN WALL
11. CONSTRUCT RETAINING WALL
12. CONSTRUCT PARKWAY DRAIN
13. CONSTRUCT 18" WIDE, 12" DEEP OFFSITE MODIFIED U-CHANNEL

OWNER/APPLICANT
JONATHON WEBB
HELIOS HOLDINGS LLC
840 ARDMORE
HERMOSA BEACH, CA 90254
(310) 428-1982

CIVIL ENGINEER
DRC ENGINEERING, INC.
160 S. OLD SPRINGS RD, SUITE 210
ANAHEIM HILLS, CA 92808
CONTACT: RENE VARGA
(714) 685-6860 X337

SOIL ENGINEER
LEIGHTON AND ASSOCIATES, INC.
10532 ACACIA STREET, SUITE B-8
RANCHO CUCAMONGA, CA 91730
CONTACT: JASON D. HERTZBERG, GE 2711
(909) 484-2205
REPORT DATE: OCT 14, 2022
REPORT NO.: 13685.001
LIQUEFACTION NOT LIKELY

TOPOGRAPHY
CONTOURS AND ELEVATIONS PROVIDED FROM TOPOGRAPHIC SURVEY IN CONFORMANCE WITH THE U.S. MAP ACCURACY STANDARD WAS SUPPLIED BY FDC & ASSOCIATES CORPORATION, 322 W ORANGE SHOW LANE, SAN BERNARDINO, CA 92408
PHONE: (909) 386-7200, DATED: 2-19-19

ASSESORS PARCEL NUMBER
0278-131-45; -46; -47

PROJECT DESCRIPTION
PROPOSED RESIDENTIAL BUILDINGS WITH LANDSCAPING AREAS, PARKING STALLS, AND ASSOCIATED GARAGE SPACES

FLOOD ZONE
THE LAND SHOWN ON THIS SURVEY LIES WITHIN FLOOD ZONE "X" (SHADED) BEING DESCRIBED AS "AREAS OF 0.2% ANNUAL CHANCE FLOOD; AREAS OF 1% ANNUAL CHANCE WITH AVERAGE DEPTHS OD LESS THAN 1 FOOT OR WITH DRAINAGE AREAS LESS THAN 1 SQUARE MILE; AND WITHIN FLOOD ZONE "X" (NO SCREEN) AREA OF MINIMAL FLOOD HAZARD PER FLOOD INSURANCE RATE MAP (FIRM) – COMMUNITY PANEL NO. 06071C7071L DATED SEPTEMBER 2, 2016.

ZONING
R4 – MULTI-FAMILY RESIDENTIAL

BASIS OF BEARINGS
THE BEARINGS SHOWN HEREON ARE BASED ON THE CENTERLINE OF BASE LINE ST AS SHOWN ON PM NO. 2930, BEING NORTH 90°00'00".

UTILITIES:

WATER & SEWER EAST VALLEY WATER DISTRICT 31111 GREENSPOT RD. HIGHLAND, CA 92346 (909) 888-8958	ELECTRIC SOUTHERN CALIFORNIA EDISON 598 KANSAS ST. REDLANDS, CA 92373 (951) 249-8301
GAS SO CAL GAS COMPANY 1136 N. MT. VERNON AVE., 2005 SAN BERNARDINO, CA 92411 (800) 427-2200	CABLE TV TIME WARNER CABLE 7337 CENTRAL AVE. RIVERSIDE, CA 92504 (833) 267-6067
TELEPHONE FRONTIER COMMUNICATIONS 9 S. 4TH ST., REDLANDS, CA 92373 (855) 295-7926	SCHOOL DISTRICT SAN BERNARDINO CITY UNIFIED 777 N F ST. SAN BERNARDINO, CA 92410 (909) 381-1100

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

PARCEL A:
PARCEL 1 OF PARCEL MAP NO. 3281, IN THE CITY OF HIGHLAND, COUNTY OF SAN BERNARDINO, STATE OF CALIFORNIA, AS PER PLAT RECORDED IN BOOK 29 OF PARCEL MAPS, PAGE 30, RECORDS OF SAID COUNTY.
ASSESSOR'S PARCEL NUMBER: 0278-131-45-0-000

PARCEL B:
PARCEL 2 OF PARCEL MAP NO. 3281, IN THE CITY OF HIGHLAND, COUNTY OF SAN BERNARDINO, STATE OF CALIFORNIA, AS PER PLAT RECORDED IN BOOK 29 OF PARCEL MAPS, PAGE 30, RECORDS OF SAID COUNTY.
ASSESSOR'S PARCEL NUMBER: 0278-131-46-0-000

PARCEL C:
PARCEL 1 OF PARCEL MAP 6940, IN THE CITY OF HIGHLAND, COUNTY OF SAN BERNARDINO, STATE OF CALIFORNIA, AS PER PLAT RECORDED IN BOOK 74 OF PARCEL MAPS, PAGES 95 AND 96, RECORDS OF SAID COUNTY.
ASSESSOR'S PARCEL NUMBER: 0278-131-47-0-000



SYMBOL LEGEND:
- EXISTING CONTOUR
- VERTICAL RETAINING WALL
- GRADE BREAK/RIDGE LINE
- PROPERTY LINE
- RIGHT OF WAY LINE
- ADA PATH OF TRAVEL

ABBREVIATIONS

APN	ASSESSORS PARCEL NUMBER
BLDG	BUILDING
C&G	CURB & GUTTER
C.M.U.	CONCRETE MASONRY UNIT
EX	EXISTING
FL	FLOW LINE
FG	FINISHED GRADE
FS	FINISHED SURFACE
FW	FIRE WATER
G	GAS
GB	GRADE BREAK
HDPE	HIGH DENSITY POLYETHYLENE
H	HEIGHT
INV	INVERT
J.S.	JUNCTION STRUCTURE
LIP	LIP OF GUTTER
LS	LANDSCAPE
MB	MAP BOOK
N.T.S.	NOT TO SCALE
PA	PLANTER AREA
PL	PROPERTY LINE
PM	PARCEL MAP
PMB	PARCEL MAP BOOK
PP	POWER POLE
PR	PROPOSED
R/W	RIGHT-OF-WAY
SW	SEWER
SD	STORM DRAIN
TC	TOP OF CURB
TG	TOP OF GRATE
TW	TOP OF WALL
TYP	TYPICAL
W	WATER

EARTHWORK QUANTITIES	
CUT: 4,300 CY	FILL: 9,800 CY
TOTAL EARTHWORK: 5,300 CY IMPORT	



DIG ALERT
CALL BEFORE YOU DIG
811

BENCHMARK
THE CONTOURS AND ELEVATIONS SHOWN HEREON ARE BASED ON THE FOLLOWING BENCHMARK:
BM NO.: EVIDGES
ELEV.: 1106.18' (CITY OF HIGHLAND BENCHMARK)
VERT. DATUM: NAVD88

SEAL

PLANS PREPARED BY:
DRC Engineering, Inc.
Civil Engineering/Land Surveying/Land Planning
160 S. Old Springs Road
Suite 210
Anaheim Hills, CA 92808
714-685-6860

CITY SEAL

REVISIONS

MARK	DESCRIPTION	APPR.	DATE

CITY OF HIGHLAND

RECOMMENDED BY	APPROVED BY
DATE	DATE
MATTHEW S. BENNETT R.C.E. 45100 Assistant Public Works Director	CARLOS ZAMAN R.C.E. 60183 Public Works Director/City Engineer

CONCEPTUAL GRADING PLAN

DRAWER NO.
DATE: 7/26/23
SHEET CG-1 OF 1

NOT FOR CONSTRUCTION

Attachment 1:

Resolution No. 2023-____ for

CC&Rs --- Density Bonus &

Inclusionary Housing Agreement

RESOLUTION NO. 2023 - ____

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF HIGHLAND, CALIFORNIA, RECOMMENDING THE CITY COUNCIL APPROVE THE CONDITIONS, COVENANTS, AND RESTRICTSIONS--- DENSITY BONUS AND INCLUSTIONARY HOUSING AGREEMENT RELATED TO DESIGN REVIEW APPLICATION (DRA 23-002) FOR THE CONSTRUCTION OF A 220-UNIT, 4-STORY APARTMENT COMPLEX, UTILIZING A FIVE (5) PERCENT "DENSITY BONUS" FOR ELEVEN (11) AFFORDABLE UNITS UNDER SECTION 16.40.090 OF THE HIGHLAND MUNICIPAL CODE, ON A VACANT 6.77 ACRE SIT LOVATED ON THE WEST SIDE OF STERLING AVENUE, 250 FEET NORTH OF 9TH STREET.

ASSESSOR'S PARCEL NUMBERS: 0278-131-45, -46, & -47

APPLICANT: HELIOS HOLDINGS, LLC

A. RECITALS

1. On April 19, 2023, the Applicant submitted an application to the City of Highland for a "density bonus" under Section 16.40.090 of the City Municipal Code related to Design Review Application (DRA 23-002) for the construction of a 220-unit, multi-family residential rental project.

2. The project is located on a 6.77 acre site comprised of thee (3) parcels located on the west side of Sterling Avenue, 250 feet north of 9th Street, zoned Multifamily Residential (R-4) with a General Plan Designation as Residential High Density Special Overlay.

3. On September 7, 2023, the notice of the public hearing was posted at the City's three designated posting locations. In addition, the notice was posted on the City's website, mailed to property owners within three-hundred (300) feet of the project site, and published in the San Bernardino Sun newspaper.

4. On September 19, 2023, the Planning Commission of the City of Highland conducted a public hearing on the subject Application and concluded the hearing on this date.

5. All legal prerequisites to the adoption of this Resolution have occurred.

6. Pursuant to CEQA, an Initial Study was prepared for the project and potential impacts to air quality, biological resources, tribal/cultural resources, noise, as well as geology and soils were identified. Project specific mitigation measures have been included to reduce said impacts to below a level of significance and the list of measures have been included in the Mitigation Monitoring and Reporting

Program (MMRP). Based upon the Findings of the Initial Study and adoption of the Mitigation Measures, the Project will not have a significant impact upon the environment.

B. RESOLUTION

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

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

2. The City of Highland Planning Commission after due consideration, inspection, investigation and study made by itself and on its behalf, and after due consideration of all evidence and reports offered at said hearing, including the staff report to the Planning Commission dated September 19, 2023 and which is incorporated herein by this reference, does find and determine the following facts:

    a. All necessary public meetings and opportunities for public testimony and comment have been conducted in compliance with State Law and the Municipal Code of the City of Highland.

3. Findings of Fact. The city shall approve the density bonus and regulatory concessions and/or incentives only if the following findings can be made (HMC 16.40.090. C.2.b.i.E.ii)

    a. The proposed project is consistent with the goals, policies and strategies of the general plan; and

        Response: The General Plan designation for the site is Residential High Density Special Overlay, which supports residential housing developments of 20-30 dwelling units per acre. The City's Certified Housing Element identifies the project area as "Sites 3, 4 and 5", vacant with the potential to accommodate 134 residential units. It is labeled as "Lower Income Site" whose development density is consistent with State standards for low and very low-income families. The project exceeds the expectations for the number of units to be developed at this location.

        The project also specifically meets Housing Element, Goal 2 provide "a diverse range and adequate supply of housing types that align with the needs of all current and future Highland households", and more specifically Policy 2.1 to "bolster the City's affordable housing supply the regulatory tools that encourage the development of and funding for quality lower- and moderate-income housing preservation and development".

b. The Applicant has demonstrated that the waiver or modification of development standards is necessary to ensure the economic feasibility of the project; and

Response: Government Code section 65915(b)(1) provides that a city shall grant one density bonus, and one incentive or concession if an applicant for a housing development seeks and agrees to construct a housing development with five (5) percent of the total units of a housing development restricted for rental or sale to very low-income households, as defined in Section 50105 of the Health and Safety Code. The Applicant seeks an incentive that would allow for a reduction in the minimum private open space requirement of 100 square feet on the second, third, and fourth floors. The Applicant is proposing a reduction to 60 square foot balconies on these levels. Pursuant to Government Code section 65915(b)(1) the applicant is allowed this incentive by right.

Government Code section 65915(q) provides that upon the request of the developer, a city shall not require a vehicular parking ratio, inclusive or parking for person with a disability and guests, that exceeds the following ratios: (1) for zero to one bedroom units, one parking space, and (2) for two to three bedroom units one and a half parking spaces. The standard parking requirements per Section 16.52.030 of the Highland Municipal Code require 1.5 spaces for studio and one bedroom units, 1.9 spaces for two-bedroom units, 2.1 spaces for three-bedroom units, and 0.3 spaces per unit dedicated to guest parking, for a total of 458 parking spaces for this development. Based on the modified standards set forth in Government Code section 65915(q), a total of 288 parking spaces are required for development of this size. The Applicant has provided a total of 418 total parking spaces, including 91 parking garages, as part of this development.

c. The target units will be within the income level for those individuals for which the units are proposed to be developed.

Response: The Project restricts 11 of the 220 units (5% of the units) as follows: one studio, 3 one-bedroom, 5 two-bedroom units, and 2 three-bedroom units which are restricted to households who earn no more than 50% of the area median income (i.e., very low income households).

4. Based on the Findings of Fact set forth above, the Planning Commission recommends the City Council approve the Conditions, Covenants, and Restrictions---Density Bonus and Inclusionary Housing Agreement.

Exhibit 1 attached includes the Conditions, Covenants, and Restrictions---Density Bonus and Inclusionary Housing Agreement.

C. ADOPTION OF RESOLUTION.

The City Clerk shall certify to the adoption of this Resolution and shall cause the same to be published or posted in the manner prescribed by law.

PASSED, **APPROVED,** and **ADOPTED** this 19th day of September, 2023.

ATTEST:

Chandra Thomas, Vice Chair Planning Commission	Lawrence A. Mainez Community Development Director

Exhibit 1:

Agreement

RECORDING REQUESTED BY,
AND WHEN RECORDED MAIL TO:

City of Highland
27215 Base Line
Highland, CA 92346
Attn: Joseph Hughes

With a copy to:

Ho Properties, LLC
c/o Helios Holdings LLC
840 Ardmore Ave
Hermosa Beach, CA 92054
Attn: Jonathan Webb

APNs: 0278-131-45-0-000; 0278-131-46-0-000; 0278-131-47-0-000

SPACE ABOVE THIS LINE FOR RECORDER'S USE

Exempt from Recording Fees Pursuant to Government Code Section 27383.

CONDITIONS, COVENANTS AND RESTRICTIONS---DENSITY BONUS AND INCLUSIONARY HOUSING AGREEMENT
(MULTIFAMILY RENTAL/MIXED USE PROJECT)

THESE CONDITIONS, COVENANTS AND RESTRICTIONS---DENSITY BONUS AND INCLUSIONARY HOUSING AGREEMENT ("Agreement") is dated as of October 10, 2023 and is entered into by and between HO PROPERTIES, LLC, a California Limited Liability Company (the "Developer"), and the CITY OF HIGHLAND, a California municipal corporation (the "City").

RECITALS

A. Developer applied for a "density bonus" under Section 16.40.090 of the City Municipal Code ("Code") for its proposed 220 unit multifamily residential rental project ("Project") on the site described in Exhibit "A" ("Site").

B. California Government Code Section 65915(b)(1) provides that a city shall give a density bonus as described in Government Code Section 65915(f), upon application by a developer if the developer agrees to construct a housing development in which certain percentages of housing units are restricted to very low income households at an affordable rent, and that all cities shall adopt an ordinance that specifies how Section 65915 will be implemented.

C. The City adopted Resolution No. 2023 - ___ on October 10, 2023 granting a density bonus, development incentives and concessions, and land use waivers requested by

Developer in such application in exchange for the restrictions in this Agreement, which restricts 11 of the 220 units (5% of the units) as follows: one studio, 3 one-bedroom units, 5 two-bedroom units, and 2 three-bedroom unit are restricted to households who make no more than 50% of area median income (i.e., very low income households).

D. This Agreement is a density bonus housing agreement within the meaning of Title 16, Chapter 16.40, Section 16.40.090 of the City Code. This Agreement shall be recorded in the Official Records of San Bernardino County, California as senior, non-subordinate covenants and restrictions. In no event shall these restrictions be made junior or subordinate to any deed of trust or other documents providing financing for the construction or operation of the Project or any other lien or encumbrance for the period that Agreement remains in effect.

E. It is the desire of City to encourage the development of affordable housing, and in furtherance of that desire, the City is hereby willing to grant incentives, concessions and waivers to Developer as provided by the terms of this Agreement.

ARTICLE I
DEFINITIONS

NOW, THEREFORE, the parties hereto agree as follows:

1. Definitions. In this Agreement, the following terms shall have the following meaning:

a. "Affordable Rent" means the maximum rent for an applicable household income level described herein determined under California Health and Safety Code Section 50053(b) and any related regulations, it being understood that rent may be less than such maximum.

b. "Area" means the San Bernardino Primary Metropolitan Statistical Area, as periodically defined by HUD.

c. "Base Period" means a period of 55 years commencing as of the date that the Project is fully constructed.

d. "Certificate" or "Certification" is defined in Article II, Section 4.

e. "City" means and refers to the City of Highland, a municipal corporation.

f. "City Code" means and refers to the City of Highland Municipal Code as revised from time to time.

g. "Gross Income" means all payments from all sources received by a person (together with the gross income of all persons of the age of 18 years or older who intend to reside with such person in one residential unit) whether in cash or in kind as calculated pursuant to the Department of Housing and Community Development Regulations.

h. "Improvements" means the improvements on the Site.

i. "Median Income for the Area" means the median income for the Site most recently determined by the Secretary of Housing and Urban Development and published by the HCD under the California Health and Safety Code.

j. "Prescribed Income Levels" means that one studio, 3 one-bedroom units, 5 two-bedroom units, and 2 three-bedroom unit are restricted to households who make no more than 50% of area median income (i.e., Very Low Income Households).

k. "Project" means the 220 unit multi-family rental housing project on the Site that is required to be constructed and operated in conformity with this Agreement throughout the Required Covenant Period.

l. "Required Affordable Units" means the 11 units in the Project that are restricted by this Agreement and shall include one studio, 3 one-bedroom units, 5 two-bedroom units, and 2 three-bedroom units.

m. "Required Covenant Period" means the period commencing on the date this Agreement is recorded and ending at the end of the Base Period.

n. "Site" means all of the real property and appurtenances as described in the Recitals above, including all structures and other improvements thereon, and those hereafter constructed.

o. "Unit" means a dwelling unit on the Site.

p. "Very Low Income Households" means households earning not greater than fifty percent (50%) of the Median Income for the Area pursuant to Health and Safety Code Section 50105.

q. "Very Low Income Unit" means a Unit restricted to a Very Low Income Household.

ARTICLE II
PERMITTED USES; DENSITY BONUS CONCESSIONS AND WAIVERS

1. Permitted Uses

a. *Uses*. The Developer shall develop the Project on the Site; thereafter, the Site shall be operated as in compliance with Agreement. None of the units in the Project shall at any time be utilized on a transient basis nor shall the Project or any portion thereof ever be used as a hotel, motel, dormitory, fraternity or sorority house, rooming house, hospital, nursing home, sanitarium, rest home or trailer court or park.

2. Density Bonus, Incentives, and Waivers.

a. *One Density Bonus*. In compliance with Government Code section 65915(f), by constructing a Project where 5 percent of the units will be restricted to Very Low

Income Households, the Developer is entitled to a 20% density bonus. As such, the Developer shall be entitled to one density bonus in the amount of 17 units.

b. *One Incentive.* The Developer shall be entitled to the following incentive: Private Open Space. City Code Section 16.16.040.E.3.d requires that each dwelling unit shall have a minimum private open space of 150 square feet with a minimum dimension of 10 feet. For units designed above the ground units, one or two balconies, with a combined minimum area of 100 square feet, shall be provided. The Developer may construct and operate the Project by providing 150 square feet for the ground floor and 60 square feet for upper floors.

c. *One Waiver:* The Developer shall be entitled to the following waiver of development standards: Public Open Space. City Code Section 16.16.040.E.3.c provides that outdoor open space shall comprise not less than 40 percent of the net acreage. The Developer may construct and operate the Project by providing open space comprising not less than 9 percent of the net acreage.

d. Parking Concession: Table 16.52.030 of the City Code requires that multi-family projects located in the R-4 Zoning District provide 1.5 parking spaces for every studio and one-bedroom unit, 1.9 parking spaces for every 2 bedroom unit, 2.1 parking spaces for every 3 bedroom unit, and 0.3 parking spaces per unit for guest parking. The Project is proposing 14 studios, 70 one-bedroom units, 103 two-bedroom units and 33 three-bedroom units. Based on the 220 units that will be constructed, the Project is required to provide 458 parking spaces (126 parking spaces for the studios and one-bedroom units, 196 parking spaces for the two-bedroom units, 70 parking spaces for the three-bedroom units, and 66 guest parking spaces).

Government Code section 65915(p)(2) provides that upon the request of a developer, a city shall not require a vehicular parking ratio, inclusive of parking for persons with a disability and guests, that exceeds the following ratios: (1) for zero to one bedroom units, one parking space, and (2) for two to three bedroom units, one and one-half parking spaces. Therefore, in compliance with Government Code Section 65915(p)(2), the Developer is only required to provide 84 parking spaces for the studios and one-bedroom units, and 204 spaces for the two and three bedroom units, and no spaces for guest parking, for a total of 288 parking spaces. The Developer is proposing to and shall construct 418 parking spaces.

3. Affordable Housing Restrictions.

In exchange for the foregoing incentives, concessions, and waivers, the parties agree as follows:

a. *Number of Units.* During the Base Period, the Required Affordable Units shall be rented to households at the Prescribed Income Levels at Affordable Rent.

At such time as a tenant ceases to qualify as a Very Low Income Household, the Developer shall hold the next available unit of the same unit size as a unit available only to a Very Low Income Household.

Except to the extent prohibited by federal law or other regulatory agreements applicable to the property, in the event a household's income initially complies with the corresponding income restriction for a Very Low Income Household, but the income of such household increases, such increase shall not be deemed to result in a violation of the restrictions of this Agreement concerning limitations upon income of occupants, but Developer must comply with the previous paragraph.

b. *Duration of Housing Restrictions.* The Required Affordable Units shall be available to and occupied by Very Low Income Households at Affordable Rent throughout the Required Covenant Period. All tenants residing in any Unit for which rents are limited by virtue of this Agreement, during the last two (2) Years of the Required Covenant Period shall be given notice by the Developer at least once every six (6) months prior to the expiration date of this requirement, that the rent payable on such Unit may be raised to a market rate rent at the end of the Required Covenant Period.

c. *Selection of Tenants.* As specified below, the Developer shall demonstrate to the City that the proposed tenants of each of the Required Affordable Units constitutes a Very Low Income Household. Prior to the rental or lease of a Required Affordable Unit, the Developer shall require the tenant to execute a written lease and to complete an Income Verification certifying that the tenant(s) occupying the Required Affordable Unit is/are a Very Low Income Household, and meet(s) the eligibility requirements established for the Required Affordable Unit. The Developer shall verify the income of the tenant(s).

d. *Determination of Affordable Rent for the Affordable Units.* The Required Affordable Units shall be rented or leased at no greater than the Affordable Rent. The maximum monthly rental for the Required Affordable Unit shall be adjusted annually as permitted by Section 50053 of the California Health and Safety Code based on the annual adjustment to the Median Income for the Area established pursuant to Section 50093 of the California Health and Safety Code.

4. Developer Reporting and Records; Tenant Verification.

a. *Income Verification and Certification.* The Developer will obtain and maintain on file an income verification from each tenant for every Required Affordable Unit on the Site dated immediately prior to the initial occupancy of such tenant in the Project.

On that June 15th which first follows commencement of the occupancy of any Required Affordable Unit, and annually thereafter, the Developer shall file with City or its designee a Certificate, containing all information required pursuant to Health and Safety Code Section 33418, in a form prescribed by the City. Each Certificate shall cover the immediately preceding fiscal year.

The Developer shall maintain on file throughout the Required Covenant Period each tenant's executed lease and income verification and rental records for the Required Affordable Units. The Developer shall maintain complete and accurate records and will permit any duly authorized representative of the City to inspect the books and records of the Developer pertaining to the Required Affordable Units. The Developer shall prepare and submit to the City annually commencing June 15 first following the recording of this Agreement, a Certificate of

Continuing Program Compliance. Such documentation shall state for each Affordable Rental Unit the number of bedrooms, the rental amount, the number of occupants, and the income of the occupants and any other information which may be used to determined compliance with the terms of this Agreement.

As part of its annual report, at the City's request, but not less frequently than prior to each initial and subsequent rental of each Required Affordable Unit to a new tenant household (but not lease renewals) and annually thereafter, the Developer shall also provide to the City completed income computation, asset evaluation, and certification forms, for any such tenant or tenants, in substantially the form provided by the City from time to time. The Developer shall obtain an annual certification from each household of each Unit demonstrating that such household is a Very Low Income Household, and meets the eligibility requirements established for each such Required Affordable Unit.

The Developer shall submit to the City any and all tenant income and occupancy certifications and supporting documentation required to be submitted to assist the City's evaluation of the Developer's compliance with this Agreement, if determined to be necessary in the reasonable discretion of the City Manager, specifically including (without limitation) any documentation or additional certifications that may be necessary to verify compliance with all requirements from all funding sources, and each tenant's status as to each Required Affordable Unit as a lawful senior household. The City election to monitor some, but not all, of the Affordable Housing Units shall not constitute a waiver of the City's right to monitor and enforce compliance with respect to all Affordable Housing Units in the future.

b. *Verification of Income of New and Continuing Tenants*. Gross income calculations for prospective (and continuing) tenants shall be determined in accordance with 25 Cal. Code Regs. Section 6914. The Developer shall verify the income and information provided in the income certification of the proposed tenant as set forth below.

(1) The Developer shall verify the income of each proposed tenant of a Required Affordable Unit by at least one of the following methods as appropriate to the proposed tenant:

(i) Two (2) paycheck stubs from the person's two (2) most recent pay periods;

(ii) A true copy of an income tax return from the person for the most recent tax year in which a return was filed;

(iii) An income verification certification from the employer of the person;

(iv) An income verification certification from the Social Security Administration and/or the California Department of Social Services if the person receives assistance from such agencies; and

(v) An alternate form of income verification reasonably requested by the City, if none of the above forms of verification is available to the Developer.

c. *Verification Regarding Eligibility of New Tenants*. The Developer shall retain documentation regarding the eligibility of each new tenant household.

5. Nondiscrimination.

The Developer shall refrain from restricting the rental, sale or lease of the Site, or any portion thereof, on the basis of race, color, creed, religion, sex, marital status, national origin or ancestry of any person. All such deeds, leases or contracts shall contain or be subject to substantially the following nondiscrimination or nonsegregation clauses:

a. In deeds: "The grantee herein covenants by and for himself or herself, his or her heirs, executors, administrators, and assigns, and all persons claiming under or through them, that there shall be no discrimination against or segregation of, any person or group of persons on account of any basis listed in subdivision (a) or (d) of Section 12955 of the Government Code, as those bases are defined in Sections 12926, 12926.1, subdivision (m) and paragraph (1) of subdivision (p) of Section 12955, and Section 12955.2 of the Government Code, in the sale, lease, sublease, transfer, use, occupancy, tenure, or enjoyment of the premises herein conveyed, nor shall the grantee or any person claiming under or through him or her, establish or permit any practice or practices of discrimination or segregation with reference to the selection, location, number, use or occupancy of tenants, lessees, subtenants, sublessees, or vendees in the premises herein conveyed. The foregoing covenants shall run with the land."

b. In leases: "The lessee herein covenants by and for himself or herself, his or her heirs, executors, administrators, and assigns, and all persons claiming under or through him or her, and this lease is made and accepted upon and subject to the following conditions: "That there shall be no discrimination against or segregation of any person or group of persons, on account of any basis listed in subdivision (a) or (d) of Section 12955 of the Government Code, as those bases are defined in Sections 12926, 12926.1, subdivision (m) and paragraph (1) of subdivision (p) of Section 12955, and Section 12955.2 of the Government Code, in the leasing, subleasing, transferring, use, occupancy, tenure, or enjoyment of the premises herein leased nor shall the lessee himself or herself, or any person claiming under or through him or her, establish or permit any such practice or practices of discrimination or segregation with reference to the selection, location, number, use, or occupancy, of tenants, lessees, sublessees, subtenants, or vendees in the premises herein leased."

c. In contracts: "There shall be no discrimination against or segregation of, any person or group of persons on account of any basis listed in subdivision (a) or (d) of Section 12955 of the Government Code, as those bases are defined in Sections 12926, 12926.1, subdivision (m) and paragraph (1) of subdivision (p) of Section 12955, and Section 12955.2 of the Government Code, in the sale, lease, sublease, transfer, use, occupancy, tenure, or enjoyment of the premises which are the subject of this Agreement, nor shall the grantee or any person claiming under or through him or her, establish or permit any practice or practices of discrimination or segregation with reference to the selection, location, number, use or occupancy of tenants, lessees, subtenants, sublessees, or vendees in the premises herein conveyed. The foregoing covenants shall run with the land."

The covenants established in this Agreement and the deeds, if any, for conveyance for the Site shall, without regard to technical classification and designation, be binding for the benefit and in favor of City. The covenants against discrimination as set forth in this Section 5 shall remain in effect in perpetuity.

ARTICLE III

PROJECT PHASING

The Developer will be phasing the Project in two separate phases as set forth below.

1. Phase 1 Unit Construction. During Phase 1, the Developer shall construct the following units:

a. 5 market rate studios and 1 studio that shall be restricted as a Very Low Income Unit.

b. 27 market rate one-bedroom units and 1 one-bedroom unit that shall be restricted as a Very Low Income Unit.

c. 47 market rate two-bedroom units and 2 two-bedroom units that shall be restricted as a Very Low Income Unit.

d. 6 market rate three-bedroom units and 1 three-bedroom unit that shall be restricted as a Very Low Income Unit.

2. Phase 2 Unit Construction. During Phase 2, the Developer shall construct the following units:

a. 8 market rate studios.

b. 40 market rate one-bedroom units and 2 one-bedroom units that shall be restricted as a Very Low Income Unit.

c. 51 market rate two-bedroom units and 3 two-bedroom units that shall be restricted as a Very Low Income Unit.

d. 25 market rate three-bedroom units and 1 three-bedroom units that shall be restricted as a Very Low Income Unit.

3. Phase 1 Parking Construction. During Phase 1, the Developer shall construct the following parking: 126 uncovered resident parking spaces, 27 guest parking spaces, and 41 garage parking spaces.

4. Phase 2 Parking Construction. During Phase 2, the Developer shall construct the following parking: 174 uncovered resident parking spaces, 0 guest parking spaces, and 50 garage parking spaces.

ARTICLE IV

ENFORCEMENT

1. Remedies. Breach of the covenants contained in this Agreement may be enjoined, abated or remedied by appropriate legal proceeding by the City. This Agreement does not in any

way infringe on the right or duties of the City to enforce any of the provisions of the City Code including, but not limited to, the abatement of dangerous buildings.

2. Nuisance. The result of every act or omission whereby any of the covenants contained in this Agreement are violated in whole or in part is hereby declared to be and constitutes a nuisance, and every remedy allowable at law or equity, against a nuisance, either public or private, shall be applicable against every such result and may be exercised by any owner or its successors in interest, without derogation of the City's rights under law.

3. Right of Entry. In addition to the above general rights of enforcement, the City shall have the right through its agents and employees, to enter upon any part of the Project for the purpose of enforcing the California Vehicle Code, and the ordinances and other regulations of the City, and for maintenance and/or repair of any or all publicly owned utilities. In addition, the City has the right of entry at reasonable hours and upon and after reasonable attempts to contact the Developer, on any lot to effect emergency repairs or maintenance which the Developer has failed to perform on any of the Required Affordable Units.

4. Costs of Repair. The costs borne by the City for repairs or maintenance of units, emergency and/or non-emergency, shall become a charge for which the Developer shall be responsible.

5. Cumulative Remedies. The remedies herein provided for breach of the covenants contained in this Declaration shall be deemed cumulative, and none of such remedies shall be deemed exclusive.

6. Failure to Enforce. The failure to enforce any of the covenants contained in this Agreement shall not constitute a waiver of the right to enforce the same thereafter.

7. Enforcement and Nonliability. The City may from time to time make such efforts, if any, as it shall deem appropriate enforce and/or assist in enforcing this Agreement. However, the City will not be subject to any liability for failure to affirmatively enforce any provision of this Agreement.

ARTICLE V
SATISFACTION OF INCLUSIONARY HOUSING REQUIREMENT

1. City Code Section 16.50.040(A) requires that fifteen percent of all newly constructed dwelling units in residential developments projects be developed, offered to and sold or rented to very low, low and moderate income households, at affordable housing costs, as follows: If the residential development consists of rental units, a minimum of 10 percent of all units shall be rented to very low income households; the remaining five percent shall be rented to low or moderate income households. Here, the Developer is only proposing to restrict 5 percent of the units to Very Low Income Households.

2. In lieu of meeting this requirement, City Code Section 16.50.050 allows a developer to pay an in lieu fee in an amount established by City Council resolution. Pursuant to Resolution No. 2006-020 the in lieu fee amount that shall be paid by the Developer to the City shall be $490,365 , which is based on the fee schedule applicable on 11/15/2022, the date of the SB330 preliminary application. This amount shall be paid in compliance with Resolution No. 2006-06.

3. City Code Section 16.50.080 mandates that the Developer and City enter into an inclusionary housing agreement.

4. The Required Affordable Units must be dispersed throughout the Project and shall be comparable in construction quality and exterior design to the market-rate units. The Required Affordable Units shall have access to all on-site amenities.

5. The Required Affordable Units shall be the same size as the market rate units. The unit sizes are as follows: studios (445 square feet), one-bedroom units (705 square feet), two-bedroom units (975 square feet), and three-bedroom units (1109 square feet). The location of the Required Affordable Units is shown on Exhibit "B".

ARTICLE VI
GENERAL PROVISIONS

1. Severability. Invalidation of any one of these covenants or restrictions by judgment or court order shall in no way affect any other provisions which shall remain in all force and effect.

2. Term. This Agreement shall run with and bind the interest of Developer in the Site, and shall bind the owner(s) of all or any portion of or interests in said interest, and shall be enforceable by City, for a term of 55 years from the time the Project is fully constructed, provided; however, that the covenants regarding nondiscrimination set forth in Section 4 of Article II of this Agreement shall remain in effect for perpetuity.

3. Construction. The provisions of this Agreement shall be liberally construed to effectuate its purpose of creating a uniform plan for the development and operation of rental housing available at Affordable Rent for Very Low Income Households.

4. Amendments. This Agreement may be amended only by the written agreement of the Developer and the City.

5. Notices. Any notice permitted or required to be delivered as provided herein to the Developer shall be in writing and may be delivered by certified mail or reputable overnight delivery service and shall be addressed as follows:

City:

City of Highland
27215 Base Line
Highland, CA 92346
Attn: City Manager

Developer:

Ho Properties, LLC
c/o Helios Holdings LLC
840 Ardmore Ave
Hermosa Beach, CA 92054

Attn: Jonathan Webb

Notices by overnight delivery shall be deemed delivered on the next business day after delivery to the messenger service; notices by certified mail shall be delivered on the date of delivery or inability to deliver/refusal to accept shown on the return receipt. Such addresses may be changed from time to time by notice in writing.

6. Indemnification. The Developer shall defend, indemnify and hold the City and its elected officials, officers, agents and employees harmless from claims, liabilities, losses, damages and costs and expenses arising from or relating to personal injuries, including death, and property damage which may arise from the activities of the Developer or those of its contractor, subcontractor, agent, employee or other person acting on its behalf which relate to the Project. Notwithstanding the foregoing, this provision shall not apply to any such claims which arise out of, or by reason of, the sole negligence or willful misconduct of the City.

7. Events of Default. The Developer is in default under this Agreement upon the happening of one or more of the following events or conditions:

a. If a warranty, representation or statement made or furnished by the Developer to the City and is inaccurate in any material respect when it was made;

b. A breach by the Developer of any of the provisions or terms of this Agreement, after notice and opportunity to cure as provided in Section 5 above.

8. Enforcement; Remedies. In the event of a default under the provisions of this Agreement by the Developer that is not corrected within thirty (30) days after written notice of such default is given, then the City may, without further notice, exercise any and all remedies at law, in equity or permitted under or for a violation of the City Code applicable to this Agreement. The City may at any time apply to any court, state or federal, for injunctive relief against any violation by the Developer of any provision of this Agreement.

9. Developer Representation Re: Priority. The Developer represents and warrants that this Agreement, when recorded, is senior and prior to all deeds of trust and other liens, except for liens for property taxes and assessments not yet due.

10. No Waiver of Remedies. Any waiver by the City must be express and in writing and approved by the Highland City Council in order to be effective. No waiver by the City of any breach or default under this Agreement shall be deemed to be a waiver of any other subsequent breach thereof or default hereunder.

11. Cure Rights of Lenders; Notice. Should the Developer place or cause to be placed any encumbrance or lien on the Project, or any part thereof, the beneficiary ("Lender") of said encumbrance or lien, including, but not limited to, deeds of trust, shall have the right at any time during the term of this Agreement and the existence of said encumbrance or lien to do any act or thing required of the Developer under this Agreement, and any such act or thing done or performed by Lender shall be as effective as if done by the Developer itself. If the Developer shall have provided the City in writing with the name of the Lender and a copy of its recorded deed of trust showing its address for notices, then the City shall give written notice of any default

or breach under this Agreement by the Developer to such Lender and if the default can be cured by the payment of money, the City shall give Lender the opportunity after service of the notice to cure the breach or default within sixty (60) days after delivery of said notice.

12. Attorneys' Fees. In any proceedings arising from the enforcement of this Agreement or because of an alleged breach or default hereunder, the prevailing party shall be entitled to recover its costs and its reasonable attorneys' fees incurred during the proceeding as may be fixed within the discretion of the court.

13. Applicable Law. This Agreement shall be construed in accordance with and governed by the laws of the State of California.

14. Partial Invalidity. If any provisions of this Agreement shall be deemed to be invalid, illegal or unenforceable, the validity, legality or enforceability of the remaining provisions hereof shall not in any way be affected or impaired thereby.

15. Recordation. This Agreement shall be recorded in the Official Records of the County Recorder of the County of San Bernardino, on all parcels, prior to the issuance of any building permit(s) for the Project.

16. Time of Essence. Time is of the essence of every provision hereof in which time is a factor.

IN WITNESS WHEREOF, this Agreement has been executed by the parties as of the date first set forth above.

DEVELOPER:

HO PROPERTIES, LLC,
a California Limited Liability Company

By: _____
Print Name: _____
Title: _____

[NEED LLC-1 FILED W/CA SECRETARY OF STATE, AND COPY OF LLC OPERATING AGREEMENT SHOWING OWNERSHIP/AUTHORITY]

CITY:

CITY OF HIGHLAND,
a municipal corporation

By: _____
Joseph Hughes, City Manager

ATTEST:

_____
Betty Hughes, City Clerk

APPROVED AS TO FORM:

By: _____
Maricela Marroquin, City Attorney

A notary public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

State of California)
County of _____)

On _____, before me, _____,
(insert name and title of the officer)

Notary Public, personally appeared _____, who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.

Signature_____ (Seal)

A notary public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

STATE OF CALIFORNIA)

COUNTY OF _____)

On _____, before me, _____,
(insert name and title of the officer)

Notary Public, personally appeared _____,
who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.

Signature _____ (Seal)

EXHIBIT "A"

LEGAL DESCRIPTION OF THE SITE

THE LAND REFERRED TO HEREIN IS SITUATED IN THE COUNTY OF SAN BERNARDINO, STATE OF

CALIFORNIA, AND IS DESCRIBED AS FOLLOWS:

PARCEL A:

PARCEL 1 OF PARCEL MAP NO. 3281, IN THE CITY OF HIGHLAND, COUNTY OF SAN BERNARDINO, STATE OF CALIFORNIA, AS PER PLAT RECORDED IN BOOK 29 OF PARCEL MAPS, PAGE 30, RECORDS OF SAID COUNTY.

ASSESSOR'S PARCEL NUMBER: 0278-131-45-0-000

PARCEL B:

PARCEL 2 OF PARCEL MAP NO. 3281, IN THE CITY OF HIGHLAND, COUNTY OF SAN BERNARDINO, STATE OF CALIFORNIA, AS PER PLAT RECORDED IN BOOK 29 OF PARCEL MAPS, PAGE 30, RECORDS OF SAID COUNTY.

ASSESSOR'S PARCEL NUMBER: 0278-131-46-0-000

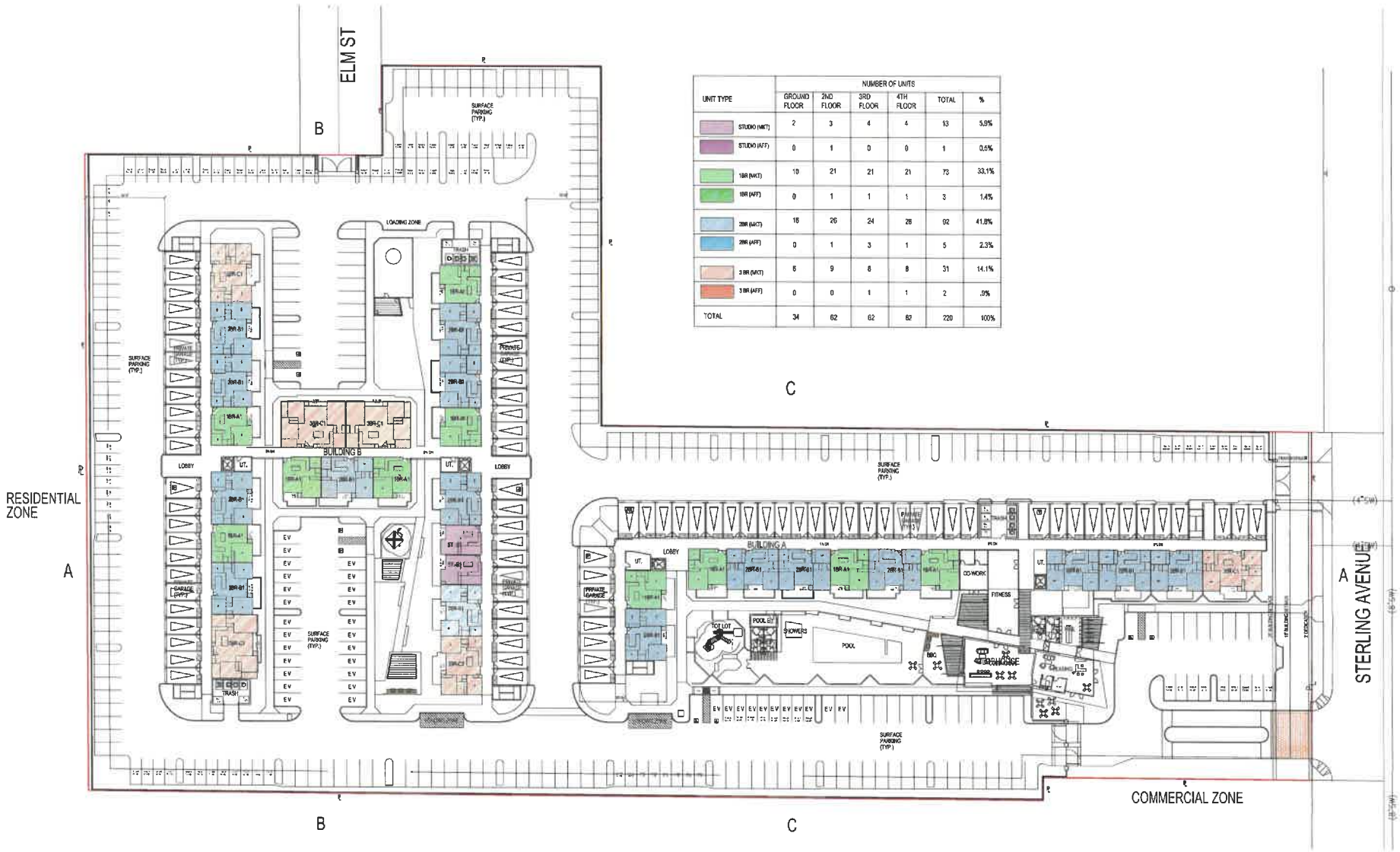
PARCEL C:

PARCEL 1 OF PARCEL MAP 6940, IN THE CITY OF HIGHLAND, COUNTY OF SAN BERNARDINO, STATE OF CALIFORNIA, AS PER PLAT RECORDED IN BOOK 74 OF PARCEL MAPS, PAGES 95 AND 96, RECORDS OF SAID COUNTY.

ASSESSOR'S PARCEL NUMBER: 0278-131-47-0-000

EXHIBIT "B"

DESCRIPTION/LOCATIONS OF RESTRICTED UNITS



UNIT TYPE	NUMBER OF UNITS					
	GROUND FLOOR	2ND FLOOR	3RD FLOOR	4TH FLOOR	TOTAL	%
STUDIO (MKT)	2	3	4	4	13	5.9%
STUDIO (AFF)	0	1	0	0	1	0.5%
1BR (MKT)	10	21	21	21	73	33.1%
1BR (AFF)	0	1	1	1	3	1.4%
2BR (MKT)	16	26	24	26	92	41.8%
2BR (AFF)	0	1	3	1	5	2.3%
3 BR (MKT)	6	9	8	8	31	14.1%
3 BR (AFF)	0	0	1	1	2	.9%
TOTAL	34	62	62	62	220	100%

SITE PLAN/GROUND FLOOR BUILDING PLAN - UNIT MIX

ARCHITECTURAL ENTITLEMENT SET

0 30 60 120 FEET

SCALE: 1"=30'-0"

HALCYON

HELIOS HOLDINGS LLC

HIGHLAND, CA

22111.00 2023_3-31 A1.0

DANIELIAN ASSOCIATES

architects • planners

UNIT TYPE	NUMBER OF UNITS					
	GROUND FLOOR	2ND FLOOR	3RD FLOOR	4TH FLOOR	TOTAL	%
STUDIO (MKT)	2	3	4	4	13	5.9%
STUDIO (AFF)	0	1	0	0	1	0.5%
1BR (MKT)	10	21	21	21	73	33.1%
1BR (AFF)	0	1	1	1	3	1.4%
2BR (MKT)	16	26	24	26	92	41.8%
2BR (AFF)	0	1	3	1	5	2.3%
3 BR (MKT)	6	9	8	8	31	14.1%
3 BR (AFF)	0	0	1	1	2	.9%
TOTAL	34	62	62	62	220	100%



2nd FLOOR BUILDING PLAN -UNIT MIX

HALCYON
HELIOS HOLDINGS LLC
HIGHLAND, CA

ARCHITECTURAL ENTITLEMENT SET

0 30 60 120 FEET
SCALE: 1"=30'-0"

22111.00 2023.3-31 A1.1

DANIELIAN ASSOCIATES
architects & planners



UNIT TYPE	NUMBER OF UNITS					
	GROUND FLOOR	2ND FLOOR	3RD FLOOR	4TH FLOOR	TOTAL	%
STUDIO (MKT)	2	3	4	4	13	5.9%
STUDIO (AFF)	0	1	0	0	1	0.5%
1BR (MKT)	10	21	21	21	73	33.1%
1BR (AFF)	0	1	1	1	3	1.4%
2BR (MKT)	16	25	24	26	92	41.8%
2BR (AFF)	0	1	3	1	5	2.3%
3 BR (MKT)	6	9	8	8	31	14.1%
3 BR (AFF)	0	0	1	1	2	.9%
TOTAL	34	82	82	82	220	100%

3rd FLOOR BUILDING PLAN -UNIT MIX

ARCHITECTURAL ENTITLEMENT SET

HALCYON
HELIOS HOLDINGS LLC
HIGHLAND, CA

0 30 60 120 FEET
SCALE: 1"=30'-0"

22111.00 2023_3-31 A1.1

DANIELIAN ASSOCIATES
architects + planners



UNIT TYPE	NUMBER OF UNITS					
	GROUND FLOOR	2ND FLOOR	3RD FLOOR	4TH FLOOR	TOTAL	%
STUDIO (MKT)	2	3	4	4	13	5.9%
STUDIO (AFF)	0	1	0	0	1	0.5%
1BR (MKT)	10	21	21	21	73	33.1%
1BR (AFF)	0	1	1	1	3	1.4%
2BR (MKT)	18	28	24	26	92	41.8%
2BR (AFF)	0	1	3	1	5	2.3%
3 BR (MKT)	6	9	8	8	31	14.1%
3 BR (AFF)	0	0	1	1	2	.9%
TOTAL	34	62	62	62	220	100%

4th FLOOR BUILDING PLAN -UNIT MIX

ARCHITECTURAL ENTITLEMENT SET

0 30 60 120 FEET

SCALE: 1"=30'-0"

HALCYON

HELIOS HOLDINGS LLC

HIGHLAND, CA

22111.00 2023.3-31 A1.1

DANIELIAN ASSOCIATES

architects + planners

Base Density

204

11 5% VLI 10.2

	Phase 1				Phase 2				Total			
Units	Market Rate	Affordable	SubTotal	% of Total	Market Rate	Affordable	SubTotal	% of Total	Market Rate	Affordable	Grand Total	% of Total
Studio	5	1	6	7%	8		8	6%	13	1	14	6%
1 Bedroom	27	1	28	31%	40	2	42	32%	67	3	70	32%
2 Bedroom	47	2	49	54%	51	3	54	42%	98	5	103	47%
3 Bedroom	6	1	7	8%	25	1	26	20%	31	2	33	15%
Total	85	5	90	100%	124	6	130	100%	209	11	220	100%
			41%				59%					

Parking Pro	Phase 1	Phase 2	Total
Resident	126	174	300
Guest	27	0	27
Garage	41	50	91
Total	194	224	418

Attachment 2:

Resolution No. 2023-____ for

Design Review Application (DRA 23-001)

RESOLUTION NO. 2023 - ____

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF HIGHLAND, CALIFORNIA, RECOMMENDING THE CITY COUNCIL APPROVE DESIGN REVIEW APPLICATION (DRA 23-002) FOR SITE PLAN, LANDSCAPE PLAN, PHOTOMETRIC PLAN, GRADING PLAN, AND BUILDING ELEVATIONS RELATED TO THE CONSTRUCTION OF A 220-UNIT, 4-STORY APARTMENT COMPLEX ON A VACANT 6.77 ACRE SITE LOCATED ON THE WEST SIDE OF STERLING AVENUE, 250 FEET NORTH OF 9TH STREET.

ASSESSOR'S PARCEL NUMBERS: 0278-131-45, -46, & -47

APPLICANT: HELIOS HOLDINGS, LLC

A. RECITALS

1. On April 19, 2023, the Applicant submitted an application to the City of Highland for Design Review Application (DRA 23-002) for the site plan, landscape plan, grading plan, and building elevations related to the construction of a 220-unit, 4-story apartment complex utilizing a five (5) percent "density bonus" for eleven (11) affordable units under Section 16.40.090 of the Highland Municipal Code on a 6.77 acre site located on the west side of Sterling Avenue, 250 feet north of 9th Street.

2. On September 7, 2023, the notice of the public hearing was posted at the City's three designated posting locations. In addition, the notice was posted on the City's website, mailed to property owners within three-hundred (300) feet of the project site, and published in the San Bernardino Sun newspaper.

3. On September 19, 2023, the Planning Commission of the City of Highland conducted a public hearing on the subject Application and concluded the hearing on this date.

4. All legal prerequisites to the adoption of this Resolution have occurred.

5. Pursuant to CEQA, an Initial Study was prepared for the project and potential impacts to air quality, biological resources, tribal/cultural resources, noise, as well as geology and soils were identified. Project specific mitigation measures have been included to reduce said impacts to below a level of significance and the list of measures have been included in the Mitigation Monitoring and Reporting Program (MMRP).

   Based upon the Findings of the Initial Study and adoption of the Mitigation Measures set forth in the MMRP, the Project will not have a significant impact upon the environment.

B. RESOLUTION

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

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

2. The City of Highland Planning Commission after due consideration, inspection, investigation and study made by itself and on its behalf, and after due consideration of all evidence and reports offered at said hearing, including the staff report to the Planning Commission dated September 19, 2023, 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. Design Review Application (DRA 23-002) Findings of Fact:

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

    Response: The General Plan designation for the site is Residential High Density Special Overlay, which supports residential housing developments of 20-30 dwelling units per acre. The site is not located within an area of Biological Sensitivity or within an area of Archaeological Resources. Per the General Plan's Public Health, Safety and Environmental Justice Element, this proposed residential complex is not considered a "Disadvantaged Community" as it is located within one-half mile of a grocery store and considered biking distance. It is also within one-quarter mile of a park at Warm Springs Elementary School.

    b. That the proposed use is in accordance with the objectives of this title, and the purposes of the land use district in which the site is located.

    Response: The land use district for the subject site is "R-4" which allows multi-family residential uses at 20 to 30 dwelling units per acre. Consistent with State law the applicant has applied for a density bonus as the applicant will be restricting 5% of the project, eleven (11) total units, as affordable to very low income households. As such, the developer is granted a deviation from the conventional "R-4" standards pertaining to parking and open space.

Per Section 16.52.030 of the Highland Municipal Code, "R-4" projects require 1.5 spaces for studio and one-bedroom units, 1.9 spaces for two-bedroom units, 2.1 spaces for three-bedroom units, and 0.3 spaces per unit dedicated to guest parking. Government Code section 65915(p) provides that, upon the request of an applicant, the parking requirement for studio and one-bedroom units is reduced to 1 space while the requirement for two and three-bedroom units is reduced to 1.5 spaces. These modified requirements include guest parking. Based on the standards set forth in Government Code section 65915(q) there are 288 total parking spaces required for a development of this size. The Applicant has provided a total of 418 total parking spaces, including 91 parking garages, as part of this development.

The "R-4" development standards also require private open space in addition to common areas. Specifically, each ground/first floor unit must include a 150 square foot patio and second, third, and fourth floor units shall include a 100 square foot balcony. While the first/ground floor units include 150 square foot patios to satisfy this standard, the second, third, and fourth floor units include 60 square foot balconies. The applicant has requested an incentive to allow a deviation from this development standard which the City is required to provide pursuant to State density bonus law.

Pursuant to Government Code section 65915(e), an applicant may submit to a city a proposal for the waiver or reduction of development standards that will have the effect of physically precluding the construction of the development of the project at the densities or with the concessions and incentives permitted pursuant to State density bonus law. The "R-4" development standards per the Highland Municipal Code require a minimum of 30% of the net project area be designated as public open space, equivalent to 88,470 square feet. The developer shall submitted an application to deviate from this standard and include a total public open space area of 9%, or 26,541 square feet, which includes the tot lot, community pool, and BBQ area. The developer has to accommodate the affordable units in terms of offering the necessary physical space on the site plan to site the buildings with their associated circulation, parking, open space and setbacks. In addition, reducing these standards directly reduces the cost of construction which contributes to making the proposed project feasible.

The project satisfies all other "R-4" development criteria pertaining to setbacks, lot coverage, and building height.

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

Response: The project is suitable and permitted within the "R-4" Multi-Family residential zone and proposes to establish a 220-unit apartment

complex on this vacant site. The Applicant has proposed a modern overall design with a variety of different accents that include painted stucco finishes, manufactured stone veneer, wood composite panels, and anodized metal rails.

The ground/first floor garage doors are comprised of anodized metal. The second, third, and fourth floors of the building consist of primarily Sherwin-Williams "Cotton White" stucco accented by "Woven Wicker" taupe and "Amazing Gray" stucco every two (2) to three (3) units. Vertical accents of "Well-Bred Brown" stucco along the sides of each unit provide additional aesthetic variety. The roof of the building is relatively flat and features roof parapets finished in "Caviar" black and "Software" gray. The roofline itself has a mix of hip and gable ends to create interest, depth, and shadows. The sections along the exterior stairwells are further accented by wood composite paneling while the primary entrance gate to the complex features a stone veneer vertical sign that reads "Halcyon".

The project's Conceptual Landscape Plan features a variety of evergreen and deciduous trees in addition to accent palms trees, shrubs, and groundcover well suited to the local climate. There are required landscape planters between every eight (8) parking spaces within the general parking area along the perimeter of the property, satisfying the landscape standards per the City's Parking Regulations.

The Landscape Plan was reviewed by the City's Landscape Architect and found to be suitable for a large scale apartment complex as it relates to tree shade and spacing.

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 project will be in compliance with the Highland Municipal Code, Fire, and Building & Safety 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 established prior to the issuance of occupancy. 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 recommends the City Council approve Design Review Application (DRA 23-002), subject to conditions of approval.

Exhibit 1 attached includes the Project Plans.

Exhibit 2 attached includes the Conditions of Approval (DRA 23-002)

Exhibit 3 attached includes the Mitigation Monitoring and Reporting Program

C. ADOPTION OF RESOLUTION.

The City Clerk shall certify to the adoption of this Resolution and shall cause the same to be published or posted in the manner prescribed by law.

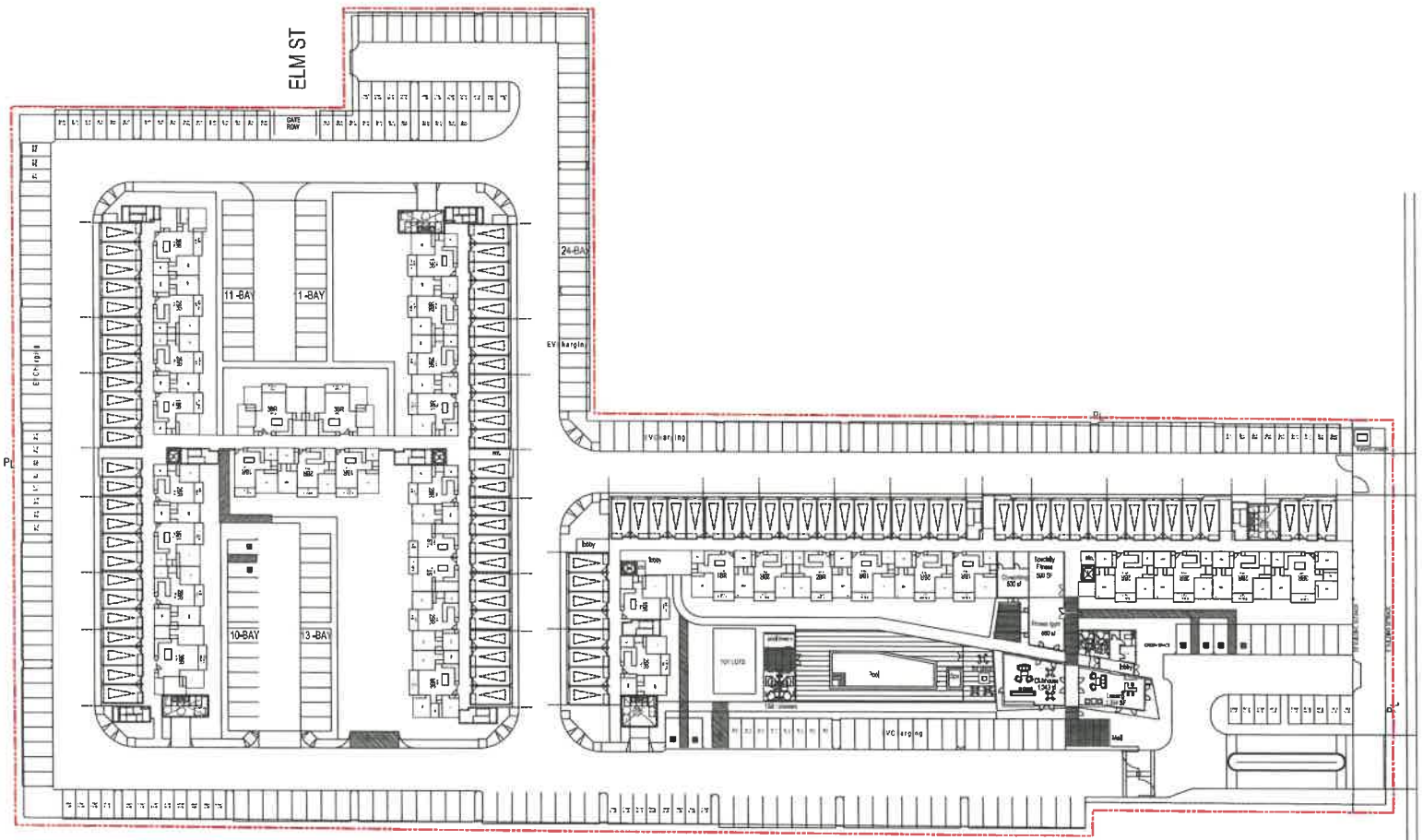
PASSED, APPROVED, and **ADOPTED** this 19th day of September, 2023.

ATTEST:

Randall Hamerly, Chairman Planning Commission	Lawrence A. Mainez Community Development Director

Exhibit 1:

Project Plans



BLDG. B

	STUDIO	1BR	2BR	3BR
FIRST	2	6	9	5
2ND	2	12	15	7
3RD	2	12	15	7
4TH	2	12	15	7
	8	42	54	26

BLDG. A

	STUDIO	1BR	2BR	3BR
FIRST	0	4	7	1
2ND	2	8	14	2
3RD	2	8	14	2
4TH	2	8	14	2
	6	28	49	7

UNIT MIX.

UNIT TYP.	STUDIO	1BR	2BR	3BR	TOTAL
#	14	70	103	33	220
MIX:	6%	32%	47%	15%	100%

PARKING

BUILDING A : 43 (90 UNITS)

BUILDING B : 50 (130 UNITS)

SITE : 326

TOTAL : 419

1/32"=1'-0"

HALCYON

HELIOS HOLDINGS LLC

HIGHLAND, CA

SITE PLAN

22111.00 2022_12-C2 A-0.1

DANIELIAN ASSOCIATES

architects ■ planners

IRRIGATION AND LANDSCAPE DESIGN NOTES

1. LANDSCAPE SHALL ADHERE TO THE CITY OF HIGHLAND MUNICIPAL CODE 18.46.
2. FINAL STREET TREE SELECTION WILL BE COORDINATED WITH THE CITY LANDSCAPE ARCHITECT.
3. IRRIGATION SHALL BE WATER CONSERVING AND CONFORM TO THE STATE OF CALIFORNIA AB1881 MWELO REQUIREMENTS. PLAN CHECK SUBMITTAL WILL INCLUDE MAWA, ETWU, AND MWELO CALCULATIONS AS WELL AS WATER SCHEDULES.
4. PLANTS SHALL BE GROUPED INTO HYDROZONES UTILIZING THE WUCOLS (WATER USE CLASSIFICATION OF LANDSCAPE SPECIES) AND A HYDROZONE PLAN WILL BE PART OF THE PLAN CHECK SUBMITTAL.
5. ALL LANDSCAPE AREAS SHALL BE EITHER A 1" MINIMUM LAYER OF DECOMPOSED GRANITE OR DECORATIVE COBBLE IN SPECIALIZED AREAS. 80% OF THE SITE SHALL BE HEAVILY MULCHED WITH A 3" MINIMUM DEPTH OF A SHREDDED WOOD MULCH AT THE END OF CONSTRUCTION
6. INSTALL HIGH EFFICIENCY IRRIGATION SYSTEM WITH SMART CLOCK CONTROLS.
7. TURF AREAS ARE EXCLUDED FROM THIS SITE (0%) IN FAVOR OF DROUGHT TOLERANT PLANTINGS. ALL GROUND MOUNTED ELECTRICAL/MECHANICAL/WATER EQUIPMENT SHALL BE EFFECTIVELY SCREENED WITH LANDSCAPING.
8. TREES WITHIN 8FT OF HARDSCAPE SHALL BE INSTALLED WITH AN APPROVED LINEAR ROOT CONTROL BARRIER ALONG THE EDGE OF THE HARDSCAPE (16 FEET TOTAL MIN. LENGTH FOR EACH TREE).
9. NO INVASIVE SPECIES SHALL BE PLANTED ON SITE. INVASIVE SPECIES ARE THOSE DEFINED BY THE CALIFORNIA INVASIVE PLANT COUNCIL (CAL-IPC) AND FOUND AT: HTTP://WWW.CAL-IPC.ORG/PAW/INVENTORY/WEEDLIST.PHP

SCHEMATIC PLANT PALETTE - TREES

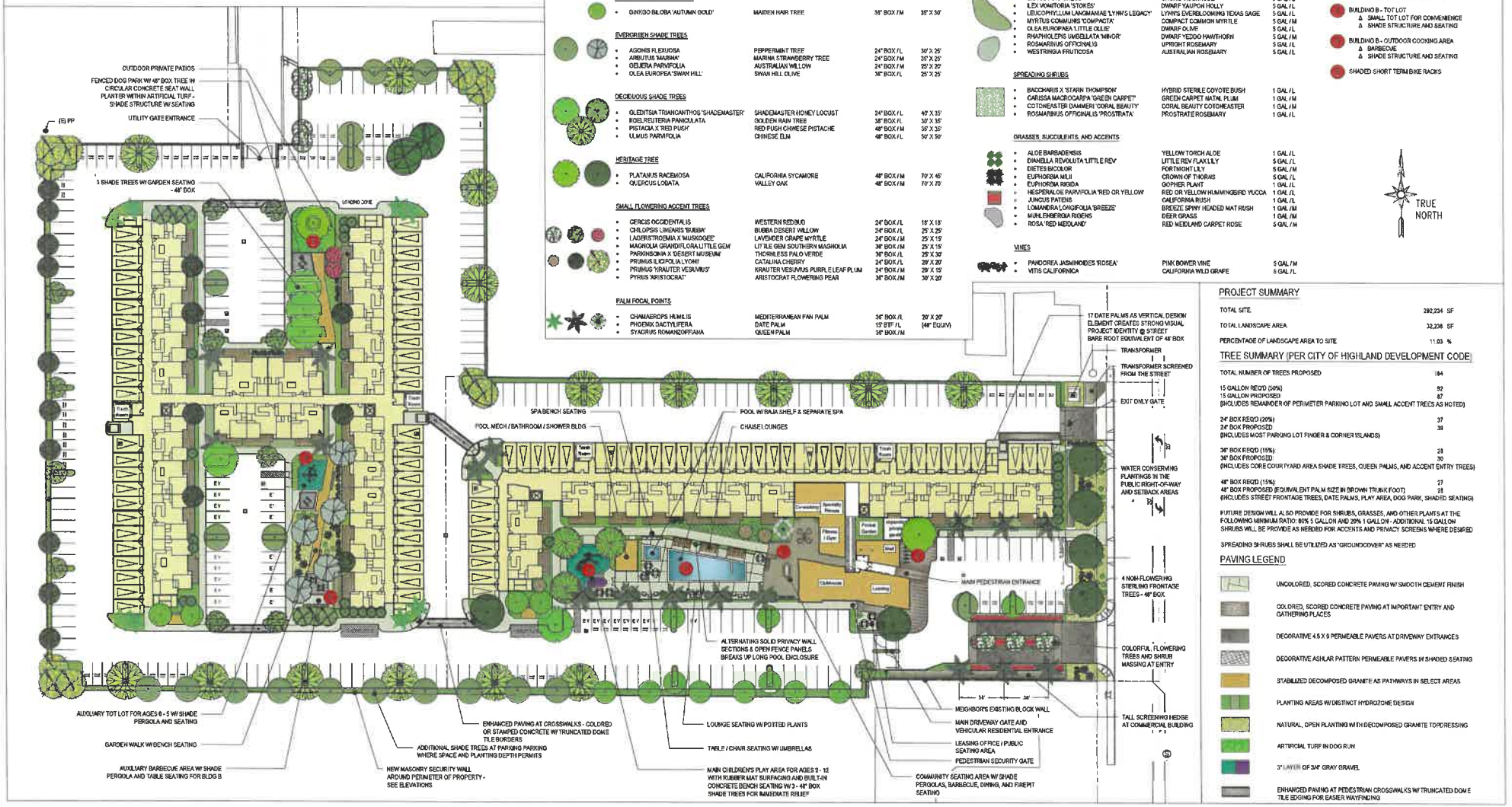
BOTANICAL NAME	COMMON NAME	SIZE / H2O	HT X WD
EVERGREEN CONIFER TREES			
• CEDRUS DEODARA	DEODAR CEDAR	24" BOX /M	70' X 40'
• PINUS CANARIENSIS	PINUS CANARIENSIS	24" BOX /M	70' X 30'
• PINUS ELDARICA	MONDELL PINE	24" BOX /L	70' X 25'
VERTICAL EVERGREEN TREES			
• JUNIPERUS CHINENSIS 'SPARTAN'	SPARTAN JUNIPER COLUMN	15 GAL / M	15' X 5'
• BRACHYCHITON POPULNEUS	BOTTLE TREE	24" BOX /L	40' X 25'
DECIDUOUS VERTICAL TREES			
• GINKGO BILOBA 'AUTUMN GOLD'	MAIDEN HAIR TREE	36" BOX /M	35' X 30'
EVERGREEN SHADE TREES			
• AGONIS FLEXUOSA	PEPPERMINT TREE	24" BOX /L	30' X 25'
• ARBUTUS 'MARINA'	MARINA STRAWBERRY TREE	24" BOX /M	25' X 25'
• GELIERA PARVIFOLIA	AUSTRALIAN WILLOW	24" BOX /M	25' X 20'
• OLEA EUROPEA 'SWAN HILL'	SWAN HILL OLIVE	36" BOX /L	25' X 25'
DECIDUOUS SHADE TREES			
• GLEDITSIA TRIANCANTHOS 'SHADEMASTER'	SHADEMASTER HONEY LOCUST	24" BOX /L	40' X 35'
• KOELREUTERIA PANICULATA	GOLDEN RAIN TREE	36" BOX /L	30' X 35'
• PISTACIA X 'RED PUSH'	RED PUSH CHINESE PISTACHE	48" BOX /M	35' X 35'
• ULMUS PARVIFOLIA	CHINESE ELM	48" BOX /L	50' X 50'
HERITAGE TREE			
• PLATANUS RACEMOSA	CALIFORNIA SYCAMORE	48" BOX /M	70' X 45'
• QUERCUS LOBATA	VALLEY OAK	48" BOX /M	70' X 70'
SMALL FLOWERING ACCENT TREES			
• CERCIS OCCIDENTALIS	WESTERN REDBUD	24" BOX /L	15' X 15'
• CHILOPSIS LINEARIS 'BUBBA'	BUBBA DESERT WILLOW	24" BOX /L	25' X 25'
• LAGERSTROEMIA X 'MUSKOGEE'	LAVENDER CRAPE MYRTLE	24" BOX /M	25' X 15'
• MAGNOLIA GRANDIFLORA 'LITTLE GEM'	LITTLE GEM SOUTHERN MAGNOLIA	36" BOX /M	25' X 15'
• PARKINSONIA X 'DESERT MUSEUM'	THORNLESS PALO VERDE	36" BOX /L	25' X 30'
• PRUNUS ILICIFOLIA 'LYONII'	CATALINA CHERRY	24" BOX /L	20' X 20'
• PRUNUS 'KRAUTER VESUVIUS'	KRAUTER VESUVIUS PURPLE LEAF PLUM	24" BOX /M	20' X 15'
• PYRUS 'ARISTOCRAT'	ARISTOCRAT FLOWERING PEAR	36" BOX /M	30' X 20'
PALM FOCAL POINTS			
• CHAMAEROPS HUMILIS	MEDITERRANEAN FAN PALM	36" BOX /L	20' X 20'
• PHOENIX DACTYLIFERA	DATE PALM	15' BTF / L	30' (48" EQUIV)
• SYAGRUS ROMANZOFFIANA	QUEEN PALM	36" BOX /M	

SCHEMATIC PLANT PALETTE - SHRUBS, VINES, AND GROUNDCOVERS

BOTANICAL NAME	COMMON NAME	SIZE / H2O
LARGE / SCREENING SHRUBS		
• ELAEAGNUS PUNGENS 'FRUITLAND'	FRUITLAND SILVERBERRY	5 GAL / L
• LAURUS NOBILIS	BAY LAUREL	15 GAL / L
• LEUCOPHYLLUM FRUTESCENS	TEXAS RANGER	5 GAL / L
• PRUNUS ILICIFOLIA LYONII	CATALINA CHERRY	15 GAL / L
• RHAPIOLEPIS INDICA 'MAJESTIC BEAUTY'	MAJESTIC BEAUTY INDIAN HAWTHORN	15 GAL / M
• TECOMARIA FRUTICANS	AZURE BUSH GERMANDER	5 GAL / L
• XYLOSMA CONGESTUM	SHINY XYLOSMA	5 GAL / M
MEDIUM SHRUB MASSES		
• CISTUS PURPUREUS	ORCHID ROCKROSE	5 GAL / L
• ILEX VOMITORIA 'STOKES'	DWARF YAUPON HOLLY	5 GAL / L
• LEUCOPHYLLUM LANGMANIAE 'LYNN'S LEGACY'	LYNN'S EVERBLOOMING TEXAS SAGE	5 GAL / L
• MYRTUS COMMUNIS 'COMPACTA'	COMPACT COMMON MYRTLE	5 GAL / M
• OLEA EUROPAEA 'LITTLE OLLIE'	DWARF OLIVE	5 GAL / L
• RHAPHIOLEPIS UMBELLATA 'MINOR'	DWARF YEDDO HAWTHORN	5 GAL / M
• ROSMARINUS OFFICINALIS	UPRIGHT ROSEMARY	5 GAL / L
• WESTRINGIA FRUTICOSA	AUSTRALIAN ROSEMARY	5 GAL / L
SPREADING SHRUBS		
• BACCHARIS X 'STARN THOMPSON'	HYBRID STERILE COYOTE BUSH	1 GAL / L
• CARISSA MACROCARPA 'GREEN CARPET'	GREEN CARPET NATAL PLUM	1 GAL / M
• COTONEASTER DAMMERI 'CORAL BEAUTY'	CORAL BEAUTY COTONEASTER	1 GAL / M
• ROSMARINUS OFFICINALIS 'PROSTRATA'	PROSTRATE ROSEMARY	1 GAL / L
GRASSES, SUCCULENTS, AND ACCENTS		
• ALOE BARBADENSIS	YELLOW TORCH ALOE	1 GAL / L
• DIANELLA REVOLUTA 'LITTLE REV'	LITTLE REV FLAX LILY	5 GAL / L
• DIETES BICOLOR	FORTNIGHT LILY	5 GAL / M
• EUPHORBIA MILII	CROWN OF THORNS	5 GAL / L
• EUPHORBIA RIGIDA	GOPHER PLANT	1 GAL / L
• HESPERALOE PARVIFOLIA 'RED OR YELLOW	RED OR YELLOW HUMMINGBIRD YUCCA	1 GAL / L
• JUNCUS PATENS	CALIFORNIA RUSH	1 GAL / L
• LOMANDRA LONGIFOLIA 'BREEZE'	BREEZE SPINY HEADED MAT RUSH	1 GAL / M
• MUHLENBERGIA RIGENS	DEER GRASS	1 GAL / M
• ROSA 'RED MEIDLAND'	RED MEIDLAND CARPET ROSE	5 GAL / M
VINES		
• PANDOREA JASMINOIDES 'ROSEA'	PINK BOWER VINE	5 GAL / M
• VITIS CALIFORNICA	CALIFORNIA WILD GRAPE	5 GAL / L

LANDSCAPE AMENITIES KEY:

- PRIMARY CHILDRENS PLAY AREA
  - Δ 0 - 5 AGE TOT LOT
  - Δ 5 - 12 AGE PLAY EQUIPMENT
  - Δ RUBBER MAT SURFACING
- PRIMARY COMMUNITY SPACE
  - Δ DINING TABLE & CHAIRS W/ SHADE STRUCTURE
  - Δ FIREPIT AND LOUNGE SEATING
  - Δ BARBECUE
  - Δ POOL / SPA WITH CHAISES, TABLES, & LOUNGE SEATING
- BUILDING B - DOG PARK
  - Δ FENCED
  - Δ ARTIFICIAL TURF
  - Δ SHADE STRUCTURE AND SEATING
- BUILDING B - TOT LOT
  - Δ SMALL TOT LOT FOR CONVENIENCE
  - Δ SHADE STRUCTURE AND SEATING
- BUILDING B - OUTDOOR COOKING AREA
  - Δ BARBECUE
  - Δ SHADE STRUCTURE AND SEATING
- SHADED SHORT TERM BIKE RACKS



PROJECT SUMMARY

TOTAL SITE	292,234 SF
TOTAL LANDSCAPE AREA	32,236 SF
PERCENTAGE OF LANDSCAPE AREA TO SITE	11.03 %

TREE SUMMARY (PER CITY OF HIGHLAND DEVELOPMENT CODE)

TOTAL NUMBER OF TREES PROPOSED	184
15 GALLON REQ'D (50%)	92
15 GALLON PROPOSED (INCLUDES REMAINDER OF PERIMETER PARKING LOT AND SMALL ACCENT TREES AS NOTED)	87
24" BOX REQ'D (20%)	37
24" BOX PROPOSED (INCLUDES MOST PARKING LOT FINGER & CORNER ISLANDS)	38
36" BOX REQ'D (15%)	28
36" BOX PROPOSED (INCLUDES CORE COURTYARD AREA SHADE TREES, QUEEN PALMS, AND ACCENT ENTRY TREES)	30
48" BOX REQ'D (15%)	27
48" BOX PROPOSED (EQUIVALENT PALM SIZE IN BROWN TRUNK FOOT) (INCLUDES STREET FRONTAGE TREES, DATE PALMS, PLAY AREA, DOG PARK, SHADED SEATING)	28

FUTURE DESIGN WILL ALSO PROVIDE FOR SHRUBS, GRASSES, AND OTHER PLANTS AT THE FOLLOWING MINIMUM RATIO: 80% 5 GALLON AND 20% 1 GALLON - ADDITIONAL 15 GALLON SHRUBS WILL BE PROVIDE AS NEEDED FOR ACCENTS AND PRIVACY SCREENS WHERE DESIRED

SPREADING SHRUBS SHALL BE UTILIZED AS "GROUNDCOVER" AS NEEDED

PAVING LEGEND

- UNCOLORED, SCORED CONCRETE PAVING W/ SMOOTH CEMENT FINISH
- COLORED, SCORED CONCRETE PAVING AT IMPORTANT ENTRY AND GATHERING PLACES
- DECORATIVE 4.5 X 9 PERMEABLE PAVERS AT DRIVEWAY ENTRANCES
- DECORATIVE ASHLAR PATTERN PERMEABLE PAVERS IN SHADED SEATING
- STABILIZED DECOMPOSED GRANITE AS PATHWAYS IN SELECT AREAS
- PLANTING AREAS W/ DISTINCT HYDROZONE DESIGN
- NATURAL, OPEN PLANTING WITH DECOMPOSED GRANITE TOPDRESSING
- ARTIFICIAL TURF IN DOG RUN
- 3" LAYER OF 3/4" GRAY GRAVEL
- ENHANCED PAVING AT PEDESTRIAN CROSSWALKS W/ TRUNCATED DOME TILE EDGING FOR EASIER WAYFINDING

Mark Beall Landscape Architecture
7033 N. Tujunga Blvd. Suite 15, Los Angeles, CA 91605-7515
Telephone: (818) 503-1470
Email: mark@markbeall.com

PREPARED UNDER THE DIRECTION OF LICENSED LANDSCAPE ARCHITECT
MARK BEALL RLA #3640

HALCYON APARTMENTS

CITY OF HIGHLAND, CALIFORNIA

LANDSCAPE CONCEPT

08/04/2023

0' 15' 30' 60' 120'

SCALE: 1" = 30'

PL-1





KEYNOTES

01 PAINTED STUCCO : SW 7104 Cotton White
02 PAINTED STUCCO : SW 7044 Amazing Grey
03 PAINTED STUCCO: SW 9104 Woven Wicker
04 PAINTED STUCCO: SW 6990 Caviar
05 PAINTED STUCCO: SW 7074 Software
06 PAINTED STUCCO: SW 7027 Well-Bred Brown
07 PAINTED STUCCO: SW 6171 Chatroom
08 MANUF. STONE VENEER : WHISPER WHITE
09 COMPOSITE PANELS: WOOD FINISH
10 WHITE VINYL WINDOW FRAMES
11 WALL TILE
12 METAL GARAGE DOOR
13 ANODIZED STOREFRONT SYSTEM : BLACK
14 PAINTED METAL TRELLIS
15 METAL GUARDRAILS
16 COMPOSITE PANELS: METAL FINISH

BUILDING TYPE A ELEVATIONS
ARCHITECTURE ENTITLEMENT SET

A2.1

HALCYON
HELIOS HOLDINGS LLC
HIGHLAND, CA

22111.00 2023.06.04

DANIELIAN ASSOCIATES
architects • planners





KEYNOTES

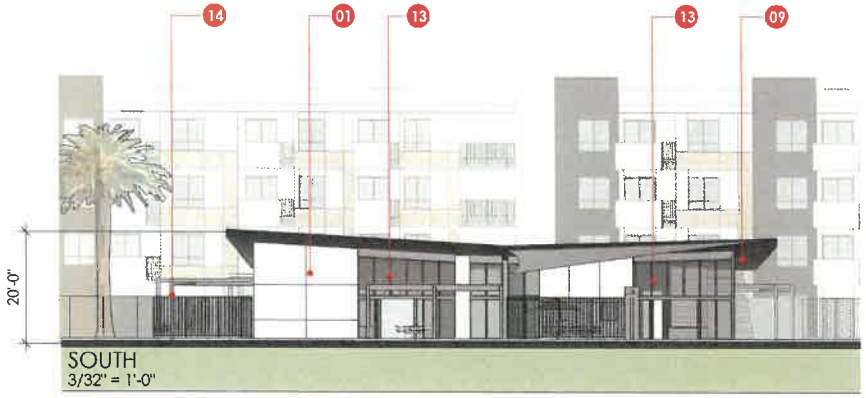
01 PAINTED STUCCO : SW 7104 Cotton White
02 PAINTED STUCCO : SW 7044 Amazing Grey
03 PAINTED STUCCO: SW 9104 Woven Wicker
04 PAINTED STUCCO: SW 6990 Caviar
05 PAINTED STUCCO: SW 7074 Software
06 PAINTED STUCCO: SW 7027 Well-Bred Brown
07 PAINTED STUCCO: SW 6171 Chatroom
08 MANUF. STONE VENEER : WHISPER WHITE
09 COMPOSITE PANELS: WOOD FINISH
10 WHITE VINYL WINDOW FRAMES
11 WALL TILE
12 METAL GARAGE DOOR
13 ANODIZED STOREFRONT SYSTEM : BLACK
14 PAINTED METAL TRELLIS
15 METAL GUARDRAILS
16 COMPOSITE PANELS: METAL FINISH

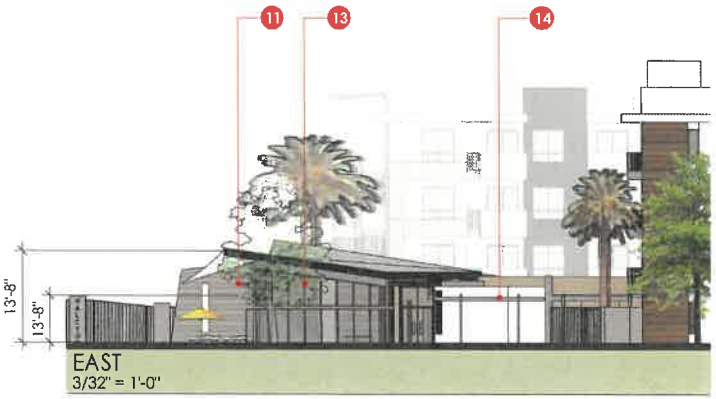
BUILDING TYPE A ELEVATIONS
ARCHITECTURE ENTITLEMENT SET

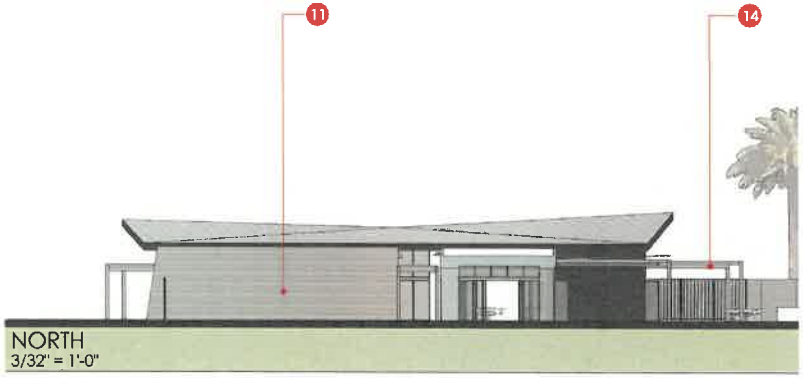
HALCYON
HELIOS HOLDINGS LLC
HIGHLAND, CA

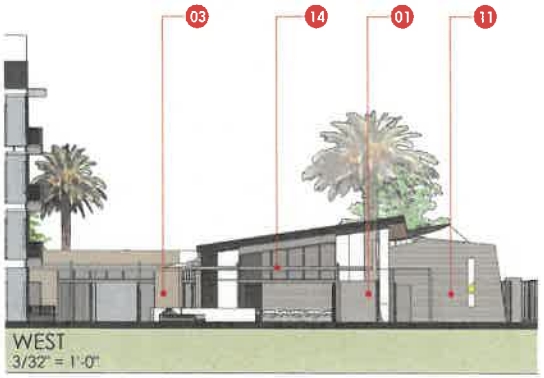
22111.00 2023-06-04 A2.2

DANIELIAN ASSOCIATES
architects • planners









KEYNOTES

01 PAINTED STUCCO : SW 7104 Cotton White
02 PAINTED STUCCO : SW 7044 Amazing Grey
03 PAINTED STUCCO: SW 9104 Woven Wicker
04 PAINTED STUCCO: SW 6990 Caviar
05 PAINTED STUCCO: SW 7074 Software
06 PAINTED STUCCO: SW 7027 Well-Bred Brown
07 PAINTED STUCCO: SW 6171 Chatroom
08 MANUF. STONE VENEER : WHISPER WHITE
09 COMPOSITE PANELS: WOOD FINISH
10 WHITE VINYL WINDOW FRAMES
11 WALL TILE
12 METAL GARAGE DOOR
13 ANODIZED STOREFRONT SYSTEM : BLACK
14 PAINTED METAL TRELLIS
15 METAL GUARDRAILS
16 COMPOSITE PANELS: METAL FINISH

CLUBHOUSE ELEVATIONS
ARCHITECTURE ENTITLEMENT SET

HALCYON
HELIOS HOLDINGS LLC
HIGHLAND, CA

22111.00 2023.08.04 A2.3

DANIELIAN ASSOCIATES
architects + planners





KEYNOTES

01 PAINTED STUCCO : SW 7104 Cotton White
02 PAINTED STUCCO : SW 7044 Amazing Grey
03 PAINTED STUCCO: SW 9104 Woven Wicker
04 PAINTED STUCCO: SW 6990 Caviar
05 PAINTED STUCCO: SW 7074 Software
06 PAINTED STUCCO: SW 7027 Well-Bred Brown
07 PAINTED STUCCO: SW 6171 Chatroom
08 MANUF. STONE VENEER : WHISPER WHITE
09 COMPOSITE PANELS: WOOD FINISH
10 WHITE VINYL WINDOW FRAMES
11 WALL TILE
12 METAL GARAGE DOOR
13 ANODIZED STOREFRONT SYSTEM : BLACK
14 PAINTED METAL TRELLIS
15 METAL GUARDRAILS
16 COMPOSITE PANELS: METAL FINISH

BUILDING TYPE B ELEVATIONS
ARCHITECTURE ENTITLEMENT SET

HALCYON
HELIOS HOLDINGS LLC
HIGHLAND, CA

22111.00 2023-08-04 A2.4

DANIELIAN ASSOCIATES
architects + planners





KEYNOTES

01 PAINTED STUCCO : SW 7104 Cotton White
02 PAINTED STUCCO : SW 7044 Amazing Grey
03 PAINTED STUCCO: SW 9104 Woven Wicker
04 PAINTED STUCCO: SW 6990 Caviar
05 PAINTED STUCCO: SW 7074 Software
06 PAINTED STUCCO: SW 7027 Well-Bred Brown
07 PAINTED STUCCO: SW 6171 Chatroom
08 MANUF. STONE VENEER : WHISPER WHITE
09 COMPOSITE PANELS: WOOD FINISH
10 WHITE VINYL WINDOW FRAMES
11 WALL TILE
12 METAL GARAGE DOOR
13 ANODIZED STOREFRONT SYSTEM : BLACK
14 PAINTED METAL TRELLIS
15 METAL GUARDRAILS
16 COMPOSITE PANELS: METAL FINISH

BUILDING TYPE B ELEVATIONS
ARCHITECTURE ENTITLEMENT SET

HALCYON
HELIOS HOLDINGS LLC
HIGHLAND, CA

22111.00 2023 08-04 A2.5

DANIELIAN ASSOCIATES
architects + planners



INTERIOR ELEVATION - EAST
1/16" = 1'-0"



INTERIOR ELEVATION - WEST
1/16" = 1'-0"

KEYNOTES

01	PAINTED STUCCO : SW 7104 Cotton White
02	PAINTED STUCCO : SW 7044 Amazing Grey
03	PAINTED STUCCO: SW 9104 Woven Wicker
04	PAINTED STUCCO: SW 6990 Caviar
05	PAINTED STUCCO: SW 7074 Software
06	PAINTED STUCCO: SW 7027 Well-Bred Brown
07	PAINTED STUCCO: SW 6171 Chatroom
08	MANUF. STONE VENEER : WHISPER WHITE
09	COMPOSITE PANELS: WOOD FINISH
10	WHITE VINYL WINDOW FRAMES
11	WALL TILE
12	METAL GARAGE DOOR
13	ANODIZED STOREFRONT SYSTEM : BLACK
14	PAINTED METAL TRELLIS
15	METAL GUARDRAILS
16	COMPOSITE PANELS: METAL FINISH

BUILDING TYPE B ELEVATIONS
ARCHITECTURE ENTITLEMENT SET

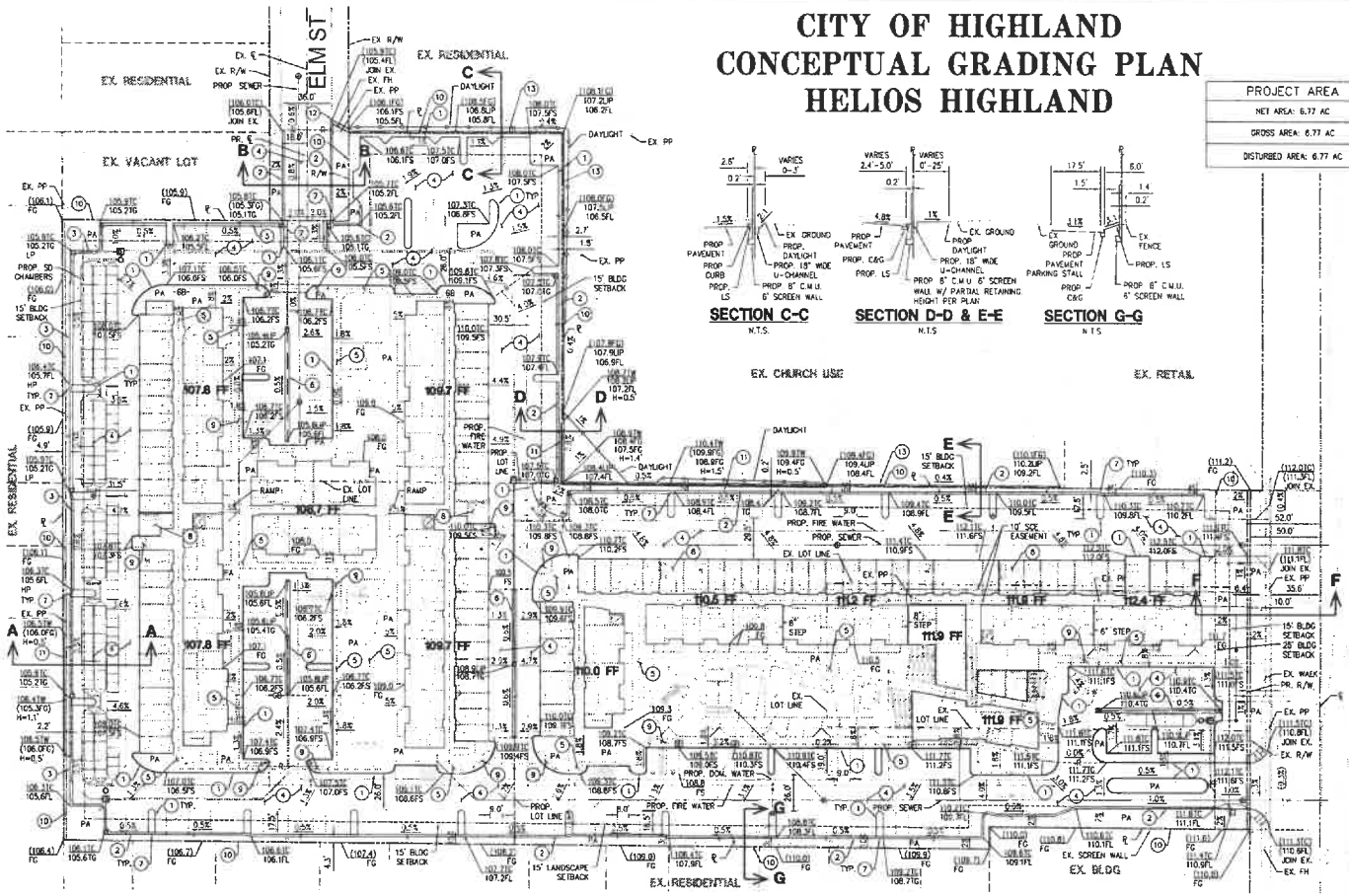
A2.6

HALCYON
HELIOS HOLDINGS LLC
HIGHLAND, CA

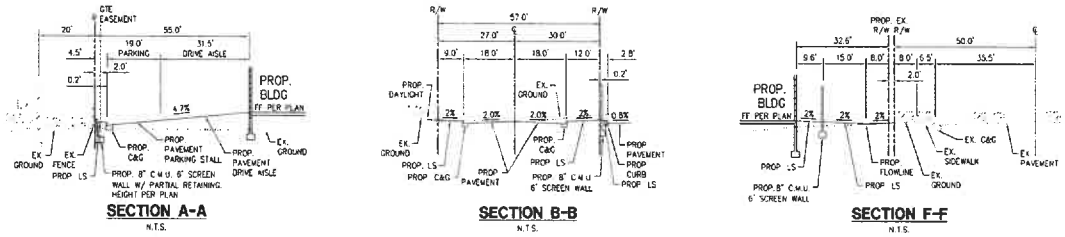
22111.00 2023-08-04

DANIELIAN ASSOCIATES
architects + planners

CITY OF HIGHLAND
CONCEPTUAL GRADING PLAN
HELIOS HIGHLAND



PROJECT AREA
NET AREA: 6.77 AC
GROSS AREA: 6.77 AC
DISTURBED AREA: 6.77 AC



GRADING CONSTRUCTION NOTES:

1. CONSTRUCT 6" CURB
2. CONSTRUCT 6" CURB & GUTTER
3. CONSTRUCT 8" CURB & GUTTER
4. CONSTRUCT 4"AC/4.5"AB PAVEMENT SECTION
5. CONSTRUCT 4" PCC SIDEWALK
6. CONSTRUCT 3' RIBBON GUTTER
7. CONSTRUCT 18" WIDE U-CHANNEL
8. CONSTRUCT TRASH ENCLOSURE PER ARCH PLANS
9. CONSTRUCT ADA RAMP W/ TRUNCATED DOMES
10. CONSTRUCT SCREEN WALL
11. CONSTRUCT RETAINING WALL
12. CONSTRUCT PARKWAY DRAIN
13. CONSTRUCT 18" WIDE, 12" DEEP OFFSITE MODIFIED U-CHANNEL

OWNER/APPLICANT

JONATHON WEBB
HELIOS HOLDINGS LLC
840 ARDMORE
HERMOSA BEACH, CA 90254
(310) 428-1982

CIVIL ENGINEER

DRC ENGINEERING, INC.
160 S. OLD SPRINGS RD, SUITE 210
ANAHEIM HILLS, CA 92808
CONTACT: RENE VARGA
(714) 685-6860 X337

SOIL ENGINEER

LEIGHTON AND ASSOCIATES, INC.
10532 ACACIA STREET, SUITE B-6
RANCHO CUCAMONGA, CA 91730
CONTACT: JASON D. HERTZBERG, GE 2711
(909) 484-2205
REPORT DATE: OCT 14, 2022
REPORT NO.: 13685.001
LIQUEFACTION NOT LIKELY

TOPOGRAPHY

CONTOURS AND ELEVATIONS PROVIDED FROM TOPOGRAPHIC SURVEY IN CONFORMANCE WITH THE U.S. MAP ACCURACY STANDARD WAS SUPPLIED BY FDC & ASSOCIATES CORPORATION, 322 W ORANGE SHOW LANE, SAN BERNARDINO, CA 92408
PHONE: (909) 388-7200, DATED: 2-19-19

ASSESORS PARCEL NUMBER

0278-131-45; -46; -47

PROJECT DESCRIPTION

PROPOSED RESIDENTIAL BUILDINGS WITH LANDSCAPING AREAS, PARKING STALLS, AND ASSOCIATED GARAGE SPACES

FLOOD ZONE

THE LAND SHOWN ON THIS SURVEY LIES WITHIN FLOOD ZONE "X" (SHADED) BEING DESCRIBED AS "AREAS OF 0.2% ANNUAL CHANCE FLOOD; AREAS OF 1% ANNUAL CHANCE WITH AVERAGE DEPTHS OF LESS THAN 1 FOOT OR WITH DRAINAGE AREAS LESS THAN 1 SQUARE MILE; AND WITHIN FLOOD ZONE "X" (NO SCREEN) AREA OF MINIMAL FLOOD HAZARD PER FLOOD INSURANCE RATE MAP (FIRM) - COMMUNITY PANEL NO. 06071C8701J, DATED SEPTEMBER 2, 2016.

ZONING

R4 - MULTI-FAMILY RESIDENTIAL

BASIS OF BEARINGS

THE BEARINGS SHOWN HEREON ARE BASED ON THE CENTERLINE OF BASE LINE ST AS SHOWN ON PM NO. 2930, BEING NORTH 90°00'00".

UTILITIES:

WATER & SEWER EAST VALLEY WATER DISTRICT 31111 GREENSPOT RD. HIGHLAND, CA 92346 (909) 888-8986	ELECTRIC SOUTHERN CALIFORNIA EDISON 298 KANSAS ST. REDLANDS, CA 92373 (951) 249-8301
GAS SO CAL GAS COMPANY 1130 N. MT. VERNON AVE., #305 SAN BERNARDINO, CA 92411 (800) 427-2200	CABLE TV TIME WARNER CABLE 7337 CENTRAL AVE RIVERSIDE, CA 92504 (833) 267-6087
TELEPHONE FRONTIER COMMUNICATIONS 9 S. 4TH ST. REDLANDS, CA 92373 (855) 295-7926	SCHOOL DISTRICT SAN BERNARDINO CITY UNIFIED 777 N F ST. SAN BERNARDINO, CA 92410 (909) 381-1100

LEGAL DESCRIPTION

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

PARCEL A:
PARCEL 1 OF PARCEL MAP NO. 3281, IN THE CITY OF HIGHLAND, COUNTY OF SAN BERNARDINO, STATE OF CALIFORNIA, AS PER PLAT RECORDED IN BOOK 29 OF PARCEL MAPS, PAGE 30, RECORDS OF SAID COUNTY.
ASSESSOR'S PARCEL NUMBER: 0278-131-45-0-000

PARCEL B:
PARCEL 2 OF PARCEL MAP NO. 3281, IN THE CITY OF HIGHLAND, COUNTY OF SAN BERNARDINO, STATE OF CALIFORNIA, AS PER PLAT RECORDED IN BOOK 29 OF PARCEL MAPS, PAGE 30, RECORDS OF SAID COUNTY
ASSESSOR'S PARCEL NUMBER: 0278-131-46-0-000

PARCEL C:
PARCEL 1 OF PARCEL MAP 8940, IN THE CITY OF HIGHLAND, COUNTY OF SAN BERNARDINO, STATE OF CALIFORNIA, AS PER PLAT RECORDED IN BOOK 74 OF PARCEL MAPS, PAGES 95 AND 96, RECORDS OF SAID COUNTY.
ASSESSOR'S PARCEL NUMBER: 0278-131-47-0-000



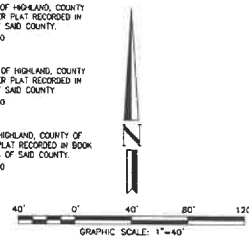
SYMBOL LEGEND:

EXISTING CONTOUR
VERTICAL RETAINING WALL
GRADE BREAK/RIDGE LINE
PROPERTY LINE
RIGHT OF WAY LINE
ADA PATH OF TRAVEL

ABBREVIATIONS

APN = ASSESSORS PARCEL NUMBER
BLDG = BUILDING
C&G = CURB & GUTTER
C.M.U. = CONCRETE MASONRY UNIT
EX = EXISTING
FL = FLOW LINE
FG = FINISHED GRADE
FS = FINISHED SURFACE
FW = FIRE WATER
G = GAS
GB = GRADE BREAK
HDPE = HIGH DENSITY POLYETHYLENE
H = HEIGHT
INV = INVERT
J.S. = JUNCTION STRUCTURE
L/P = LIP OF GUTTER
LS = LANDSCAPE
MB = MAP BOOK
N.T.S. = NOT TO SCALE
PA = PLANTER AREA
℄ = PROPERTY LINE
PM = PARCEL MAP
PMB = PARCEL MAP BOOK
PP = POWER POLE
PR = PROPOSED
R/W = RIGHT-OF-WAY
SW = SEWER
SD = STORM DRAIN
TC = TOP OF CURB
TG = TOP OF GRATE
TW = TOP OF WALL
TYP = TYPICAL
W = WATER

EARTHWORK QUANTITIES	
CUT: 4,300 CY	FILL: 9,600 CY
TOTAL EARTHWORK: 5,300 CY IMPORT	



DIG ALERT
CALL BEFORE YOU DIG
811

BENCHMARK
THE CONTOURS AND ELEVATIONS SHOWN HEREON ARE BASED ON THE FOLLOWING BENCHMARK:
BM NO.: EV0088
ELEV.: 1101.18' (CITY OF HIGHLAND BENCHMARK)
VERT. DATUM: NAVD88

SEAL

PLANS PREPARED BY:
DRC Engineering, Inc.
Civil Engineering/Land Surveying/Land Planning
160 S. Old Springs Road
Suite 210
Anaheim Hills, CA 92808
714.685.6860

CITY SEAL

REVISIONS

MARK	DESCRIPTION	APPR.	DATE

CITY OF HIGHLAND

RECOMMENDED BY	APPROVED BY
DATE	DATE
MATTHEW S. BENNETT, P.E.T. 65787 Assistant Public Works Director	CARLOS ZAMARO, R.C.E. 60153 Public Works Director/City Engineer

CONCEPTUAL GRADING PLAN

DRAWER NO.
DATE: 7/26/23
SHEET CG-1 OF 1

NOT FOR CONSTRUCTION

Exhibit 2:

Conditions of Approval (DRA 23-001)

CITY OF HIGHLAND
PLANNING DIVISION CONDITIONS OF APPROVAL

Date:	September 5, 2023
Applicant:	Helios Holdings, LLC
File/Index:	Design Review Application (DRA 23-002)
Proposal:	Construction of a 220-unit, 4-story apartment complex.
Location:	Three (3) vacant parcels, totaling 6.77 acres in area, located on the west side of Sterling Avenue, 250 feet north of 9th Street. Assessor's Parcel Numbers: 0278-131-45, -46, & -47
Related Entitlements:	Lot Line Adjustment (LLA 23-003) & Variance (VAR 23-003)

PLANNING CONDITIONS OF APPROVAL

These conditions of approval represent the Planning Divisions conditions of approval and are meant to be one part of overall conditions of approval that may include, Engineering, Building and Safety, Fire Department, and other agency conditions of approval.

The conditions below are continuing conditions. Failure of the applicant and/or operator to comply with any or all said conditions at any time shall result in the revocation of this permit granted to use the subject property.

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 structures authorized by this Design Review Application have occurred within thirty-six (36) months from the approval date of this Design Review Application, 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 Planning Division a minimum of thirty (30) calendar days prior to the expiration of the Design Review Application. Such application shall be filed together with the City's processing fee, as established by the City Council.

2. This Design Review Application is for the Site Plan, Landscape Plan, Photometric Plan, Grading Plan, and Elevations pertaining to the construction of a 220-unit, 4-story apartment complex on a 6.77 acre site.

a. The approval of the Design Review Application is applicable to the proposed use, Site Plan, Photometric Plan, Grading Plan, Landscape Plan, and design features on the apartment buildings.

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 shall 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, and Fire 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. The subject property shall be developed in accordance with plans and materials approved by the Planning Commission, on file with the City of Highland Planning Division, and shall be in compliance with all conditions of approval contained herein. 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. The Development Impact Fees that apply as of December 5, 2022, per SB330, shall be paid in accordance with City policy.

8. Prior to the issuance of building permits, a security system/camera plan shall be submitted to the city and reviewed by the city's police department in accordance with the HMC.

9. Automatic garage door openers shall be required for each garage.

10. There shall be 91 garage spaces available on the site, as depicted on the site plan. The remaining required covered spaces may be satisfied by constructing a carport.

If carports are utilized, submit a revised site plan and elevations to the Planning Division for review and approval.

11. Should the Applicant determine that more than one ownership of the approved project is desired, a phasing plan, related easements and conditions, covenants and restrictions (CC&R) documents shall be reviewed and approved by the City Council.

Landscaping

12. Applicant shall provide landscape coverage calculations including overall percentage of landscape versus total parcel size to planting concept for further review.

13. Applicant shall provide additional elevations and exhibits that include typical planting along each adjacent property boundary for verification of design intent in comparison to existing conditions at adjacent property. Applicant shall include any restrictions such as wall footings or foundations so application of the appropriate plant material can be verified.

14. Applicant shall include a mix of larger tree sizes with the minimum size being 24" box for 50% of total trees provided, 36" box for 30% of total, and 48" box for 20% of total. Applicant shall include an overall chart breaking down quantities of trees versus sizes for verification.

15. Applicant shall show enlargements and sections/ elevations of Landscape amenities 1-4 to demonstrate how their conceptual design and planting will provide adequate human scale and open feeling, versus the surrounding proposed 4 story structures.

16. Applicant shall show all wall and fence treatments including the use of vines, trellis or architectural features that break up the long horizontal planes to create patterns and texture that offer variety and character.

17. Applicant shall provide shade calculations and exhibit for parking areas to verify the attempt to limit heat island effect.

18. Applicant shall include identifying proposed hydrozones with MAWA calculations based on the proposed Landscape Project area.

19. Applicant shall coordinate street tree selection with City Landscape Architect for final approval of species.

20. Applicant shall include enhanced paving treatments and finishes to assist in way finding in addition to highlighting entrances, crossing, and amenities areas.

Enhanced paving includes colored and/ or stamped concrete, stone, tile, and or pavers that complement the architectural features of the development.

21. Applicant shall include conceptual lighting plan to verify any conflicts or limitations of landscape plan with the safety and security requirements of site lighting.

22. Applicant shall consider the use of decorative pottery or other structured methods of protecting plant materials in high use areas where typical ground level planting in planter areas only can lead damage from high use or increased pedestrian foot traffic.

23. Applicant shall provide a mow curb or other form of separation at north and south frontage property boundaries to clearly identify where maintenance responsibilities end.

24. Applicant shall add concrete step outs adjacent to any parking stall and landscape areas (min.12" wide).

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

DATE : 5/10/2023

APPLICANT : Helios Holding, LLC

ADDRESS : 7536 Sterling Ave (WS Sterling Ave N of 9th Street)

SITE LOCATION: 0278-131-45 , 46 & 47

FILE / INDEX No.: DRA 23-002

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

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

Fire Department Review of all projects is required.

ALL CONSTRUCTION (New and renovations to existing) SHALL COMPLY WITH THE CALIFORNIA FIRE CODE Along with amendments as adopted within the Highland Municipal Code (Ord. #411).

Note: All weather access roads (CFC) and fire hydrant/water system installations shall be in place, inspected and approved, **PRIOR** to combustible material being brought on site.

Note: The City of Highland has 2 areas within the '**FIRE SAFETY OVERLAY DISTRICT'** designated as **FR-1** and **FR-2.** Both areas may border or overlap areas identified by the State/CalFire as '**High Fire Severity Zone'** or '**Very High Fire Severity Zone'**. See **HMC** for construction requirements.

GENERAL.

1. **HF3:** A fuel break of one hundred (100) feet (brush and weed clearance) is required prior to construction. The clearance shall be maintained on a year-round basis. **CFC & HMC**

2. **HF31:** Approved fire hydrant pavement markers (blue dots) shall be installed at every hydrant.

3. **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. **HF53:** A one-hour, solid core, self-closing and latching door (minimum 1-3/8 inch) shall be installed between an attached garage and living space. **CBC**

7. **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.

8. Exit signs shall be internally or externally illuminated by two lamps or shall be of the self-luminous type. **CFC; CBC**

9. **HF47:** For each chimney, used in conjunction with any fireplace or heating appliance, in which solid or liquid fuel is used, an approved spark arrester shall be installed and visible from the ground. Spark arrester shall be of stainless steel, copper or brass, woven galvanized wire mesh, twelve (12) gauge, and minimum of 3/8" to ½" maximum openings. **CFC; CBC; CMC**

10. **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.

11. **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.

12. **HF48:** A class "A" roof covering structure with "bird stops" shall be installed.

ACCESS:

13. **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**

14. **HF8:** All access roads, public, private streets and residential driveways shall maintain a minimum vertical clearance of thirteen (13) feet-six (6) inches. **CFC**

15. **HF9:** Residential driveways shall be paved (asphalt/concrete) and shall provide a minimum width of twelve (**12**) feet. Driveways of this standard shall serve no more than two single family dwellings and shall not exceed 10% in grade. **HMC**

16. **HF10:** Driveways exceeding 150 feet shall have a fire department approved turn-around at the terminus. **CFC / APPENDIX D**

17. **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**

18. **HF12:** Fire department access roadway(s); public/private street(s) and driveways shall not exceed 12% grade. **CBC / APPENDIX D, HMC**

19. **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**

20. **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**

21. **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**

22. **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**

23. **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**

24. **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:

25. **HF25:** Minimum required fire flow, as determined by i.s.o. formula, is as follows:
RESIDENTIAL; GPM =1500; at 20 psi residual; for 2 hour duration.
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.

26. **HF29:** Fire hydrant spacing shall be:

Single family residential:	600 FEET
Multi-family residential:	300 FEET
High density residential:	300 FEET
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.

27. **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**

28. **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**

29. **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**

30. **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**

31. **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**

32. **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:

33. **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

34. **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.**

35. **HF18:** Street name signs shall be installed prior to construction on any roadway or phase. Temporary signs may be used as approved by the fire marshal. **CFC**
Note: Permanent signage shall meet City standards as required by Planning.

36. **HF17:** The public and/or private roadways serving this project shall be identified with **city** approved names. **CFC**

37. **HF20:** **Residential** address numbers shall be placed on all new and existing structures in such a manner as to be plainly visible and legible from the access roadway or street. Single family dwellings shall have numbers of **4"** height, 1/4" stroke on contrasting background. Address numbers shall be low voltage, automatically electrically illuminated where structure setback exceeds one hundred (100) feet from the access roadway or street, additional non-illuminated numbers 4" in height, 1/4" stroke, on contrasting background shall be displayed at property access entrance. **CFC**

FIRE PROTECTION & ALARM SYSTEMS:

38. **HF35:** Automatic fire sprinklers shall be installed according to **NFPA 13R** 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**

39. **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**

40. **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**

41. **HF39:** An automatic fixed fire extinguishing system (**UL-300**) shall be installed in the hood and duct system of commercial cooking equipment. Three **(3)** sets of shop plans with material cut sheets and calculations shall be submitted to fire department for review and approval prior to installation. **CFC**

42. **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**

43. **HF42:** A 40BC (K-Type) fire extinguisher shall be installed within 30 feet of commercial food heat-processing equipment. Fire extinguishers shall be serviced annually and shall have a current SFM service tag attached. Fire extinguishers are to be serviced every two years and inspected & tagged every year.
CFC; T-19

44. **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**

45. **HF46: SMOKE DETECTORS**, hard wired in series with battery back-up, shall be installed in all sleeping areas and in all hallways and areas/rooms leading to sleeping areas. Smoke detectors shall be installed at the top of all stairways. At least one smoke detector shall be installed on the first floor level. **CARBON MONOXIDE DETECTORS** shall be installed per manufacturer's instructions minimum one per floor where fuel fired appliances and/or an attached garage is present. Units also to be hard wired in series with corresponding smoke detectors **CFC; CBC**

46. **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.

47. **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.

48. **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

City of Highland

Engineering Department
Conditions of Approval
DRA 23-002 Halcyon Apartments
Helios Holdings, LLC – 7536 Sterling Avenue

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 soils engineer and grading engineer, to the City Engineer.

STREET IMPROVEMENT

E* 14. Submit engineering plans for the **Sterling Avenue** and **Elm Street** frontages, including street improvements and signing, striping and pavement markings to the City Engineer for review and approval. Indicate the location of any existing utility/facility which would affect construction on plans and profiles. Comply with the City design standards as shown on the street and storm drain improvement checklist. Provide ADA access to site from right of way.

C* 15. Construct new street improvements along **Sterling Avenue** project frontage including, but not limited to:

a) Construct frontage landscape improvements at back of sidewalk.
b) (1) northerly commercial drive approach (per City Std. 212) at existing westerly curb face per the proposed site plan. Install on-site signing to permit right-out and left-out vehicle movements only. Minimum driveway width for vehicle parking ingress/egress is 26 feet.
c) (1) southerly commercial drive approach (per City Std. 213) at existing westerly curb face per the proposed site plan for full access vehicle movements. Minimum driveway width for vehicle parking ingress/egress is 30 feet.
d) Remove existing improvements along west side of Sterling Avenue including (6) drive approaches, join existing where to be maintained, and reconstruct full-height 8" curb and gutter located 36 feet west of street centerline per City Std. 203.
e) Design the limits and extent of removal of existing improvements, and construction of transitional improvements to complete items a-d above and as approved by the City Engineer.

C* 16. Construct new street improvements along **Elm Street** project frontage per the Preliminary Grading Plan including, but not limited to:

a) Construct landscape improvements on the east side of street as approved by the Community Development Director.
b) 5-foot wide sidewalk per City Std 208, Type A.
c) 6-inch curb and gutter per City Std. 202 and 101 18 feet east and west of street centerline.
d) Construct new asphalt concrete pavement with class II aggregate base improvements (TI=5) for full width of the street.

e) Proposed emergency and utility access gate shall be located outside of public right-of-way. If a swing gate is proposed, the gate shall swing such that it does not block public pedestrian path of travel.
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 17. Design and construct public improvements including sidewalk, access road entrances, and access ramps, as needed, in accordance with all requirements of the State of California Accessibility Standards, Title 24 California Administrative Code. Redesign and reconstruct existing frontage improvements if found not in compliance with City Standards.

C* 18. Install new LS3 metered street light system along the project frontages of **Elm Street** and **Sterling Avenue**. 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 of occupancy.

C 19. Submit "Record Revisions" to all plans to reflect the improvements as constructed, and any changes made during construction.

WATER QUALTIY/ DRAINAGE

E 20. 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.

C* 21. Construct and implement site design BMPs specified in the project approved F-WQMP including, but not limited to, underground infiltration system, pretreatment devices, and raised curb landscaped areas and parking lot islands. Alternate site design BMPs which are equally effective may be submitted for review and approval by the City Engineer.

E 22. Include the project grading plan, landscape plan and utility plan with the first submittal of the F-WQMP.

C 23. 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* 24. 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 25. 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 underground infiltration system subgrade elevation, prior to the submittal of the F-WQMP. After obtaining the results from the two tests, the engineer and geotechnical engineer shall determine if additional testing is required.

C 26. Register the underground chambers with EPA as a Class V Injection Well.

E 27. 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 28. 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 29. Submit engineering plans for public and private drainage systems to the City Engineer for review and approval. Comply with the City design standards as shown on the street and storm drain improvement checklist.

DEDICATION/ ANNEXATION

C* 30. Apply to the City to annex the project into the City's Consolidated Landscape Maintenance District (LMD) for potential City maintenance of parkway and frontage landscaping along **Sterling 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* 31. Dedicate an irrevocable offer of dedication via separate instruments:

a) (1) 10-foot wide minimum landscape easement across the Sterling Avenue frontage for City to access and maintain landscape in the event the private landscape maintenance system becomes a City-maintained system.
b) 30-foot right-of-way street half-width east of Elm Street centerline across project frontage per Preliminary Grading Plan.
c) 52-foot right-of-way street half-width west of Sterling Avenue centerline across project frontage.
d) (1) temporary construction easement granting permission for the City to enter the property to construct and restore landscaping. The exact dimensions of the landscape easement will be determined at the time on-site improvement plans have been prepared.

B* 32. Obtain City approval of a Lot Line Adjustment and adjust the existing property lines 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 23-003, 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 33. 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.

D* 34. The Project will be required to grant a reciprocal private easement in favor of the parcels defined by the Lot Line Adjustments for pedestrian, parking, and vehicular access, including emergency access.

D* 35. If the site is ever subdivided in the future, record a reciprocal private easement for drainage, and utilities.

FEES/ PERMITS/ BONDING

C* 36. Pay in-lieu fee or underground existing overhead utilities located within the public right-of-way along the west side of Sterling Avenue frontage as determined by the City Engineer and per Ordinance 315.

E 37. Pay development impact fees and 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.

D 38. Obtain a permit from Engineering prior to any on-site construction or construction within the public right-of-way.

E 39. Post a deposit for erosion control which shall not be released prior to completion of all on-site construction.

UTILITIES/ CONSTRUCTION

*E 40. Obtain written permission from adjoining property owners prior to start of any grading, removal or construction work located within the affected private properties.

B 41. Coordinate temporary fencing and construction with the adjacent property owners. Install construction fencing and screening in accordance with Building and Safety Division Policy 335.

C 42. 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* 43. Coordinate, and where necessary, pay for the relocation of any existing public utilities as necessary.

C 44. 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 45. 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 46. 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 47. All underground structures, except those desired to be retained, must be broken in, backfilled, and inspected before covering.

B 48. Remove all existing on-site utility poles per Ordinance 315, excluding the poles located along the Project's westerly property line. Coordinate relocation of electrical drop for affected offsite properties.

D 49. Comply with the prevailing City design and construction standards and requirements at the time of permit issuance.

B 50. Design and construct trash enclosures per City Standard 700 or trash facilities per the approved Waste Management Plan, as approved by the Public Works Director.

C 51. 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* 52. Submit a Composite Utility Plan for the purposes of coordinating, maintaining and improving landscaping in City right-of-way. Indicate the location of all above ground and flush mount water, electric, cable TV, internet, street lights, traffic signal, and telephone utility structures prior to City issuance of utility permits.

Building and Safety Division Conditions of Approval

Date:	May 31, 2023
Project:	221-Unit, 4-Story Apartment Complex
Applicant:	Helios Holdings, LLC
Site Location:	West side of Sterling Ave, 250 feet north of 9th St
Project Numbers:	**DRA:** 23-002
APN(s):	0278-131-45, 0278-131-46, 0278-131-47

---

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 Plans
    (3) Fire access and water supply Plans "FOR REFERENCE ONLY"
    (1) Fire Flow Test - with hydrant location dimensioned on the site plan
    (3) Temporary Construction Fence Plans
    (3) Project Condition of Approval from all departments:
    To be included in Architectural plan set at plan submittal
    (2) Structural Calculations
    (1) Approved Health Department Plans (as applicable)

2. All structures shall be designed in accordance with the current version of the California Building Codes at the time of submittal (Currently the 2022 codes), including the California Green Building Standards Code. Design all structures to Risk Category II at exposure "C" (ASCE7-16), and Energy Climate Zone 10.

3. All new utilities are to be underground. As approved by the Planning Division, utility cabinets and transformers are exempt.

4. 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)

5. All deferred plan items & required deputy inspections are to be identified on the plans cover sheet.

6. Plans should include a Map Directory for Building addressing and signage for reference. HMC 15.06.100 - A lighted directory site map shall be installed and maintained at each driveway entrance to multiple unit residential projects where the total number of units in the project exceeds fifteen (15).

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.

    1. All common areas, which includes fire pits, BBQ areas shall be accessible. CBC sec. 1110A.1(2), sec. 1110A.3.

    2. Play area ground surfaces shall comply with ASTM standards. CBC sec. 11B-1008.2.6

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 building/demolition 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. No flammable materials will be allowed on the site until the fire hydrants are established and approved. On site fire hydrants shall be approved by the Fire Department. 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 of Certificate of Occupancy as determined by the School District, provide a receipt from the appropriate Unified School District stating that all school fees have been paid.
    (San Bernardino City Unified School District)

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 performed during city or Federal Holidays. (Ordinance 420 HMC) unless restricted further by environmental review mitigation.

20. During construction activities for all phases of the projects will require: Permanent water supply and paved access with a minimum of Two (2) access points.

21. 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.

22. 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.

23. Prior to final inspection, provide Building & Safety with a flash disk of the approved plans and documents.

24. 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.

25. 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.

Exhibit 3:

Mitigation Monitoring and Reporting Program

7.0 MITIGATION MONITORING AND REPORTING PROGRAM

Initial Study/Mitigated Negative Declaration Section 4.0 identifies the mitigation measures that will be implemented to reduce the impacts associated with the Halcyon 220-Unit Multi-Family Development at 7536 Sterling Avenue Project. The *California Environmental Quality Act* (*CEQA*) requires a public agency to adopt a monitoring and reporting program for assessing and ensuring compliance with any required mitigation measures applied to proposed development. As stated in *Public Resources Code* Section 21081.6,

> *. . . the public agency shall adopt a reporting or monitoring program for the changes to the project which it has adopted, or made a condition of project approval, in order to mitigate or avoid significant effects on the environment.*

Public Resources Code Section 21081.6 provides general guidelines for implementing mitigation monitoring programs and indicates that specific reporting and/or monitoring requirements, to be enforced during project implementation, shall be defined prior to adoption of the Mitigated Negative Declaration.

The mitigation monitoring table that follow lists those mitigation measures that may be included as conditions of approval for the project. These measures correspond to those outlined in Section 4.0. To ensure that the mitigation measures are properly implemented, a monitoring program has been devised which identifies the timing and responsibility for monitoring each measure. The City of Highland will have the responsibility for implementing the measures, and the Applicant will have the primary responsibility for monitoring and reporting the implementation of the mitigation measures.

HALCYON 220-UNIT MULTI-FAMILY DEVELOPMENT AT 7536 STERLING AVENNUE PROJECT INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

MITIGATION MONITORING AND REPORTING PROGRAM

	Mitigation Measure	Monitoring Timing/Frequency	Monitoring Agency	Verification of Compliance		
				Initials	Date	Remarks
BIOLOGICAL RESOURCES						
BIO-1	If vegetation removal must be conducted during the nesting bird season. February 1 to August 31, a qualified biologist should first conduct a survey to determine whether any native birds are nesting in the area. If an active nest is found (i.e., a complete nest with at least one egg), the nest and an appropriate buffer, to be determined by the biologist, should be avoided until after all young have fledged from the nest. Alternatively, work may be monitored by a biologist to ensure against disruption of nesting.	Prior to Commencement of Demolition, Grading, or Construction Activities	City of Highland Planning Division, Building and Safety Division, and Engineering Department			
CULTURAL AND TRIBAL CULTURAL RESOURCES						
CUL-1	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 Mitigation Measure 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.	During Ground-Related Ground Disturbance Activities (Demolition, Grading, or Construction Activities)	City of Highland Planning Division, Building and Safety Division, and Engineering Department			
TCR-1	The Yuhaaviatam of San Manuel Nation Cultural Resources Department (YSMN) shall be contacted, as detailed in YSMN CUL-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	During Ground-Related Ground Disturbance Activities (Demolition, Grading, or Construction	City of Highland Planning Division, Building and Safety Division, and Engineering			

HALCYON 220-UNIT MULTI-FAMILY DEVELOPMENT AT 7536 STERLING AVENNUE PROJECT
INITIAL STUDY/MITIGATED NEGATIVE DECLARATION
MITIGATION MONITORING AND REPORTING PROGRAM

Mitigation Measure		Monitoring Timing/Frequency	Monitoring Agency	Verification of Compliance		
				Initials	Date	Remarks
	Tribal input with regards to significance and treatment. Should the find be deemed significant, as defined by CEQA (as amended, 2015), a cultural resources Monitoring and Treatment Plan shall be created by the archaeologist, in coordination with 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.	Activities)	Department			
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.	Pre-Construction During Construction	City of Highland Planning Division, Building and Safety Division, and Engineering Department			
CUL-2	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 Mitigation Measure TCR-1. The archaeologist shall monitor the remainder of the project and implement the Plan accordingly.	Pre-Construction During Construction	City of Highland Planning Division, Building and Safety Division, and Engineering Department			
CUL-3	If human remains or funerary objects are encountered during any activities associated with the project, work in the immediate vicinity (within a 100-foot buffer of the find) shall cease and the County Coroner shall be contacted pursuant to State Health and Safety Code Section 7050.5 and that code enforced for the duration of the project.	Pre-Construction During Construction	City of Highland Planning Division, Building and Safety Division, and Engineering Department			

HALCYON 220-UNIT MULTI-FAMILY DEVELOPMENT AT 7536 STERLING AVENNUE PROJECT INITIAL STUDY/MITIGATED NEGATIVE DECLARATION MITIGATION MONITORING AND REPORTING PROGRAM						
Mitigation Measure		Monitoring Timing/Frequency	Monitoring Agency	Verification of Compliance		
				Initials	Date	Remarks
GEOLOGY AND SOILS						
GEO-1	Prior to the issuance of grading and/or building permits, the recommendations in Geotechnical Exploration Section 2.0 – Findings and Section 3.0 - Conclusions and Recommendations shall be confirmed or modified by a geotechnical engineer to ensure compliance with the California Building Code. The recommendations of the geotechnical engineer shall be implemented during site grading and construction, and project operations.	Prior to Issuance of Grading or Building Permits	City of Highland Planning Division, Building and Safety Division, and Engineering Department			
GEO-2	Prior to the issuance of grading permits, the City shall review all project plans for grading, foundation, structural, infrastructure, and all other relevant construction permits to ensure compliance with the applicable recommendations from the *Geotechnical Exploration* and other applicable Code requirements.	Prior to Issuance of Grading Permit	City of Highland Planning Division, Building and Safety Division, and Engineering Department			
GEO-3	Unanticipated Discovery of Paleontological Resources. If paleontological resources are discovered during project construction, all work in the area of the find shall cease and a qualified paleontologist shall be retained by the City to investigate the find and to make recommendations on its disposition.	Prior to Issuance of Grading or Building Permits	City of Highland Planning Division, Building and Safety Division, and Engineering Department			
HAZARDS AND HAZARDOUS MATERIALS						
HAZ-1	Prior to the issuance of grading permits, a determination shall be made by the City that the soil sample collected from a small soils pile on the southern site edge (eastern portion of site) as shown in Technical Appendix E, Photo 19 - Appendix B will either:	Prior to Issuance of Grading Permit	City of Highland Planning Division, Building and Safety Division, and Engineering			

HALCYON 220-UNIT MULTI-FAMILY DEVELOPMENT AT 7536 STERLING AVENNUE PROJECT INITIAL STUDY/MITIGATED NEGATIVE DECLARATION MITIGATION MONITORING AND REPORTING PROGRAM						
	Mitigation Measure	Monitoring Timing/Frequency	Monitoring Agency	Verification of Compliance		
				Initials	Date	Remarks
	1) remove this soil from the site, or 2) use this soil in a location that is buried beneath a future structure.		Department			
HAZ-2	Prior to the issuance of grading permits, the Applicant shall coordinate with the San Bernardino County Environmental Health Services to officially abandon and destroy the on-site unused water supply well observed in the northeastern portion of the site in accordance with State of California well standards, as implemented by San Bernardino County Environmental Health Services.	Prior to Issuance of Grading Permit	City of Highland Planning Division, Building and Safety Division, and Engineering Department			
NOISE						
NOI-1	The project applicant shall prepare a Construction Noise Reduction Plan that outlines and identifies noise complaint measures, best management practices, and equipment noise reduction measures. The Construction Noise Reduction Plan specifications shall be included in construction documents, which shall be reviewed by the City prior to issuance of a grading permit. The Construction Noise Reduction Plan shall include, but is not limited to, the following actions: 1. The construction contractor shall limit construction activities adjacent to existing noise-sensitive uses to daylight hours between 7:00 am and 6:00 pm. Discourage construction on weekends or holidays except in the case of construction proximate to schools where these operations could disturb the classroom environment. 2. During all project site excavation and grading on-site, construction contractors shall equip all construction equipment, fixed or mobile, with properly operating and	Prior to Construction During Construction Periodic Site Inspections During Grading and Construction	City of Highland Planning Division, Building and Safety Division, and Engineering Department			

HALCYON 220-UNIT MULTI-FAMILY DEVELOPMENT AT 7536 STERLING AVENNUE PROJECT
INITIAL STUDY/MITIGATED NEGATIVE DECLARATION
MITIGATION MONITORING AND REPORTING PROGRAM

Mitigation Measure		Monitoring Timing/Frequency	Monitoring Agency	Verification of Compliance		
				Initials	Date	Remarks
	maintained mufflers, consistent with manufacturer standards. 3. The contractor shall place all stationary construction equipment so that emitted noise is directed away from the noise sensitive receptors nearest the project site. 4. Equipment shall be shut off and not left to idle when not in use. 5. The contractor shall locate equipment staging in areas that will create the greatest distance between construction-related noise/vibration sources and nearest school during all project construction activities. 6. The project proponent shall mandate that the construction contractor prohibit the use of music or sound amplification on the project site during construction. 7. The construction contractor shall limit haul truck deliveries to the same hours specified for construction equipment. 8. Jackhammers, pneumatic equipment and all other portable stationary noise sources shall be shielded, and noise shall be directed away from sensitive receptors. 9. For the duration of construction activities, the construction manager shall serve as the contact person should noise levels become disruptive to local residents. A sign should be posted on the project site with the contact phone number.					
NOI-2	The project applicant shall require in contract specifications that heavily loaded trucks used during construction would be routed away from residential streets to the extent feasible. Contract specifications shall be included in construction documents, which	Prior to Construction During Construction Periodic Site				

HALCYON 220-UNIT MULTI-FAMILY DEVELOPMENT AT 7536 STERLING AVENNUE PROJECT
INITIAL STUDY/MITIGATED NEGATIVE DECLARATION
MITIGATION MONITORING AND REPORTING PROGRAM

Mitigation Measure		Monitoring Timing/Frequency	Monitoring Agency	Verification of Compliance		
				Initials	Date	Remarks
	shall be reviewed by the City prior to issuance of a grading permit. ▪ Ensure that construction equipment is properly muffled according to industry standards and be in good working condition. ▪ Place noise-generating construction equipment and locate construction staging areas away from sensitive uses, where feasible. ▪ Schedule high noise-producing activities between the daylight hours of 7:00 AM and 6:00 PM on any day except Sunday or a City-recognized holiday to minimize disruption on sensitive uses. ▪ Implement noise attenuation measures to the extent feasible, which may include, but are not limited to, temporary noise barriers or noise blankets around stationary construction noise sources. ▪ Use electric air compressors and similar power tools rather than diesel equipment, where feasible. ▪ Construction-related equipment, including heavy-duty equipment, motor vehicles, and portable equipment, shall be turned off when not in use for more than 5 minutes. ▪ Construction hours, allowable workdays, and the phone number of the job superintendent shall be clearly posted at all construction entrances to allow for surrounding owners and residents to contact the job superintendent. If the City or the job superintendent receives a complaint, the superintendent shall investigate, take appropriate corrective action, and report the action taken to the reporting party.	Inspections During Grading and Construction				

This page intentionally left blank.

Attachment 3:

Resolution No. 2023-____ for Variance (VAR 23-003)

RESOLUTION NO. 2023 - ____

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF HIGHLAND, CALIFORNIA, RECOMMENDING THE CITY COUNCIL APPROVE VARIANCE (VAR 23-003) TO ALLOW AN INCREASE IN THE MAXIMUM HEIGHT FOR A PERIMETER FENCE/WALL FROM 6-FEET TO 7.75-FEET IN ASSOCIATION WITH DESIGN REVIEW APPLICATION (DRA 23-002) AND LOT LINE ADJUSTMENT (LLA 23-003) TO CONSTRUCT A MULTI-PHASE, 220-UNIT, 4-STORY APARTMENT COMPLEX ON A VACANT 6.77 ACRE SITE LOCATED ON THE WEST SIDE OF STERLING AVENUE, 250 FEET NORTH OF 9TH STREET.

ASSESSOR'S PARCEL NUMBERS: 0278-131-45, -46, & -47

APPLICANT: HELIOS HOLDINGS, LLC

A. RECITALS

1. On April 19, 2023, the Applicant submitted an application for a Variance (VAR 23-003) to allow an increase in the maximum height for the perimeter fence/wall from 6-feet to 7.75-feet in association with Design Review Application (DRA 23-002) and Lot Line Adjustment (LLA 23-003) to construct a multi-phase, 220-unit, 4-story apartment complex on a 6.77 acre site located on the west side of Sterling Avenue, 250 feet north of 9th Street.

2. On September 7, 2023, the notice of the public hearing was posted at the City's three designated posting locations. In addition, the notice was posted on the City's website, mailed to property owners within three-hundred (300) feet of the project site, and published in the San Bernardino Sun newspaper.

3. On September 19, 2023, the Planning Commission of the City of Highland conducted a public hearing on the subject Application and concluded the hearing on this date.

4. All legal prerequisites to the adoption of this Resolution have occurred.

5. Pursuant to CEQA, an Initial Study was prepared for the project and potential impacts to air quality, biological resources, tribal/cultural resources, noise, as well as geology and soils were identified. Project specific mitigation measures have been included to reduce said impacts to below a level of significance and the list of measures have been included in the Mitigation Monitoring and Reporting Program (MMRP).

   Based upon the Findings of the Initial Study and adoption of the Mitigation Measures set forth in the MMRP, the Project will not have a significant impact upon the environment.

B. RESOLUTION

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

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

2. The City of Highland Planning Commission after due consideration, inspection, investigation and study made by itself and on its behalf, and after due consideration of all evidence and reports offered at said hearing, including the staff report to the Planning Commission dated September 19, 2023 and which is incorporated herein by this reference, does find and determine the following facts:

    a. All necessary public meetings and opportunities for public testimony and comment have been conducted in compliance with State Law and the Municipal Code of the City of Highland.

4. A duly noticed public hearing was held by the Planning Commission on September 19, 2023, in the City Hall Council Chambers and notice of the time, date, place and purpose of the aforesaid hearing was given as required by applicable law. At the public hearing, the Planning Commission took testimony, both written and oral, from various parties, including the Applicant.

5. Pursuant to the California Environmental Quality Act (CEQA) Guidelines, an Initial Study was prepared for the project. It was determined that Mitigation Measures were necessary to address potential impacts. A Notice of Intent to adopt a Mitigated Negative Declaration (MND) was circulated and Mitigation Monitoring and Reporting Program prepared for consideration by the Commission.

6. Findings of Fact for Variance (VAR 22-004):

    a. That a strict or literal interpretation and enforcement of the specified regulation would result in practical difficulty or unnecessary hardship not otherwise shared by others within the surrounding area or vicinity.

    Response: The regulation for which a variance is requested is Section 16.40.100 of the Highland Municipal Code for Fences and Walls. The maximum allowable wall and fence height within the "R-4" residential district is 6-feet.

The Applicant conveyed to Staff that due to the overall size of the development, slightly taller perimeter fencing would be suitable. The Applicant has proposed a 7.75-foot tall CMU block wall around the entire perimeter of the site. The access gates at the two (2) Sterling Avenue entrance/exits as well as the emergency exit onto Elm Street will be constructed of 7.75-foot tall tubular steel. The security fencing along the pool area within Building A will be a combination of the 7.75-foot tall CMU block wall and black tubular steel.

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

   Response: The Applicant conveyed to Staff that given the logistics of securing a multi-family residential complex along a primary thoroughfare like Sterling Avenue, slightly taller perimeter fencing would be suitable. The Applicant has proposed a 7.75-foot tall CMU block wall around the entire perimeter of the site.

c. That the strict interpretation and enforcement of the specified regulation would deprive the applicant of privileges enjoyed by the owners of other properties in the vicinity and under the same zoning classification.

   Response: The Applicant would be deprived of constructing a perimeter fence/wall that would significantly aid in improving the security of a site that is located in an area with a higher-than-average number of calls for service from local law enforcement.

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

   Response: The granting of the variance is permitted by the Municipal Code, Section 16.08.070 *Variances*. The Community Development Director has the authority to grant a Minor Variance including, 16.08.070.C.7 "*Up to 30 percent of height limitations, except that any height deviation not exceed two feet shall also be considered a minor variance.*" Per the Municipal Code, the Director could authorize a maximum fence/wall height of 8 feet, however, because the related project entitlements require Planning Commission approval, the Variance too must be considered by the Planning Commission with respect to the totality of the project.

e. That a granting of the variance will not be detrimental to the public health, safety or welfare, or materially injurious to properties or improvements in the vicinity; and

Response: The granting of a variance for an additional 1.75 feet of fence/wall height will not be detrimental to the public health, safety or welfare, or materially injurious to the property itself or any of the adjacent properties. Instead, the increased wall/fence height will improve the safety of the residents in this apartment complex. The site design is still compliant with the setbacks required for the "R-4" Multi-Family residential zone. Noise, sound, vibration, lighting and traffic issues were all analyzed in the project's Initial Study. Mitigation Measures were established as appropriate to respond to any potential impact to properties and improvements in the area. Said Mitigation Measures will be adopted with the project's Conditions of Approval.

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

Response: This development utilizes Assembly Bill 2345 which pertains to the five (5) percent "density bonus" for eleven (11) total affordable units under Section 16.40.090 of the Highland Municipal Code as well as an Inclusionary Housing Agreement. In doing so, the developer is granted a deviation from the conventional "R-4" standards pertaining to parking and open space. The project satisfies all other "R-4" development criteria pertaining to setbacks, lot coverage, and building height.

7. Based on the Findings of Fact set forth above, the Planning Commission recommends the City Council approve Variance (VAR 23-003).

C. ADOPTION OF RESOLUTION.

The City Clerk shall certify to the adoption of this Resolution and shall cause the same to be published or posted in the manner prescribed by law.

PASSED, **APPROVED,** and **ADOPTED** this 19th day of September, 2023.

ATTEST:

Chandra Thomas, Vice Chair
Planning Commission

Lawrence A. Mainez
Community Development Director

Attachment 4:

Resolution No. 2023-____ for

Lot Line Adjustment (LLA 23-003)

RESOLUTION NO. 2023 - ____

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF HIGHLAND, CALIFORNIA, RECOMMENDING THE CITY COUNCIL APPROVE LOT LINE ADJUSTMENT (LLA 23-003) TO RELOCATE THE EXISTING PARCEL BOUNDARIES TO CREATE SEPARATE PARCELS FOR THE MULTI-PHASE DEVELOPMENT OF A 220-UNIT, 4-STORY APARTMENT COMPLEX ON A 6.77 ACRE SITE LOCATED ON THE WEST SIDE OF STERLING AVENUE, 250 FEET NORTH OF 9TH STREET. ASSESSOR'S PARCEL NUMBERS: 0278-131-45, -46, & -47

ASSESSOR'S PARCEL NUMBERS: 0278-131-45, -46, & -47

APPLICANT: HELIOS HOLDINGS, LLC

A. RECITALS

1. On April 19, 2023, the Applicant submitted an application to the City of Highland for Lot Line Adjustment (LLA 23-003) to relocate the existing parcel boundaries and create separate parcels for the multi-phase development of a 220-unit, 4-story apartment complex on a 6.77 acre site located on the west side of Sterling Avenue, 250 feet north of 9th Street.

2. On September 7, 2023, the notice of the public hearing was posted at the City's three designated posting locations. In addition, the notice was posted on the City's website, mailed to property owners within three-hundred (300) feet of the project site, and published in the San Bernardino Sun newspaper.

3. On September 19, 2023, the Planning Commission of the City of Highland conducted a public hearing on the subject Application and concluded the hearing on this date.

4. All legal prerequisites to the adoption of this Resolution have occurred.

5. Pursuant to CEQA, an Initial Study was prepared for the project and potential impacts to air quality, biological resources, tribal/cultural resources, noise, as well as geology and soils were identified. Project specific mitigation measures have been included to reduce said impacts to below a level of significance and the list of measures have been included in the Mitigation Monitoring and Reporting Program (MMRP).

B. RESOLUTION

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

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

2. The City of Highland Planning Commission after due consideration, inspection, investigation and study made by itself and on its behalf, and after due consideration of all evidence and reports offered at said hearing, including the staff report to the Planning Commission dated September 19, 2023 and which is incorporated herein by this reference, does find and determine the following facts:

   a. All necessary public meetings and opportunities for public testimony and comment have been conducted in compliance with State Law and the Municipal Code of the City of Highland.

3. Lot Line Adjustment (LLA 23-003) proposes to relocate the existing parcel boundaries and create separate parcels for the multi-phase development of a 220-unit, 4-story apartment complex on a 6.77 acre site located on the west side of Sterling Avenue, 250 feet north of 9th Street.

4. A duly noticed public meeting was held by the Planning Commission on September 19, 2023, in the City Hall Council Chambers and notice of the time, date, place and purpose of the aforesaid hearing was given as required by applicable law. At the public hearing, the Planning Commission took testimony, both written and oral, from various parties, including the Applicant.

5. Lot Line Adjustment (LLA 23-003) complies with the provisions of Chapter 16.68 *Land Divisions* of the Highland Municipal Code.

6. Lot Line Adjustment (LLA 23-003) 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 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 document, and the comments received during the public review process, prior to approving the project.

8. Findings of Fact for Lot Line Adjustment (LLA 23-002):

   a. The subdivision is consistent with applicable General and specific plans.

      Response: The proposed Lot Line Adjustment will reposition the existing parcel boundaries so that Building A will be on its own parcel and Building B will be on its own parcel. The Applicant explained that instead of a traditional Parcel Map to consolidate the three (3) parcels, a Lot Line Adjustment will allow for the flexibility of a phased development over a period of time. Each of the newly created parcels will be of the minimum parcel size per the "R-4" Multi-Family Residential standards.

   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 "R-4" Multi-Family Residential developments.

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 reposition the three (3) existing parcel boundaries so that Building A will be on its own parcel, Building B will be on its own parcel, and the guest parking area near the Elm Street emergency access will be on its own parcel to allow for the flexibility of a phased development.

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

Response: While any sort of development on any site that was previously vacant will have an effect on the surrounding vicinity, the proposed residential complex is not considered a "Disadvantaged Community" as it is located within one-half mile of a grocery store and considered biking distance. It is also within one-quarter mile of a park at Warm Springs Elementary School. Further, the proposed site design features adequate vehicular access to and from Sterling Avenue and features a variety of onsite amenties 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: An Initial Study was prepared for the project and potential impacts to air quality, biological resources, tribal/cultural resources, noise, as well as geology and soils were identified. Project specific mitigation measures have been included to reduce said impacts to below a level of significance and the list of measures have been included in the Mitigation Monitoring and Reporting Program (MMRP). Based upon the Findings of the Initial Study and adoption of the Mitigation Measures, the Project will not have a significant impact upon the environment.

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 residential uses. It is in an urbanized area and will improve onsite conditions by developing this vacant site 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 reposition the existing parcel boundaries so that Building A will be on its own parcel, Building B will be on its own parcel, and the guest parking area near the Elm Street emergency access will be on its own parcel. There are no known easements on or adjacent to the property that the proposed Lot Line Adjustment would conflict with.

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 recommends the City Council approve Lot Line Adjustment (LLA 23-003) to relocate the existing parcel boundaries and create separate parcels for the multi-phase development, subject to the attached conditions of approval.

Exhibit 1 includes Lot Line Adjustment

Exhibit 2 includes the Conditions of Approval for Lot Line Adjustment (LLA 23-003)

PASSED, **APPROVED,** and **ADOPTED** this 19th day of September, 2023.

ATTEST:

Randall Hamerly, Chairman Planning Commission	Lawrence A. Mainez Community Development Director

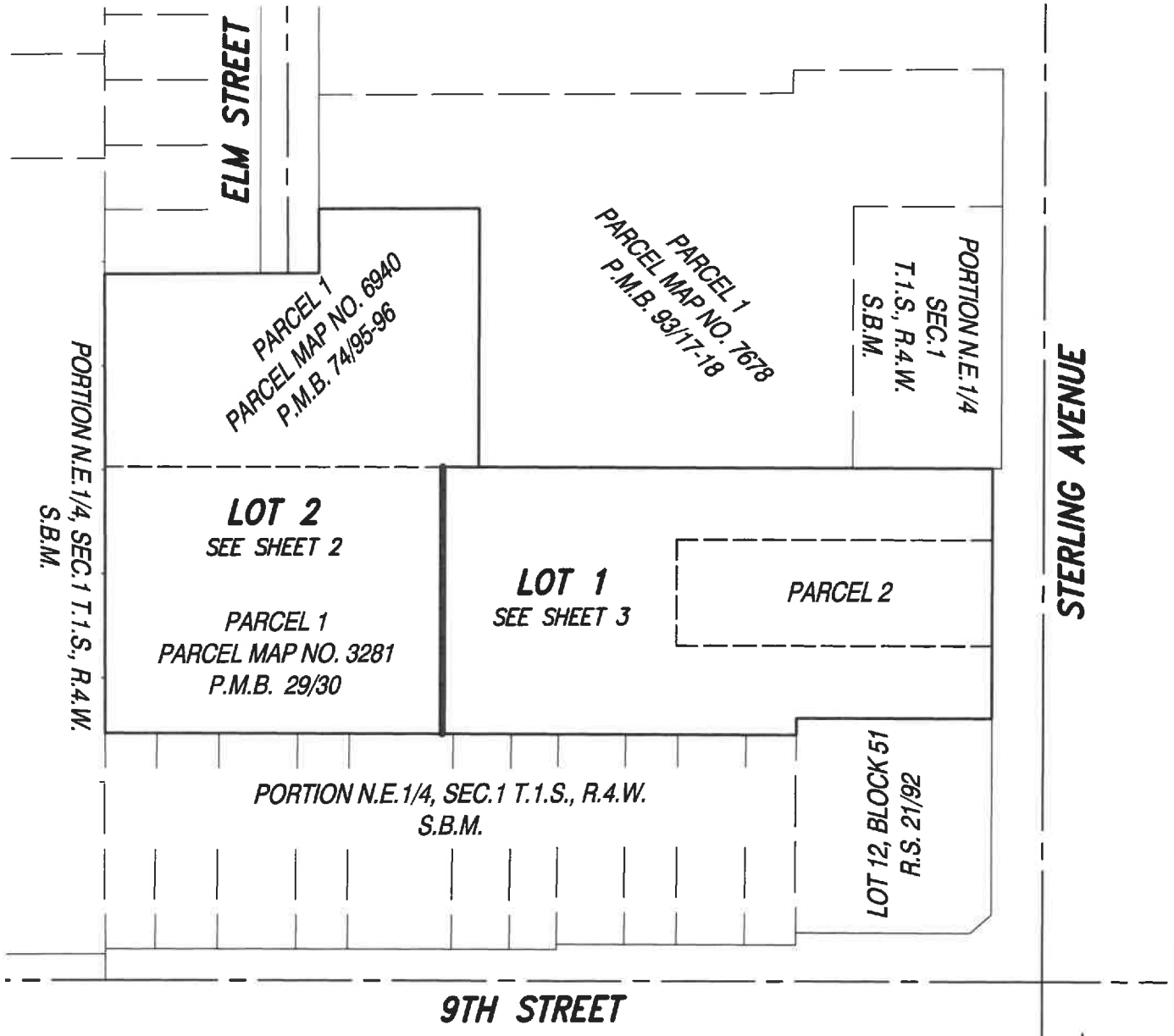
Exhibit 1:

Lot Line Adjustment

EXHIBIT "B"

MAP

LOT LINE ADJUSTMENT **NO.**



LEGEND

- PROJECT LIMITS
- NEW LOT LINE
- CENTER LINE
- EXISTING LOT LINE TO REMAIN
- EXISTING LOT LINE TO BE REMOVED
- UNDERLYING LOT LINE

AREAS

PARCEL 1 PM. NO. 6940 – 1.757 AC
PARCEL 1 PM. NO. 3281 – 4.244 AC
PARCEL 2 PM. NO. 3281 – 0.710 AC
TOTAL – 6.711 AC

PROPOSED LOT 1 – 3.041 AC
PROPOSED LOT 2 – 3.670 AC
TOTAL – 6.711 AC

N

SCALE: 1"=150'

SHEET 1 OF 3

EXHIBIT "B – PLAT
LOT LINE ADJUSTMENT **NO.**
CITY OF HIGHLAND, CALIFORNIA

DRC Engineering, Inc.
Civil Engineering/Land Surveying/Land Planning

160 S. Old Springs Road
Suite 210
Anaheim Hills, CA 92808
(714) 685-6860

L:\2022\22-366 Helios Holdings Highland\Exh\LLA\22-366lla101.dwg; Jun 20, 2023 - 1:36pm

Exhibit 2:

Conditions of Approval (LLA 23-003)

CITY OF HIGHLAND
PLANNING DIVISION CONDITIONS OF APPROVAL

Date:	September 5, 2023
Applicant:	Helios Holdings, LLC
File/Index:	Lot Line Adjustment (LLA 23-003)
Proposal:	Relocation of the existing parcel boundaries to create separate parcels for a multi-phase, 220-unit multi-family residential development.
Location:	Three (3) vacant parcels, totaling 6.77 acres in area, located on the west side of Sterling Avenue, 250 feet north of 9th Street. Assessor's Parcel Numbers: 0278-131-45, -46, & -47
Related Entitlements:	Design Review Application (DRA 23-002) & Variance (VAR 23-003)

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 23-003) is conditionally approved, subject to compliance with the requirements as specified below. The Conditions listed below are continuing Conditions; failure of the Applicant and/or operator to comply with any/all Conditions at any time shall result in initiating revocation of the subject permit.

1) This Lot Line Adjustment (LLA 23-003) 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 September 5, 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 23-003), 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.

Attachment 5:

Resolution No. 2023-___ adopting Mitigated Negative Declaration (ENV 23-005)

RESOLUTION NO. 2023 - ____

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

ASSESSOR'S PARCEL NUMBERS: 0278-131-45, -46, & -47

APPLICANT: HELIOS HOLDINGS, LLC

A. RECITALS

1. On April 19, 2023, the Applicant submitted applications for Design Review Application (DRA 23-002) for the construction of a 220-unit, 4-story apartment complex, Lot Line Adjustment (LLA 23-003) to relocate the existing parcel boundaries and create separate parcels for a multi-phase development, and Variance (VAR 23-003) to construct a perimeter fence/wall 29% taller than the maximum height permitted for residential projects.

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 August 1, 2023 to August 30, 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.

   The Initial Study also finds that the potential impacts to air quality, biological resources, cultural resources, as well as geology and soils 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.

5. On September 7, 2023, the notice of the public hearing was posted at the City's three designated posting locations. In addition, the notice was posted on the

City's website, mailed to property owners within three-hundred (300) feet of the project site, and published in the San Bernardino Sun newspaper.

6. On September 19, 2023, the Planning Commission of the City of Highland, conducted a Public Hearing on the subject Project and concluded the Hearing on that date.

7. All legal prerequisites to the adoption of this Resolution have occurred.

B. RESOLUTION

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

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

Section 2. Based upon substantial evidence presented to the Planning Commission during the September 19, 2023, Public Hearing, including public testimony and written and oral Staff Reports, the Planning Commission finds as follows:

a. All necessary Public Meetings and opportunities for public testimony and comment have been conducted in compliance with State Law and the Municipal Code of the City of Highland.

Section 3 The Planning Commission recommends the City Council adopt the Mitigated Negative Declaration and Mitigation Monitoring and Reporting Program (ENV 23-005), both of which are attached hereto and incorporated herein by reference, and that the City Council impose as a condition on the Project each mitigation measure identified in the Mitigation Monitoring and Reporting Program and direct City staff to implement and to monitor the mitigation measures.

Exhibit 1 includes the Final Initial Study/Mitigated Negative Declaration

Exhibit 2 includes the Mitigation Monitoring and Reporting Program

C. ADOPTION OF RESOLUTION.

The City Clerk shall certify to the adoption of this Resolution and shall cause the same to be published or posted in the manner prescribed by law.

PASSED, **APPROVED,** and **ADOPTED** this 19th day of September, 2023.

ATTEST:

Chandra Thomas, Vice Chair Planning Commission	Lawrence A. Mainez, Community Development Director

Exhibit 1:

Initial Study/Mitigated Negative Declaration

HALCYON 220-UNIT MULTI-FAMILY DEVELOPMENT AT 7536 STERLING AVENUE INITIAL STUDY/ MITIGATED NEGATIVE DECLARATION



Lead Agency:

Prepared by:
Morse Planning Group

DRAFT | JULY 2023

Draft
Initial Study/Mitigated Negative Declaration

Halcyon 220-Unit Multi-Family Development at 7536 Sterling Avenue

LEAD AGENCY:

City of Highland
27215 Base Line
Highland, CA 92346
Contact: Mr. Ash Syed, Associate Planner

PREPARED BY:

Morse Planning Group

July 31, 2023

This document has been produced for double-sided printing to conserve natural resources.

MITIGATED NEGATIVE DECLARATION

Title of Project:	Halcyon 220-Unit Multi-Family Development at 7536 Sterling Avenue
Project Location:	The project site is generally located approximately 0.05 mile north of the 9th Avenue/Sterling Avenue intersection and approximately 0.30 mile south of the Baseline Road/Sterling Avenue intersection.
Project Proponent:	Helios Holdings, LLC 840 Ardmore Avenue Hermosa Beach, CA 92054
Brief Description of Project:	The Applicant proposes to construct 220 multi-family residential units on the 6.77 gross acre project site. Five percent of the base units (11 units) are designated for the very low income affordability category. Two four-story buildings will be constructed providing 220 residential units, totaling 274,951 square feet inclusive of non-residential building space . Building A will include 90 units and Building B will include 130 units. Additional details regarding the proposed project are provided in Section 2.4, Project Characteristics. The permits and approvals from lead, responsible, and trustee agencies that would be necessary include: ▪ City of Highland Design Review approval ▪ City of Highland Lot Line Adjustment approval ▪ City of Highland Minor Variance approval for increased height of perimeter walls ▪ City of Highland issuance of Grading, Building, Landscape & Irrigation, Electric, Mechanical, and Plumbing Permits ▪ City of Highland Fire Department approval of proposed site improvement ▪ East Valley Water District - Water and Sewer Connection Permit
Cortese List:	The proposed project is not on a site located on the Cortese list.
Project Impacts:	The Initial Study/Mitigated Negative Declaration found that the environmental impacts from the project would be less than significant with the incorporation of mitigation measures.
Mitigation Measures:	Mitigation measures or regulatory measures have been included for Biological Resources, Cultural and Tribal Cultural Resources; Geology and Soils; Hazards & Hazardous Materials; and Noise.

Table of Contents

Mitigated Negative Declaration ..... precedes Table of Contents

1.0 Introduction **1-1**
1.1. Statutory Authority and Requirements 1-1
1.2. Purpose 1-2
1.3. Responsible and Trustee Agencies 1-2
1.4. Consultation 1-3
1.5. Incorporation by Reference 1-3

2.0 Project Description **2-1**
2.1. Project Location 2-1
2.2. Environmental Setting 2-1
2.3. Existing General Plan and Zoning 2-2
2.4. Project Characteristics 2-3

3.0 Initial Study Checklist **3-1**
3.1. Background 3-1
3.2. Environmental Factors Potentially Affected 3-2
3.3. Evaluation of Environmental Impacts 3-2

4.0 Environmental Analysis **4-1**
4.1. Aesthetics 4-1
4.2. Agriculture and Forestry Resources 4-5
4.3. Air Quality 4-9
4.4. Biological Resources 4-23
4.5. Cultural and Tribal Cultural Resources 4-29
4.6. Energy 4-39
4.7. Geology and Soils 4-41
4.8. Greenhouse Gases 4-51
4.9. Hazards and Hazardous Materials 4-63
4.10. Hydrology and Water Quality 4-77
4.11. Land Use and Planning 4-95
4.12. Mineral Resources 4-99
4.13. Noise 4-101
4.14. Population and Housing 4-115
4.15. Public Services 4-117
4.16. Recreation 4-123
4.17. Transportation 4-125
4.18. Utilities and Service Systems 4-155
4.19. Wildfire 4-165
4.20. Mandatory Findings of Significance 4-171
4.21. References 4-173
4.22. Report Preparation Personnel 4-174

5.0 Consultant Recommendation **5-1**

6.0 Lead Agency Determination **6-1**

7.0 Mitigation Monitoring and Reporting Program 7-1

Technical Appendices

A	Air Quality and Greenhouse Gas Analysis
B	Biological Resources Report
C	Cultural Resources Research
D	Geotechnical Study
E	Phase I Environmental Site Assessment
F1	Preliminary Drainage Study
F2	Preliminary Water Quality Management Plan
G	Noise Study
H1	Vehicle Miles Travelled Screening Evaluation
H2	Transportation Study

List of Exhibits

Exhibit 2-1 Regional Location 2-8
Exhibit 2-2 Local Vicinity 2-9
Exhibit 2-3 Site Plan – Ground Floor 2-10
Exhibit 2-4 Site Plan/Building Plan – Floors Two To Four 2-11
Exhibit 2-5 Landscape Plan 2-12
Exhibit 4.9-1 Phase I ESA Site Detail Map 4-73
Exhibit 4.10-1 Preliminary WQMP Map 4-90
Exhibit 4.10-2 Existing Hydrology Map 4-91
Exhibit 4.10-3 Proposed Hydrology Map 4-92
Exhibit 4.10-4 Flood Hazards 4-93
Exhibit 4.13-1 Short-Term Noise Measurement Locations 4-114
Exhibit 4.17-1 Study Intersection Location 4-146
Exhibit 4.17-2 Existing Study Intersection Geometry 4-147
Exhibit 4.17-3 Existing (2023) Conditions Traffic Volumes 4-148
Exhibit 4.17-4 Project Forecast Percent Trip Distribution (Outbound) 4-149
Exhibit 4.17-5 Project Forecast Percent Trip Distribution (Inbound) 4-150
Exhibit 4.17-6 Project Trafic Volumes 4-151
Exhibit 4.17-7 Cumulative Projects Traffic Volumes 4-152
Exhibit 4.17-8 Opening Year (2026) With Project Conditions Traffic Volumes 4-153
Exhibit 4.17-9 Long-Range (2040) With Project Conditions Traffic Volumes 4-154
Exhibit 4.18-1 Conceptual Utility Plan 4-164
Exhibit 4.19-1 Fire Hazard Severity 4-169

List of Tables

Table 2-1 Proposed Uses 2-3
Table 4.3-1 Attainment Status for South Coast Air Basin 4-13
Table 4.3-2 SCAQMD Regional Significance Thresholds 4-15
Table 4.3-3 SCAQMD Localized Significance Thresholds 4-15
Table 4.3-4 Regional Significance - Construction Emissions 4-16
Table 4.3-5 Localized Significance - Construction Emissions 4-17
Table 4.3-6 Regional Operational Emissions 4-19
Table 4.8-1 Project Construction Greenhouse Gas Emissions 4-55

Table 4.8-2 Project Operations Greenhouse Gas Emissions 4-56
Table 4.8-3 Consistency with CARB 2022 Scoping Plan 4-57
Table 4.8-4 Consistency with SCAG 2020-2045 RTP/SCS 4-58
Table 4.10-1 Pre- and Post-Project Conditions 4-80
Table 4.10-3 Drainage Area Summary Conditions 4-81
Table 4.11-1 Development Standards 4-98
Table 4.13-1 City of Highland Interior Noise Standards 4-102
Table 4.13-2 City of Highland Exterior Noise Standards 4-102
Table 4.13-3 Noise Measurement Results 4-105
Table 4.13-4 Typical Maximum Construction Noise Levels 4-106
Table 4.13-6 Project Typical Construction Vibration Levels 4-112
Table 4.17-1 Proposed Project Trip Generation 4-131
Table 4.17-2 Opening Year (2026) With Project Conditions 4-134
Study Intersection Peak Hour LOS Analysis Summary
Table 4.17-3 Long Range (2040) With Project Conditions 4-135
Study Intersection Peak Hour LOS Analysis Summary
Table 4.17-4 Opening Year (2026) Without & With Project Conditions 4-137
Study Intersection Left-Turn Lane Peak Hour 95th Percentile
Vehicular Queuing Analysis Summary
Table 4.17-5 Long Range (2040) Without & With Project Conditions 4-138
Study Intersection Left-Turn Lane Peak Hour 95th Percentile
Vehicular Queuing Analysis Summary
Table 4.18-1 Estimated Project Water Demand 4-157
Table 4.18-2 Estimated Project Sewer Flows 4-160

1.0 INTRODUCTION

The Halcyon 220-Unit Multi-Family Development at 7536 Sterling Avenue Project (herein referenced as the "project" or "proposed project") involves the development of 220 multi-family residential units. Following a preliminary review of the proposed project, the City of Highland has determined that the proposed project is subject to the guidelines and regulations of the *California Environmental Quality Act* (*CEQA*). This Initial Study addresses the direct, indirect, and cumulative environmental effects of the project, as proposed.

1.1. STATUTORY AUTHORITY AND REQUIREMENTS

This environmental document has been prepared in conformance with *CEQA* (*California Public Resources Code* [*PRC*] Section 21000 et seq.); *CEQA Guidelines* (*California Code of Regulations* [*CCR*], Title 14, Section 15000 et seq.); and the rules, regulations, and procedures for implementation of *CEQA*, as adopted by the City of Highland.

In accordance with the *CEQA Guidelines* Sections 15051 and 15367, the City of Highland (City) is identified as the Lead Agency for the proposed project. Under *CEQA* (*Public Resource Code* Sections 21000-21177) and pursuant to *CEQA Guidelines* Section 15063, the City is required to undertake the preparation of an Initial Study to determine if the proposed project would have a significant environmental impact. If, as a result of the Initial Study, the Lead Agency finds that there is evidence that any aspect of the project may cause a significant environmental effect, the Lead Agency shall further find that an Environmental Impact Report (EIR) is warranted to analyze project-related and cumulative environmental impacts. Alternatively, if the Lead Agency finds no evidence that the project, either as proposed or as modified to include the mitigation measures identified in the Initial Study, may cause a significant effect on the environment, the Lead Agency shall find that the proposed project would not have a significant effect on the environment and shall prepare a Negative Declaration. Such determination can be made only if "there is no substantial evidence in light of the whole record before the Lead Agency" that such impacts may occur (*Public Resources Code* Section 21080(c)).

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

The environmental documentation and supporting analysis are subject to a public review period. During this review, agency and public comments on the document relative to environmental issues should be addressed to the City. Following review of any comments received, the City will consider these comments as a part of the project's environmental review and include them with the Initial Study documentation for consideration by the City.

1.2. PURPOSE

The purposes of an Initial Study are to:

1. Identify environmental impacts;
2. Provide the lead agency with information to use as the basis for deciding whether to prepare an EIR or a negative declaration;
3. Enable an applicant or lead agency to modify a project, mitigating adverse impacts before an EIR is required to be prepared;
4. Facilitate environmental assessment early in the design of the project;
5. Document the factual basis of the finding in a negative declaration that a project would not have a significant environmental effect;
6. Eliminate needless EIRs;
7. Determine whether a previously prepared EIR could be used for the project; and
8. Assist in the preparation of an EIR, if required, by focusing the EIR on the effects determined to be significant, identifying the effects determined not to be significant, and explaining the reasons for determining that potentially significant effects would not be significant.

CEQA Guidelines Section 15063 identifies specific disclosure requirements for inclusion in an Initial Study. Pursuant to those requirements, an Initial Study shall include:

- A description of the project, including the location of the project
- Identification of the environmental setting
- Identification of environmental effects by use of a checklist, matrix, or other method, provided that entries on a checklist or other form are briefly explained to indicate that there is some evidence to support the entries
- Discussion of ways to mitigate significant effects identified, if any
- Examination of whether the project is compatible with existing zoning, plans, and other applicable land use controls
- The name(s) of the person(s) who prepared or participated in the preparation of the Initial Study

1.3. RESPONSIBLE AND TRUSTEE AGENCIES

Certain projects or actions undertaken by a Lead Agency require subsequent oversight, approvals, or permits from other public agencies in order to be implemented. Such other agencies are referred to as Responsible Agencies and Trustee Agencies. Pursuant to *CEQA Guidelines* Sections 15381 and 15386, as amended, Responsible Agencies and Trustee Agencies are respectively defined as follows:

> *"Responsible Agency" means a public agency, which proposes to carry out or approve a project, for which [a] Lead Agency is preparing or has prepared an EIR or Negative Declaration. For the purposes of CEQA, the term*

"responsible agency" includes all public agencies other than the Lead Agency, which have discretionary approval power over the project. (Section 15381)

"Trustee Agency" means a state agency having jurisdiction by law over natural resources affected by a project, which are held in trust for the people of the State of California. Trustee Agencies include; The California Department of Fish and Wildlife, The State Lands Commission; The State Department of Parks and Recreation and The University of California with regard to sites within the Natural Land and Water Reserves System. (Section 15386)

For this project, the City of Highland is the Lead Agency and has the principal responsibility of processing and approving the project.

Responsible Agencies and other entities that may use this Initial Study in their decision-making process or for informational purposes include, but may not be limited to, the following:

- Santa Ana Regional Water Quality Control Board
- South Coast Air Quality Management District

1.4. CONSULTATION

As soon as the Lead Agency has determined that an Initial Study would be required for a project, the Lead Agency is directed to consult informally with all Responsible Agencies and Trustee Agencies that are responsible for resources affected by the project, in order to obtain the recommendations of those agencies as to whether an EIR or a Negative Declaration should be prepared for the project. Following receipt of any written comments from those agencies, the Lead Agency considers any recommendations of those agencies in the formulation of the preliminary findings. Following completion of this Initial Study, the Lead Agency initiates formal consultation with these and other governmental agencies as required under *CEQA* and its implementing guidelines.

The City also complied with Tribal Cultural Resources consultation requirements under the California Environmental Quality Act, AB 52 (Gatto, 2014). Formal notification was sent to the list of three tribes that requested to be on the City's notification list per Public Resources Code Section 21010.3(b)(1). The City received one request for consultation.

1.5. INCORPORATION BY REFERENCE

Pertinent documents relating to this Initial Study have been cited in accordance with *CEQA Guidelines* Section 15150, which encourages incorporation by reference as a means of reducing redundancy and length of environmental reports. The following documents are hereby incorporated by reference into this EIR. Information contained within these documents has been utilized for this Initial Study. These documents are available for review at the City of Highland Planning Department, located at the City of Highland, 27215 Base Line, Highland, California 92346.

The City of Highland General Plan (General Plan), **March 2006, January 2012, August 2012, January 2022**

The City of Highland General Plan is a long-range planning document that provides the City a framework for action and the direction in which to focus that action.

The Highland General Plan assesses and plans future uses for all property within the planning area, as well as establishes what the residents and businesses of Highland want to preserve and achieve. The Plan includes the following chapters:

1. Introduction
2. Land Use Element
3. Circulation Element
4. Public Services & Facilities Element
5. Conservation & Open Space Element
6. Public Health, Safety, and Environmental Justice Element
7. Noise Element
8. 6th Cycle Housing Element (2021-2029)
9. Economic Development Element
10. Community Design Element
11. Airport Element

2012 General Plan Implementation Report

Based on the City's Regional Housing Needs Assessment (RHNA) target for the 2021-2029 Housing Element, it is estimated that approximately 2,508 new houses, condominiums, or apartments will be necessary in the next eight years to keep up with the City's growing population and housing needs. In the 2021-2029 Housing Element, the City identified potentially developable land zoned for residential use to meet the City's new RHNA target and provided goals, objectives, policies, and programs to meet the housing needs of the City's citizens.

The Public Health and Safety Element was renamed in 2022 to the Public Health, Safety, and Environmental Justice Element and policies were added to address equity and safety throughout the City.

General Plan | Highland, CA (cityofhighland.org)

2012-General-Plan-Implementation-Report-PDF (cityofhighland.org)

6th Cycle Housing Element Update | Highland, CA (cityofhighland.org)

Public Health, Safety and Environmental Justice Element

***The City of Highland General Plan Final Environmental Impact Report* (EIR), Certified March 2006**

The City of Highland General Plan EIR analyzed potential environmental impacts associated with buildout of the City in accordance with *The City of Highland General Plan*.

Providing a blueprint for the future development of Highland is one of the primary purposes of the General Plan. The Land Use Plan, which includes areas within Highland's sphere of influence, identifies 6,395 acres of residential land uses, including Planned Development; 58 acres of mixed-use land uses; 754 acres of employment-generating land uses, not including commercial uses allowed in Planned Development areas; and 3,570 acres of open space and park uses.

The General Plan EIR reviewed the following topics:

- Aesthetics
- Agriculture and Forestry Resources
- Air Quality
- Cultural Resources
- Cumulative Effects
- Drainage/Absorption
- Flood Plain/Flooding
- Geology/Soils
- Growth Inducement
- Hazards & Hazardous Materials
- Hydrology/Water Quality
- Land Use/Planning
- Mineral Resources
- Noise
- Population/Housing
- Public Services
- Recreation
- Schools/Universities
- Septic System
- Sewer Capacity
- Solid Waste
- Transportation
- Vegetation
- Wetland/Riparian
- Wildfire
- Wildlife

The Notice of Determination (NOD), dated March 14, 2006 concluded: 1) The project will have a significant impact on the environment, 2) An Environmental Impact Report was prepared for this project pursuant to the provisions of CEQA, 3) Mitigated measures were made a condition of the approval of the project, 4) A Statement of Overriding Considerations was adopted for this project, and 5) Findings were made pursuant to the provisions of CEQA.

The City of Highland General Plan EIR concluded that not all the project-related impacts could be feasibly mitigated and would result in significant unavoidable impacts or less than significant impacts with mitigation incorporated associated with implementation of the City of Highland General Plan for the following topics: Agricultural Resources, Air Quality, Cultural Resources, Mineral Resources, Noise, and Utilities and Services Systems.

***Highland Municipal Code* (A Codification of the General Ordinances of the City of Highland, California through Ordinance 459, passed January 10, 2023)**

The *Highland Municipal Code* consists of regulatory, penal, and administrative ordinances of the City. It is the method the City uses to implement control of land uses, in accordance with General Plan goals and policies.

The *Health and Safety Code* (Title 8 of the *Highland Municipal Code*) specifies regulations relative to integrated waste management, mandatory organic waste disposal requirements, nuisances, heritage trees, mobile source emission reduction program, and noise control.

The *Vehicles and Traffic Code* (Title 10 of the *Highland Municipal Code*) specifies regulations relative to truck routes, handicapped parking, and local transportation control measures for new development.

The *Buildings and Construction Code* (Title 15 of the *Highland Municipal Code*) specifies rules and regulations for construction, alteration, and building for uses of human habitation.

The *Land Use and Development Code* (Title 16 of the *Highland Municipal Code*) identifies land uses permitted and prohibited according to the zoning category of particular parcels and establishes the development standards and regulations for each zone.

Highland Municipal Code (codepublishing.com)

2.0 PROJECT DESCRIPTION

2.1. PROJECT LOCATION

Regionally, the project site is located in the City of Highland, California. The City of Highland is located in the southwestern portion of San Bernardino County, and is bordered by the City of San Bernardino to the north, south, and west, the Cities of Redlands and Loma Linda to the south, and the San Bernardino National Forest to the north. Refer to *Exhibit 2-1, Regional Vicinity Map*.

Regional access to the City is provided via the following west-east freeways - State Route 210 (SR-210) and Interstate 10 (I-10), and via the following north-south freeways - I-215 and SR-330. Local access to the City is provided by various arterial streets within the City, including Baseline Street, 5th Street, East Highland Avenue, and North Del Rosa Street, among others.

Locally, the project site is generally located approximately 0.05 mile north of the 9th Avenue/Sterling Avenue intersection and approximately 0.30 mile south of the Base Line Road/Sterling Avenue intersection; refer to *Exhibit 2-2, Local Vicinity Map*.

2.2. ENVIRONMENTAL SETTING

2.2.1 EXISTING LAND USES

The project site is located on the west side of Sterling Avenue, north of 9th Avenue, and south of the terminus of Elm Street. The project site encompasses three parcels (Assessor Parcel Nos. 027813145, 027813146, 027813147) of vacant and undeveloped land totaling 6.77 acres:

- APN 027813145 – 4.25 acres
- APN 027813146 – 0.71 acres
- APN 027813147 – 1.81 acres

2.2.2 SURROUNDING LAND USES

The project site is surrounded by the following uses:

North: Immediately north of the project site is the Isdaofie Church, Sterling Christian School, and single-family residences. Single-family and multi-family residences are located north of the aforementioned uses.

West: West of the project site is a residential area with a mix of single-family and multi-family residences.

South: Immediately south of the project site are single-family residences and a commercial center. These uses are located to the north of 9th Avenue, which is classified as a Primary Arterial. An auto repair business, a church, tire shop, and single-family residences are located to the south of 9th Avenue, west of Sterling Avenue, which is classified as a Major Highway.

East: East of the project site is the Warm Springs Elementary School and single-family residences on Sterling Avenue, which is classified as a Major Highway.

2.3. EXISTING GENERAL PLAN AND ZONING

PROJECT SITE

General Plan: The project site has a General Plan land use designation of Planned Community (PC) with Residential High Density Special Overlay, which permits up to 30 units per gross acre.

Zoning: The project site has a Zoning designation of R-4 Multi-Family Residential (MF), which permits up to 30 units per gross acre. The primary purpose of the R-4 District is to provide for the development, by right, of multi-family attached residential dwelling units with enhanced amenities (common open space and recreation areas. Both the 2014-2021 Housing Element and the 2021-2029 Housing Element include the proposed project's three parcels and identify them as lower income sites. In addition, the project site is located within Airport Compatibility Zone E - Airport Influence Zone - Negligible Risk.

SURROUNDING USES

General Plan: The General Plan Land Use Plan designates the following uses:

- West of the site as Low Density Residential (2.1 to 6.0 dwelling units per acre)
- North of the site as Planned Community (PC) with Residential High Density Special Overlay, Medium Density Residential (6.1 to 12.0 dwelling units per acre), and General Commercial
- South of the site as Planned Commercial, Neighborhood Commercial, Low Density Residential, Medium Density Residential, and Public Institutional
- East of the site as Public Institutional, Neighborhood Commercial, General Commercial, Low Density Residential, and Medium Density Residential

Zoning: The Highland Zoning Map designates the following zoning districts:

- West of the site as R-1 (Single-Family Residential)
- North of the site as R-1 (Single-Family Residential), R-2 (Multi-Family Residential), and GC (General Commercial)
- South of the site as R-1 (Single-Family Residential), R-2 (Multi-Family Residential), PC (Planned Commercial), and NC (Neighborhood Commercial)
- East of the site as P/Q (Public/Quasi Public), NC (Neighborhood Commercial), GC (General Commercial), R-1 (Single-Family Residential), and R-2 (Multi-Family Residential)

All of the areas identified above are also located within Airport Compatibility Zone E - Airport Influence Zone - Negligible Risk.

2.4. PROJECT CHARACTERISTICS

2.4.1 DESCRIPTION OF PROJECT

The Applicant proposes to construct 220 multi-family residential units on the 6.77 gross acre project site. Refer to *Exhibit 2-3, Site Plan* and *Table 2-1, Proposed Uses*. Five percent of the base units (11 units) are designated for the very low income affordability category.

TABLE 2-1 PROPOSED USES

Proposed Use	Dwelling Units	Acres
Multi-Family Residential	220	6.77
Proposed Total	**220**	**6.77**

As shown in *Exhibit 2-3, Site Plan – Ground Floor* and *Exhibit 2-4, Site Plan – Floors Two to Four*, two four-story buildings will be constructed providing 220 residential units, totaling 274,951 square feet inclusive of non-residential building space. Building A will include 90 units (117,576 square feet) and Building B will include 130 units (152,726 square feet). The clubhouse building will be 4,649 square feet.

Table 2-2, Building Unit Mix provides a summary of the unit type, unit size, and quantity for Buildings A and B. The residential units range in size from approximately 445 to 1,109 square feet in size:

- Studio – 445 square feet
- One Bedroom – 705 square feet
- Two Bedroom- 975 square feet
- Three Bedroom – 1,109 square feet

TABLE 2-2 BUILDING UNIT MIX

Building	Unit Type				Total
	Studio	1 Bedroom	2 Bedroom	3 Bedroom	
Building A	6	28	49	7	90
Building B	8	42	54	26	130
Total	***14***	***70***	***103***	***33***	***220***
Unit Mix	6%	32%	47%	15%	100%
Unit Size (Square Feet)	544	704	975	1,110	
Source: Danielian Associates (December 2022)					

Each unit will have a private balcony. Studio units will have a 55 square foot balcony. One bedroom units will have a 71.5 square foot balcony. Two bedroom units will have a 71.5 square foot balcony. Three bedroom units will have a 82 square foot balcony.

The project will also include a leasing office (1,354 sf), lobby restrooms (292 sf), mailboxes, package room, and on-site amenities including a clubhouse (1,043 sf), pool, spa, showers, outdoor fireplace, and tot lot. In addition, the project includes co-working space (530 sf), fitness/gym (660 sf), and specialty fitness (590 sf).

DENSITY BONUS AND PROJECT PHASING

The Applicant is seeking an Affordable Housing/Inclusionary Housing Agreement with the City. The Agreement will be consistent with California Density Bonus Law. The project's base density is 204 units and 11 units are very low income units, representing a total of five percent (5%)

Table 2-3 below summarizes the quantity and types of units by project phase.

TABLE 2-3 UNIT TYPES BY PHASE

UNIT TYPES	PHASE 1				PHASE 2				TOTAL			
	Market Rate	Affordable	Sub-Total	% of Unit Total	Market Rate	Affordable	Sub-Total	% of Unit Total	Market Rate	Affordable	Sub-Total	% of Unit Total
Studio	5	1	6	7%	8		8	6%	13	1	14	6%
1 Bedroom	27	1	28	31%	39	3	42	32%	66	4	70	32%
2 Bedroom	47	4	49	54%	51	3	54	42%	98	5	103	47%
3 Bedroom	7		7	8%	25	1	26	20%	32	1	33	15%
TOTAL	***86***	***4***	***90***	***100%***	***123***	***7***		***100%***	***209***	***11***	***220***	***100%***

SITE ACCESS

Access to the project site will be from two gated driveway entries on Sterling Avenue. The southern driveway will be the main site driveway with full movement in and out of the site (left-in/left-out and right-in/right-out). The northern driveway will be a secondary driveway with movement only out of the site (left-out and right-out). An emergency access gate will be provided on the northern boundary of the site at the southern terminus of Elm Street.

PARKING

A total of 419 parking spaces will be provided for the multi-family residential development. This includes 43 designated spaces for Building A, 50 designated spaces for Building B, and 326 open spaces throughout the site. Six of the 419 parking spaces will be handicap spaces. Compact car spaces and electric vehicle (EV) charging areas will be provided throughout the site.

LANDSCAPING

Exhibit 2-5, Landscape Plan illustrates the various types of drought-tolerant trees, shrubs, succulents, grasses, and accents that will be installed throughout the site for the following areas, uses, and amenities:

- Entry Island, Keypad, and Monument Sign
- Gated Entries
- Pedestrian Security Gate
- Trash Enclosures
- Children Play Areas
- Community Spaces and Outdoor Cooking Area
- Dog Park
- Short-Term Bike Racks

The children's play areas includes a tot lot (0 to 5 age) and play equipment with rubber mat surface (age 5 to 12). The tot lot will include a shade structure and seating.

Community space areas include a dining table and chair with a shade structure, fire pit and lounge seating, barbeque, and a pool/spa with chaises, tables, and lounge seating.

The dog park will be fenced with artificial turf, shade structure, and seating.

All parking lot areas visible from adjoining properties and public rights-of- way (off-site) shall be effectively screened with landscaping. Screening shall include trees, dense evergreen shrubs, security walls, earth berms, or any combination thereof. In addition, all ground mounted electrical/mechanical/water equipment shall be effectively screened with landscaping.

WALLS AND FENCES

A variety of walls, fences, and gates will be provided throughout the site, as noted below.

Main Entry: A southern gated entrance (enter and exit) to/from Sterling Avenue.

Secondary Entry: A northern gated entrance (enter and exit) to/from Sterling Avenue.

Emergency/Utility Entry: An emergency/utility gated entrance to/from Elm Street.

Perimeter Wall: A 6-foot masonry wall along all project boundaries.

Pedestrian Security Gate: A gated pedestrian entrance into Building A and amenities.

OPEN SPACE

The project includes public open space areas totaling nine percent of the project site per the density bonus incentive for private and public open space, which will be located throughout the site (refer to *Exhibit 2-5*). In addition, the project includes private open space areas of 150 square feet for ground floor units, and 60 square feet for upper floor units.

SITE GRADING

The site requires grading to support the development and the import of earthwork. The earthwork quantities for the project include 4,300 cubic yard (cy) of cut and 9,600 cy of fill. In total, the project requires import of 5,300 cy of earthwork. The site grading and development construction is expected to start in February 2024 and will take place over 24 months.

INFRASTRUCTURE

Off-site utility easements include Southern California Edison (SCE) poles and overhead power lines in the public right-of-way (sidewalk) immediately east of the site and adjacent to Sterling Avenue. On-site utility easements encompass several SCE poles in the southeastern portion of the site.

The project will install the on-site water, wastewater, storm drain, street, electricity, and natural gas infrastructure to serve the proposed on-site residential uses. Proposed improvements include private streets and on-site water and sewer systems.

TRASH PICKUP

Specific locations have been designated for multi-bin trash enclosures for trash, recycling, and wet food compost. Building A will have one trash enclosure area and Building B will have two trash enclosure areas.

Green waste would disposed of by the management company's landscape contractor.

PROJECT PHASING AND CONSTRUCTION

The project will be constructed in two phases. Phase 1 will include demolition, mass grading, construction of perimeter walls, installation of Water Quality Management Plan Best Management Practices (BMPs) for the entire site, and the construction of the Building A and central amenities. Phase 2 will include the construction of Building B and associated landscaping and hardscape.

The site grading and development construction is expected to start in February 2024 and will take place over 24 months. The project is expected to be operational in 2026.

PERMITS AND APPPROVALS

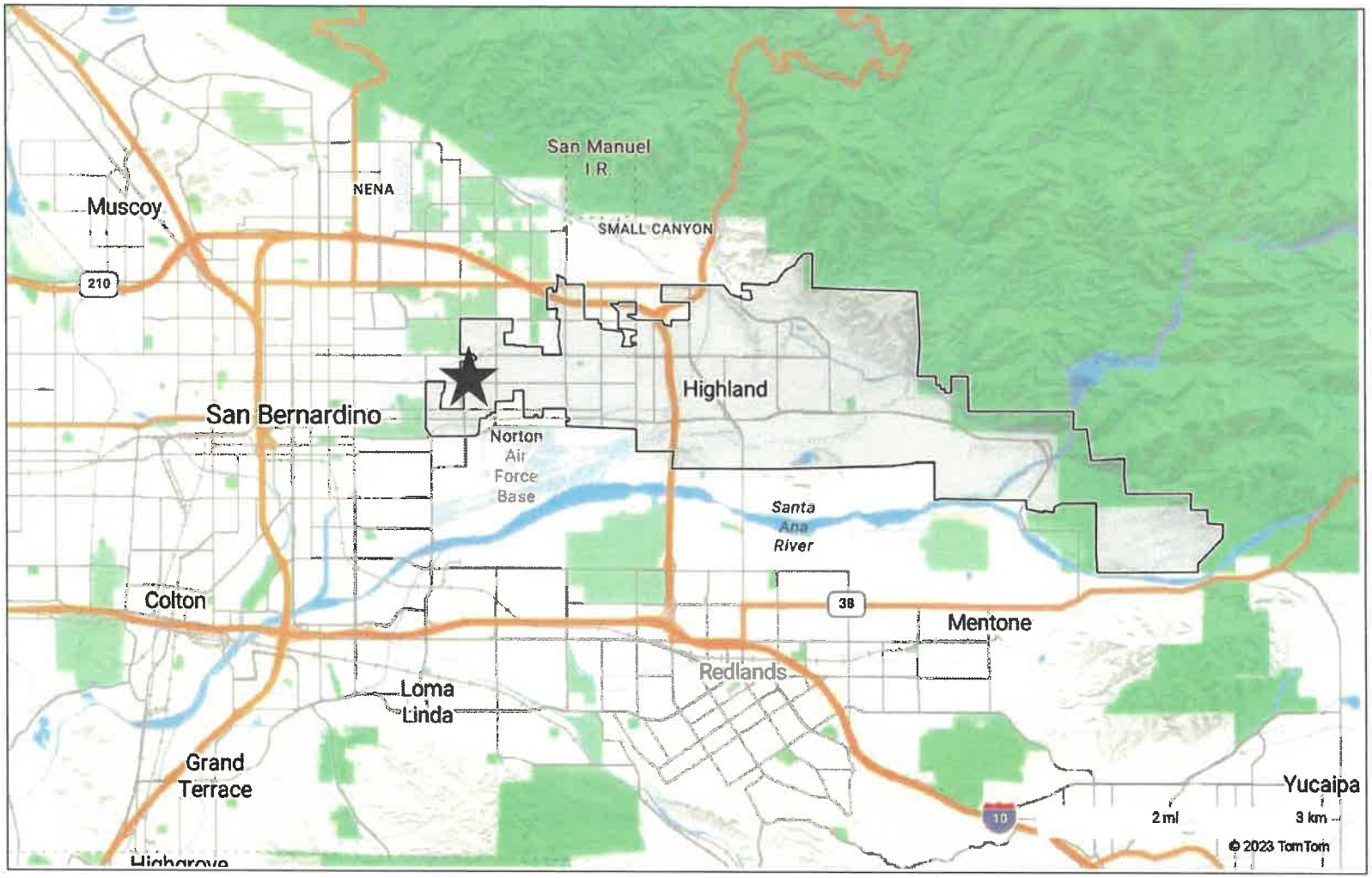
The City of Highland (lead agency under CEQA) will use this IS/MND in making decisions with regard to the approval of the 220-Unit Multi-Family Residential Development and the subsequent construction and development of the project.

Various permits, approvals, and actions by the City of Highland, San Bernardino County, and other agencies may be required in order to execute and implement the proposed project. The implementation of the proposed improvements would require the issuance of permits from various public agencies.

The permits and approvals from lead, responsible, and/or trustee agencies that are necessary include:

- City of Highland Design Review approval
- City of Highland Lot Line Adjustment approval
- City of Highland Minor Variance approval for increased height of perimeter walls
- City of Highland issuance of Grading, Building, Landscape & Irrigation, Electric, Mechanical, and Plumbing Permits
- City of Highland Fire Department approval of proposed site improvement
- East Valley Water District – Water and Sewer Connection Permits

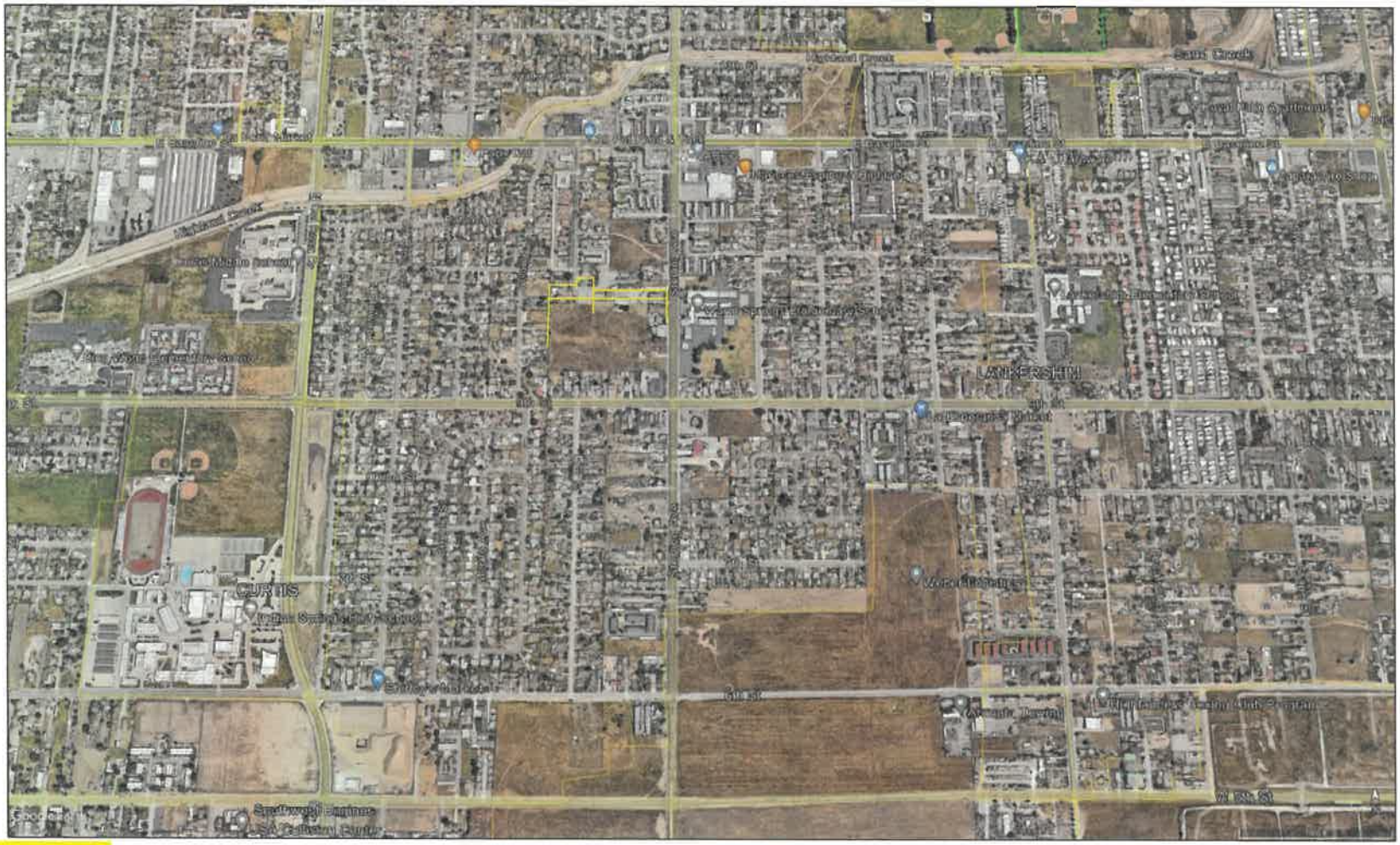
EXHIBIT 2-1 REGIONAL LOCATION



★ Project Site

Source: Bing Maps (June 2023)

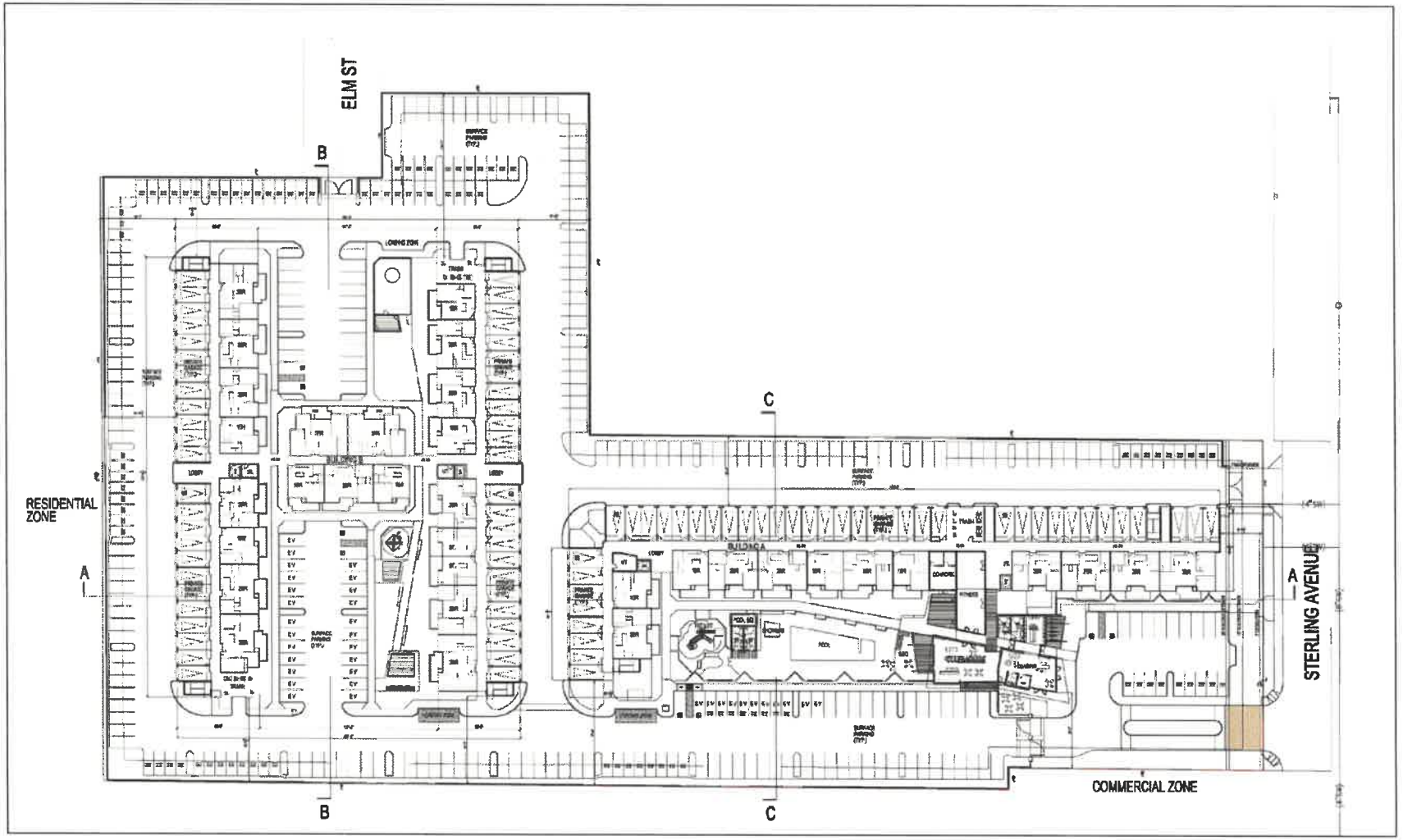
EXHIBIT 2-2 LOCAL VICINITY



Project Site

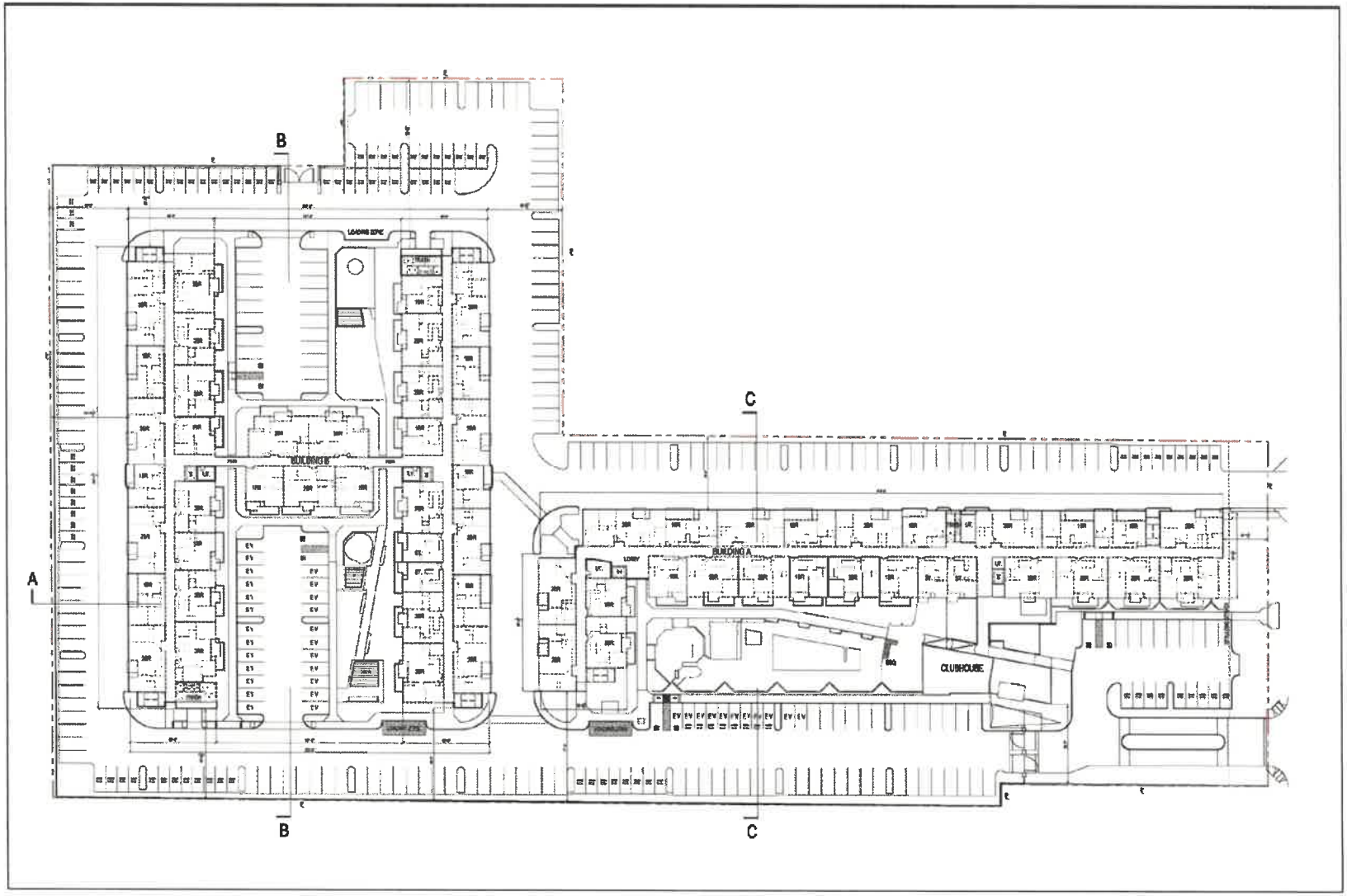
Source: Google Earth (2023)

EXHIBIT 2-3 SITE PLAN – GROUND FLOOR



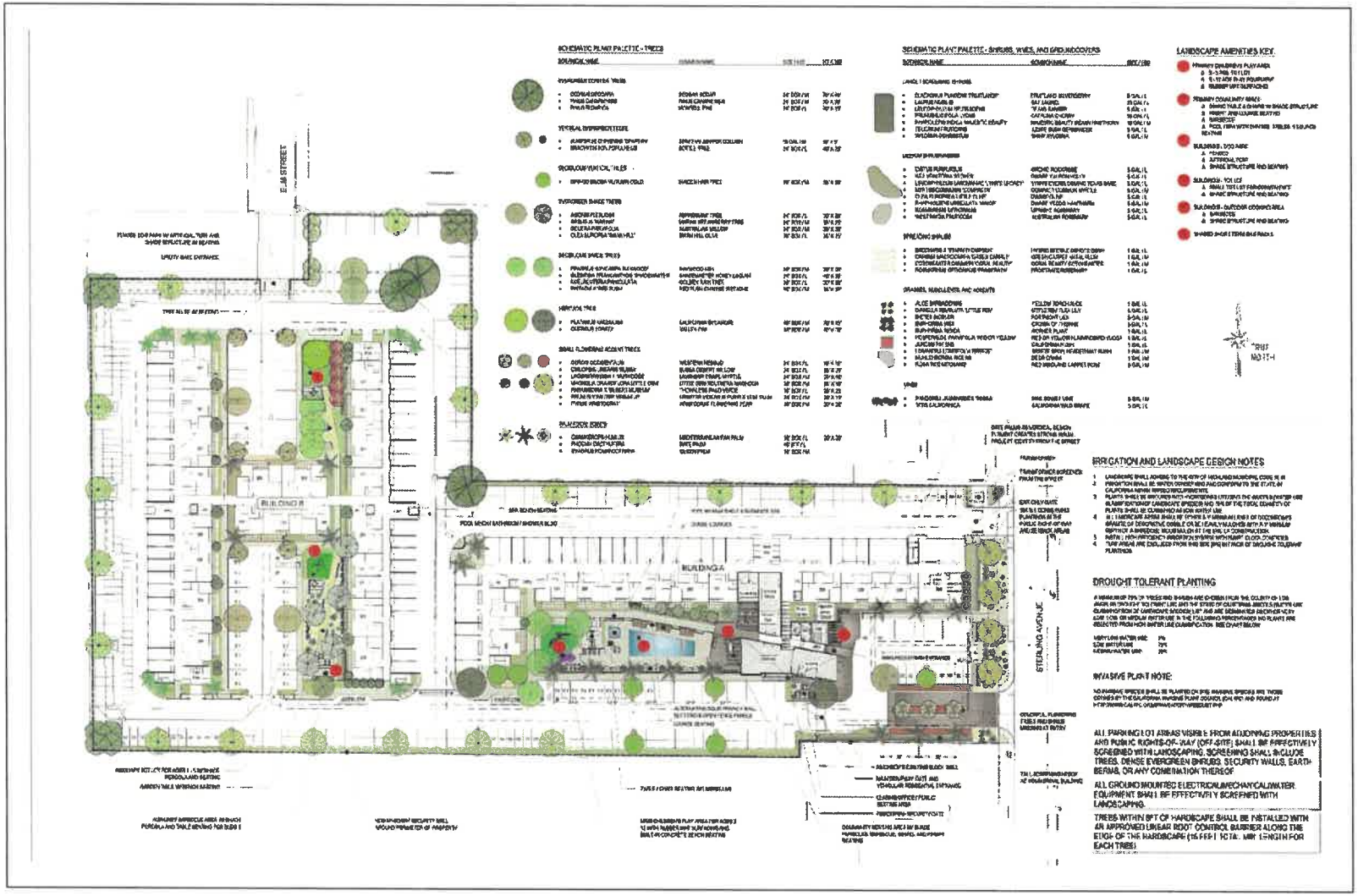
Source: Danielian Associates (March 2023)

EXHIBIT 2-4 SITE PLAN/BUILDING PLAN – FLOORS TWO TO FOUR



Source: Danielian Associates (March 2023)

EXHIBIT 2-5 LANDSCAPE PLAN



Source: March Beall Associates (April 2023)

3.0 INITIAL STUDY CHECKLIST

3.1. BACKGROUND

1.	**Project Title:** Halcyon 220-Unit Multi-Family Development at 7536 Sterling Avenue
2.	**Lead Agency Name and Address:** City of Highland 27215 Base Line Highland, CA 92346
3.	**Contact Person and Phone Number:** Ash Syed, Associate Planner 909-864-6861 ext. 210
4.	**Project Location:** The project site is located at 7536 Sterling Avenue.
5.	**Project Sponsor's Name and Address:** Helios Holdings, LLC 18952 MacArthur Blvd Suite 210 Irvine, CA 92612
6.	**General Plan Designation:** Planned Community (PC) with Residential High Density Special Overlay
7.	**Zoning:** R-4 Multi-Family Residential (MF)
8.	**Description of the Project:** The Applicant proposes to construct 220 multi-family residential units (townhomes) on the 6.77 acre project site. Additional details regarding the proposed project are provided in Section 2.4, Project Characteristics.
9.	**Surrounding Land Uses and Setting:** Single-family residential is located to the west. Single-family residential, multi-family residential, and general commercial uses are located to north. Single-family residential, multi-family residential, planned commercial, and neighborhood commercial are located to the south. Public/quasi-public, neighborhood commercial, general commercial, single-family residential, and multi-family residential uses are located to the east. For additional details refer to Section 2.2.2, Surrounding Land Uses.
10.	**Other public agencies whose approval is required (e.g., permits, financing approval or participation agreement).** Refer to Section 2.5, Permits and Approvals.
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?** The City has complied with Tribal Cultural Resources consultation requirements under the California Environmental Quality Act, AB 52 (Gatto, 2014). Formal notification was sent to the list of three tribes that requested to be on the City's notification list per Public Resources Code Section 21010.3(b)(1). The City received one request for consultation.

3.2. ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is "Less Than Significant Impact with Mitigation Incorporated," as indicated by the Initial Study Checklist questions in Section 4.1 through Section 4.20.

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

3.3. EVALUATION OF ENVIRONMENTAL IMPACTS

This section analyzes the potential environmental impacts associated with the proposed project. The issue areas evaluated in this Initial Study include:

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

The environmental analysis in this section is patterned after the Initial Study Checklist recommended by the *CEQA Guidelines* and used by the City of Highland (City) in its environmental review process. For the preliminary environmental assessment undertaken as part of this Initial Study's preparation, a determination that there is a potential for significant effects indicates the need to more fully analyze the development's impacts and to identify mitigation.

For the evaluation of potential impacts, the questions in the Initial Study Checklist are stated and an answer is provided according to the analysis undertaken as part of the Initial Study. The analysis considers the long-term, direct, indirect, and cumulative impacts of the development. To each question, there are four possible responses:

- **No Impact.** The development will not have any measurable environmental impact on the environment.
- **Less Than Significant Impact.** The development will have the potential for impacting the environment, although this impact will be below established thresholds that are considered to be significant.
- **Less Than Significant Impact With Mitigation Incorporated.** The development will have the potential to generate impacts which may be considered as a significant effect on the environment, although mitigation measures or changes to the development's physical or operational characteristics can reduce these impacts to levels that are less than significant.
- **Potentially Significant Impact**. The development will have impacts, which are considered significant, and additional analysis is required to identify mitigation measures that could reduce these impacts to less than significant levels.

Where potential impacts are anticipated to be significant, mitigation measures would be required, so that impacts may be avoided or reduced to a less than significant level.

This page intentionally left blank.

4.0 ENVIRONMENTAL ANALYSIS

The following sections include a discussion of potential project impacts as identified in the Initial Study Checklist. Explanations are provided for each item. At the beginning of each section is a "Sources Cited," which identifies the sources utilized in that particular section.

4.1. AESTHETICS

Would the project except as provided in Public Resources Code Section (§) 21099:	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Have a substantial adverse effect on a scenic vista?			✓	
b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?				✓
c. In nonurbanized 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). In an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?			✓	
d. Create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area?			✓	
Note: Certain projects within transit priority area need not evaluate aesthetics (Public Resources Code § 21099).				

Sources Cited in Section 4.1

City of Highland, *The City of Highland General Plan*, March 2006

California Department of Transportation, Scenic Highways; accessed June 14, 2023

S Y Lee Associates, Inc., Site Lighting Plan, June 2023

S Y Lee Associates, Inc., Site Photometric Plan, June 2023

A. WOULD THE PROJECT HAVE A SUBSTANTIAL ADVERSE EFFECT ON A SCENIC VISTA?

LESS THAN SIGNIFICANT IMPACT

Highland enjoys a beautiful and dramatic setting at the base of the San Bernardino Mountains. The views and vistas that this area affords are among Highland's most treasured assets and contribute greatly to its rural, natural character.

Per Caltrans State Scenic Highway Map, the project site is not located adjacent to or near an officially designated state scenic highway; nor an eligible state scenic highway.[1]

The western portion of the City is relatively flat. Existing buildings and adjacent roadways are the dominant visual elements in this portion of the City. Views from this location in the City include views to the north and east of the San Bernardino Mountains.

The project site is located in the western portion of the City and is surrounded by urban development on all sides. Existing views from the project site of adjacent urbanized uses include an elementary school to

[1] California Department of Transportation, Scenic Highways, Scenic Highways | Caltrans; accessed June 14, 2023.

the east, commercial uses and single-family residences to the south; church, school, and single- and multi-family residences to the north; and single-family and commercial uses to the east.

Given the project site's location on Sterling Avenue and the surrounding development, the site does have long distance views of the San Bernardino Mountains.

The proposed project involves the development of 220 multi-family residential units in an urbanized area of the City. The proposed project includes two four-story buildings with a height of 52 feet-8-inchesc(top of roof), which is taller than existing surrounding uses. While there is the limited potential to impede existing scenic views from adjacent uses north of the project site, the views of the San Bernardino Mountains would not be impeded on Sterling Avenue or 9th Street. Thus, less than significant would occur.

MITIGATION MEASURES

No mitigation measures are required.

B. WOULD THE PROJECT SUBSTANTIALLY DAMAGE SCENIC RESOURCES, INCLUDING, BUT NOT LIMITED TO, TREES, ROCK OUTCROPPINGS, AND HISTORIC BUILDINGS WITHIN A STATE SCENIC HIGHWAY?

NO IMPACT

There are currently no officially designated State Scenic Highways that traverse the City of Highland; however, SR-210 is an eligible state scenic highway (Caltrans 2019). In addition, the project site contains no trees, rock outcroppings, or historic building within a state scenic highway.

The *Highland General Plan* Circulation Element discusses scenic roadways and the importance of scenic resources within the City as viewed from city roadways. The Circulation Element identified the need for improvements along Boulder Avenue, Base Line and Palm Avenue for these proposed scenic routes, as well as considering local roadways as potential scenic routes that can be viewed from Greenspot Road and Base Line (from Boulder Avenue to Weaver Street).

Given there are no state scenic resources on-site, the development of 220 multi-family residential units would not damage any scenic resources within a state scenic highway. Thus, no impacts would occur.

MITIGATION MEASURES

No mitigation measures are required.

C. IN NONURBANIZED AREAS, WOULD THE PROJECT SUBSTANTIALLY DEGRADE THE EXISTING VISUAL CHARACTER OR QUALITY OF PUBLIC VIEWS OF THE SITE AND ITS SURROUNDINGS? (PUBLIC VIEWS ARE THOSE THAT ARE EXPERIENCED FROM PUBLICLY ACCESSIBLE VANTAGE POINT). IN AN URBANIZED AREA, WOULD THE PROJECT CONFLICT WITH APPLICABLE ZONING AND OTHER REGULATIONS GOVERNING SCENIC QUALITY?

LESS THAN SIGNIFICANT IMPACT

The project site is located in the western portion of the City and is surrounded by urban development on all sides. Existing views from the project site of adjacent urbanized uses include an elementary school to the east, commercial uses and single-family residences to the south; church, school, and single- and multi-family residences to the north; and single-family and commercial uses to the east.

The proposed project involves the development of 220 multi-family residential units in an urbanized area of the City. As such, it is not anticipated that the proposed project would degrade the existing visual character or quality of public views of the project site and its surroundings. Thus, less than significant impacts would occur.

MITIGATION MEASURES

No mitigation measures are required.

D. WOULD THE PROJECT CREATE A NEW SOURCE OF SUBSTANTIAL LIGHT OR GLARE WHICH WOULD ADVERSELY AFFECT DAY OR NIGHTTIME VIEWS IN THE AREA?

LESS THAN SIGNIFICANT IMPACT

The project site is located in an urbanized area with existing sources of lighting. The project site is vacant and undeveloped with no on-site lighting sources. Additional lighting in the area includes vehicle headlights, traffic signals, illuminated signage, and lighting associated with residential, school, church, and commercial uses. Street lighting is currently provided on Sterling Avenue with street lights on the west and east sides of the road.

The proposed project would construct 220 multi-family residential units. Lighting sources for the proposed project would include exterior, interior, security lighting, and parking lot lighting. Project lighting would include light sources typically used in multi-family residential developments including outdoor lighting for security and wayfinding. The recreational, open space, and landscaped areas of the site would have lighting to allow for nighttime use of the amenity areas, lighting for security, and landscape accent lighting. All on-site lighting would be shielded and directed downward to minimize lighting impacts to adjacent residences.

Reflected light (glare) can be caused by sunlight or artificial light reflecting from finished surfaces such as window glass or other reflective materials. Materials known to cause glare, such as mirrored/reflective glass would not be used by the proposed project. Thus, the proposed project is not anticipated to generate noticeable glare.

The area surrounding the project site is currently urbanized and contains various forms of on- and off-site lighting typical of residential, school, and commercial development. The proposed 220 multi-family residential units would increase the amount of light and glare as shown on the Site Lighting Plan and the Site Photometrics Plan, which have been designed in compliance with *Municipal Code* Section 16.40.160, Lighting, and Section 16.40.350, Street Lighting and Tree Planting. As such, the proposed project's light and glare would be consistent with adjacent development in the City. Thus, less than significant impacts would occur.

MITIGATION MEASURES

No mitigation measures are required.

CUMULATIVE IMPACTS

When evaluating cumulative aesthetic impacts, a number of factors must be considered. The cumulative study area for aesthetic impacts is the viewshed that includes the project site and surrounding areas. The context in which a project is being viewed will also influence the significance of the aesthetic impact. The contrast a project has with its surrounding environment may actually be reduced by the presence of other cumulative projects. For example, if most of an area becomes urbanized, the contrast of a project

with the natural surroundings may be less since it would not stand out in contrast as much. In order for a cumulative aesthetic impact to occur, the proposed elements of the cumulative projects would need to be seen together or in proximity to each other. If the projects are not near each other, the viewer would not perceive them in the same scene.

The project site is located adjacent to Sterling Avenue. There is existing development to the north, south, east, and west. However, there is no undeveloped property adjacent to or in the immediate vicinity or viewshed of the project site. Other potential future projects in the viewshed are anticipated to be primarily renovations or rehabilitations because the project site is bound on all sides by existing development. Although the proposed project – combined with past, present, and reasonably foreseeable future projects – has changed the visual character of the area, the proposed project is consistent with surrounding uses and maintains scenic views of the San Bernardino Mountains from Sterling Avenue. Thus, less than significant cumulative visual impacts would occur.

4.2. 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 Department 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:	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
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?				✓

Sources Cited in Section 4.2

City of Highland, *Highland Zoning Map*, September 8, 2022

City of Highland, *The City of Highland General Plan*, March 2006, January 2012, August 2012, January 2022

State of California, California Natural Resources Agency, Department of Conservation, California Important Farmland Finder, DLRP Important Farmland Finder (ca.gov), accessed June 5, 2023

A. WOULD THE PROJECT CONVERT PRIME FARMLAND, UNIQUE FARMLAND, OR FARMLAND OF STATEWIDE IMPORTANCE (FARMLAND), AS SHOWN ON THE MAPS PREPARED PURSUANT TO THE FARMLAND MAPPING AND MONITORING PROGRAM OF THE CALIFORNIA RESOURCES AGENCY, TO NON-AGRICULTURAL USE?

NO IMPACT

The project site does not contain any land that is designated as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance on the California Important Farmland Finder (CIFF) and San Bernardino County Important Farmland Maps published by the State of California, Department of Conservation, Division of Land Resource Protection, Farmland Mapping and Monitoring Program.

The CIFF designates the project site as Urban and Built-Up Land. This farmland category defines Urban and Built-Up Land as land developed at a density of at least 1 dwelling unit (du) per 1.5 acres, or approximately 6 structures to a 10-acre parcel. Land uses include but are not limited to residential, industrial, office/commercial, institutional, and public administration. As such, the proposed project

would not result in the conversion of important farmland to non-agricultural uses. Thus, no impacts would occur.

MITIGATION MEASURES

No mitigation measures are required.

B. WOULD THE PROJECT CONFLICT WITH EXISTING ZONING FOR AGRICULTURAL USE, OR A WILLIAMSON ACT CONTRACT?

NO IMPACT

The project site and surrounding area are developed and urbanized. No agricultural land exists within the site vicinity, and the project site does not include any land under a Williamson contract. The project site is currently zoned R-4 Multi-Family (MF) Residential and the proposed project is consistent with the zoning. As such, the proposed project would not affect any land zoned for agricultural uses and would not conflict with a Williamson Act Contract. Thus, no impacts would occur.

MITIGATION MEASURES

No mitigation measures are required.

C. WOULD THE PROJECT CONFLICT WITH EXISTING ZONING FOR, OR CAUSE REZONING OF, FOREST LAND (AS DEFINED IN PUBLIC RESOURCES CODE SECTION 12220(G)), TIMBERLAND (AS DEFINED BY PUBLIC RESOURCES CODE SECTION 4526), OR TIMBERLAND ZONED TIMBERLAND PRODUCTION (AS DEFINED BY GOVERNMENT CODE SECTION 51104(G))?

NO IMPACT

Forestry operations do not occur on or within the vicinity of the project site. Also, the project site does not support any trees that can support 10 percent native tree cover of any species, including hardwoods, under natural conditions, and that allows for management of one or more forest resources, including timber, aesthetics, fish and wildlife, biodiversity, water quality, recreation, and other public benefits. Asu such, the proposed project would not result in the rezoning of forest land, timberland, or timberland zoned Timberland Production. Thus, no impacts would occur.

MITIGATION MEASURES

No mitigation measures are required.

D. WOULD THE PROJECT RESULT IN THE LOSS OF FOREST LAND OR CONVERSION OF FOREST LAND TO NON-FOREST USE?

NO IMPACT

Refer to Response 4.2.C.

MITIGATION MEASURES

No mitigation measures are required.

E. WOULD THE PROJECT INVOLVE OTHER CHANGES IN THE EXISTING ENVIRONMENT, WHICH, DUE TO THEIR LOCATION OR NATURE, COULD RESULT IN CONVERSION OF FARMLAND, TO NON-AGRICULTURAL USE OR CONVERSION OF FOREST LAND TO NON-FOREST USE?

NO IMPACT

The project site does not contain any forest land, nor is the site zoned for agriculture. The proposed project would not result in changes to the environment that would result in the conversion of farmland to a non-agricultural use or forest land to a non-forest use. As such, there would be no potential for the conversion of these resources. Thus, no impacts would occur.

MITIGATION MEASURES

No mitigation measures are required.

CUMULATIVE IMPACTS

The *Highland General Plan* does identify agricultural resources but no forestry resources within the City. The proposed project would have no impact on agricultural and forestry resources. Therefore, no cumulative impacts would occur.

This page intentionally left blank.

4.3. AIR QUALITY

Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations.				
Would the project:	**Potentially Significant Impact**	**Less Than Significant Impact With Mitigation Incorporated**	**Less Than Significant Impact**	**No Impact**
a. Conflict with or obstruct implementation of the applicable air quality plan?			✓	
b. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?			✓	
c. Expose sensitive receptors to substantial pollutant concentrations?			✓	
d. Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?			✓	

Sources Cited in Section 4.3

MAT Engineering, Inc., *Halcyon Residential Project Air Quality & Greenhouse Gas (GHG) Impact Analysis,* City of Highland, June 28, 2023 (refer to Technical Appendix A)

South Coast Air Quality Management District, *2022 Air Quality Management Plan,* December 2, 2022

South Coast Air Quality Management District, *CEQA Air Quality Handbook,* revised November 1993

Southern California Association of Governments, *2020-2045 Regional Transportation Plan/Sustainable Communities Strategy,* May 7, 2020

State of California, *California Code of Regulations,* Title 13

State of California, Office of Environmental Health Hazard Assessment, *Air Tox Hot Spots Program Risk Assessment Guidelines and Guidance Manual in the Preparation of Health Risk Assessment,* February 2015

A. WOULD THE PROJECT CONFLICT WITH OR OBSTRUCT IMPLEMENTATION OF THE APPLICABLE AIR QUALITY PLAN?

LESS THAN SIGNIFICANT IMPACT

REGULATORY SETTING

The South Coast Air Quality Management District (SCAQMD) is directly responsible for reducing emissions from stationary (area and point), mobile, and indirect sources to meet Federal and State ambient air quality standards. It has responded to this requirement by preparing a series of Air Quality Management Plans (*AQMP*). The most recent of these was adopted by the Governing Board of the SCAQMD on December 2, 2022. This AQMP, referred to as the *2022 AQMP*, was prepared to comply with the Federal and State Clean Air Acts and amendments, to accommodate growth, to reduce the high levels of pollutants in the South Coast Air Basin (SCAB or Basin) , to meet Federal and State air quality standards, and to minimize the fiscal impact that pollution control measures have on the local economy. The *2022 AQMP* identifies the control measures that will be implemented over a 15-year horizon to reduce major sources of pollutants. Implementation of control measures established in the previous

AQMPs has substantially decreased the population's exposure to unhealthful levels of pollutants, even while substantial population growth has occurred within the Basin. The future air quality levels projected in the *2022 AQMP* are based on several assumptions. For example, the SCAQMD assumes that general new development within the Basin will occur in accordance with population growth and transportation projections identified by the Southern California Association of Governments (SCAG) in its most current version of the *Regional Transportation Plan/Sustainable Communities Strategy* (*RTP/SCS*), which was adopted December 2, 2022. The *2022 AQMP* also assumes that general development projects will include strategies (mitigation measures) to reduce emissions generated during construction and operation in accordance with SCAQMD and local jurisdiction regulations, which are designed to address air quality impacts and pollution control measures.

For general development projects, the SCAQMD recommends that consistency with the current AQMP be determined by comparing the population generated by the project to the population projections used in the development of the AQMP. Projects that are consistent with SCAG's applicable growth projections would not interfere with air quality attainment because this growth is included in the projections utilized in the formulation of the *2022 AQMP*. As such, projects, uses, and activities that are consistent with the applicable assumptions used in the development of the AQMP would not jeopardize attainment of the air quality levels identified in the AQMP.

IMPACT ANALYSIS

The project is located within the South Coast Air Basin, which is governed by the SCAQMD. On December 2, 2022, the SCAQMD Governing Board adopted the *2022 AQMP*. The *2022 AQMP* incorporates the latest scientific and technical information and planning assumptions, including the latest applicable growth assumptions, updated emission inventory methodologies for various source categories. Additionally, the *2022 AQMP* utilized information and data from SCAG and its *2020-2045 RTP/SCS*. According to the SCAQMD's CEQA Air Quality Handbook, projects are reviewed for consistency with two main criteria, as discussed below.

Criterion 1

With respect to the first criterion, SCAQMD methodologies require that an air quality analysis for a project include forecasts of project emissions in relation to contributing to air quality violations and delay of attainment.

a) Would the project result in an increase in the frequency or severity of existing air quality violations?

Since the consistency criteria identified under the first criterion pertain to pollutant concentrations, rather than to total regional emissions, an analysis of a project's pollutant emissions relative to localized pollutant concentrations associated with the National Ambient Air Quality Standards (NAAQS) and California Ambient Air Quality Standards (CAAQS) is used as the basis for evaluating project consistency.

As discussed in Responses 4.3.B and 4.3.C, the proposed project's short-term construction emissions, long-term operational emissions, and localized concentrations of Carbon Monoxide (CO), NO_x, Particulate Matter 10 (PM_{10}), and Particulate Matter 2.5 ($PM_{2.5}$) would be less than significant. Due to the role Volatile Organic Compounds (VOC) plays in Ozone (O_3) formation, it is classified as a precursor pollutant and only a regional emissions threshold has been established. As such, the proposed project would not cause or contribute to localized air quality violations or delay the attainment of air quality standard or interim emissions reductions specified in the AQMP.

b) Would the project cause or contribute to new air quality violations?

As discussed in Responses 4.3.B and 4.3.C, construction and operation of the proposed project would result in emissions that would be below the SCAQMD construction and operational thresholds. Therefore, the proposed project would not cause or contribute to a violation of the ambient air quality standards.

c) Would the project delay timely attainment of air quality standards or the interim emissions reductions specified in the AQMP?

As discussed in Responses 4.3.B and 4.3.C, the proposed project would result in less than significant impacts with regard to localized concentrations during project construction and operations. As such, the proposed project would not delay the timely attainment of air quality standards or *2022 AQMP* emissions reductions.

Criterion 2

With respect to the second criterion for determining consistency with SCAQMD and SCAG air quality policies, it is important to recognize that air quality planning within the Basin focuses on attainment of ambient air quality standards at the earliest feasible date. Projections for achieving air quality goals are based on assumptions regarding population, housing, and growth trends. Thus, the SCAQMD's second criterion for determining project consistency focuses on whether or not the project exceeds the assumptions utilized in preparing the forecasts presented in the *2022 AQMP*. Determining whether or not a project exceeds the assumptions reflected in the *2022 AQMP* involves the evaluation of the following criterion.

a) Would the project be consistent with the population, housing, and employment growth projections utilized in the preparation of the AQMP?

A project is consistent with the *2022 AQMP* in part if it is consistent with the population, housing, and employment assumptions that were used in the development of the *2022 AQMP*. In the case of the *2022 AQMP*, three sources of data form the basis for the projections of air pollutant emissions: *The City of Highland General Plan (Highland General Plan)*, SCAG's regional growth forecast, and the SCAG *2020-2045 RTP/SCS*. The *2020-2045 RTP/SCS* also provides socioeconomic forecast projections of regional population growth.

The project site is located within City of Highland and encompasses three parcels: the project site is designated as Residential High Density in the General Plan Land Use Map and zoned as Multifamily Residential (R-4). The proposed project consists of 220 multi-family residential units. The proposed project land use would be consistent with the City of Highland Municipal Code Zoning and General Plan land use designations. As such, the development associated with the proposed project is consistent with the growth projections in the *Highland General Plan*, and therefore is considered to be consistent with the *AQMP*.

The proposed project would not substantially induce population growth due to the increase in on-site employees, as the proposed project is a multi-family residential development that would result in the population increase of 770-persons. Therefore, the proposed project would not cause the *Highland General Plan* buildout population or employment forecast to be exceeded. Therefore, the proposed project is consistent with the types, intensity, and patterns of land use envisioned for the site vicinity and would be considered consistent with the *Highland General Plan*. Further, the population and housing projections, which are adopted by SCAG's Regional Council, are based on the local plans and policies applicable to

the City. As the SCAQMD has incorporated these same projections into the *2022 AQMP*, the proposed project would be consistent with the *2022 AQMP*.

b) Would the project implement all feasible air quality mitigation measures?

The proposed project would result in less than significant air quality impacts; refer to Responses 4.3.B and 4.3.C. In addition, the proposed project would comply with all applicable SCAQMD rules and regulations, including Rule 403 and Rule 403.1 that requires excessive fugitive dust emissions controlled by regular watering or other dust prevention measures, and Rule 1113 that regulates the Reactive Organic Gas (ROG) content of paint. Thus, the proposed project meets this AQMP consistency criterion.

c) Would the project be consistent with the land use planning strategies set forth in the AQMP?

Land use planning strategies set forth in the *2022 AQMP* are primarily based on the *2020-2045 RTP/SCS*. The project site is located less than 0.25-mile from a bus stop located at 9th Street and Sterling Avenue operated by Omnitrans. Thus, the proposed project would be consistent with the actions and strategies of the *2020-2045 RTP/SCS*.

Impact Conclusion

In conclusion, the determination of *2022 AQMP* consistency is primarily concerned with the long-term influence of a project on air quality in the Basin. The proposed project would not result in a long-term impact on the region's ability to meet State and Federal air quality. Also, the proposed project would be consistent with the goals and policies of the *2022 AQMP* for control of fugitive dust. As discussed above, the proposed project's long-term influence would also be consistent with the SCAQMD and SCAG's goals and policies and therefore is considered consistent with the *2022 AQMP*. Thus, impacts would be less than significant.

MITIGATION MEASURES

No mitigation measures are required.

B. WOULD THE PROJECT RESULT IN A CUMULATIVELY CONSIDERABLE NET INCREASE OF ANY CRITERIA POLLUTANT FOR WHICH THE PROJECT REGION IS NON-ATTAINMENT UNDER AN APPLICABLE FEDERAL OR STATE AMBIENT AIR QUALITY STANDARD?

LESS THAN SIGNIFICANT IMPACT

Regulatory Setting

A significant impact may occur if a project adds a considerable cumulative contribution to a Federal or State non-attainment pollutant. Measurements of ambient concentrations of the criteria pollutants are used by the United States Environmental Protection Agency (US EPA) and the California Air Resources Board (CARB) to assess and classify the air quality of each air basin, county, or, in some cases, a specific urbanized area. The classification is determined by comparing actual monitoring data with National and State standards. If a pollutant concentration in an area is lower than the standard, the area is classified as being in "attainment." If the pollutant exceeds the standard, the area is classified as a "non-attainment" area. If there is not enough data available to determine whether the standard is exceeded in an area, the area is designated "unclassified."

The *South Coast Air Quality Management Plan (AQMP)*[2] demonstrates attainment of the Federal *National Ambient Air Quality Standards*. Currently the region is not in attainment of the ozone and two of the $PM_{2.5}$ standards, but the *AQMP* provides the latest control strategies to achieve attainment as expeditiously as practicable.

Attainment status of the South Coast Air Basin with regard to the National Ambient Air Quality Standards (NAAQS) and California Ambient Air Quality Standards (CAAQS) are shown in *Table 4.3-1, Attainment Status for South Coast Air Basin*. As shown in *Table 4.3-1*, the Basin is in nonattainment for ozone (1 hour and 8 hour), PM_{10} and $PM_{2.5}$.

TABLE 4.3-1 ATTAINMENT STATUS FOR SOUTH COAST AIR BASIN

CRITERIA POLLUTANT	ATTAINMENT STATUS	
	NAAQS	CAAQS
Ozone (1-Hour and 8-Hour)	Non-Attainment (Extreme)	Non-Attainment
Carbon Monoxide	Attainment (Maintenance)	Attainment
Nitrogen Dioxide	Attainment (Maintenance)	Attainment
Sulfur Dioxide	Unclassifiable/Attainment	N/A (Attained)
PM_{10} (24-Hour)	Attainment (Maintenance)	Non-Attainment
$PM_{2.5}$ (24-Hour)	Non-Attainment (Serious)	Non-Attainment
Lead	Non-Attainment (Partial)	Attainment
Hydrogen Sulfide	---	Attainment
Sulfates	---	Attainment
Vinyl Chloride	---	Attainment

Source:
California Air Resources Board, naaqs-caaqs-feb2016.pdf (aqmd.gov), accessed June 29, 2023

Impact Analysis

Because the South Coast Air Basin is currently in nonattainment for ozone, PM_{10}, and $PM_{2.5}$, related projects may exceed an air quality standard or contribute to an existing or projected air quality exceedance. With respect to determining the significance of a project's contribution, the SCAQMD neither recommends quantified analyses of construction and/or operational emissions from multiple development projects nor provides methodologies or thresholds of significance to be used to assess the cumulative emissions generated by multiple cumulative projects. Instead, the SCAQMD recommends that a project's potential contribution to cumulative impacts be assessed utilizing the same significance criteria as those for project specific impacts. Furthermore, the SCAQMD states that if an individual development project generates less than significant construction or operational emissions impacts, then

[2] South Coast AQMD Air Quality Management Plan; accessed June 29, 2023.

the development project would not contribute to a cumulatively considerable increase in emissions for those pollutants for which the Basin is in nonattainment.[3]

As discussed in Response 4.3.C, the proposed project would not exceed any of the SCAQMD's recommended mass daily thresholds of significance for construction or operation. Also, as discussed in Response 4.3.C, localized emissions generated by the proposed project would not exceed the SCAQMD's Localized Significance Thresholds (LSTs). Therefore, the proposed project would not contribute to a cumulatively considerable increase in emissions for the pollutants for which the Basin is in nonattainment. Thus, cumulative air quality impacts associated with the proposed project would be less than significant.

MITIGATION MEASURES

No mitigation measures are required.

C. WOULD THE PROJECT EXPOSE SENSITIVE RECEPTORS TO SUBSTANTIAL POLLUTANT CONCENTRATIONS?

LESS THAN SIGNIFICANT IMPACT

Sensitive receptors are considered land uses or other types of population groups that are more sensitive to air pollution than others due to their exposure. Sensitive population groups include children, the elderly, the acutely and chronically ill, and those with cardio-respiratory diseases. For CEQA purposes, a sensitive receptor would be a location where a sensitive individual could remain for 24-hours or longer, such as residencies, hospitals, and schools.

Several sensitive land uses are located surrounding the project site. The closest existing sensitive receptors to the site area are residential uses located immediately to the northwest, east, west and south of the project site, and the Sterling Christian School located immediately to the north and Warm Springs Elementary School located approximately 85 feet to the east of the project site.

A significant impact may occur if a project were to generate pollutant concentrations to a degree that would significantly affect sensitive receptors. Land uses that are considered more sensitive to changes in air quality than others are referred to as sensitive receptors. Land uses such as primary and secondary schools, hospitals, and convalescent homes are considered to be sensitive to poor air quality because the very young, the old, and the infirm are more susceptible to respiratory infections and other air quality-related health problems than the general public. Residential uses are considered sensitive because people in residential areas are often at home for extended periods of time, so they could be exposed to pollutants for extended periods. Recreational areas are considered moderately sensitive to poor air quality because vigorous exercise associated with recreation places a high demand on the human respiratory function.

Significance Thresholds and Standards

Air Quality Regional Significance Thresholds

The SCAQMD has established air quality emissions thresholds for criteria air pollutants for the purposes of determining whether a project may have a significant effect on the environment per *CEQA Guidelines* Section 15002(g). By complying with the thresholds of significance, the project would be in compliance

[3] South Coast Air Quality Management District, *White Paper on Potential Control Strategies to Address Cumulative Impacts from Air Pollution, Appendix A,* August 2003.

with the SCAQMD Air Quality Management Plan (AQMP) and the Federal and State air quality standards.

Table 4.3-2 lists the air quality significance thresholds for the air pollutants analyzed in this report.

TABLE 4.3-2 SCAQMD REGIONAL SIGNIFICANCE THRESHOLDS

POLLUTANT	CONSTRUCTION (POUNDS/DAY)	OPERATION (POUNDS/DAY)
Nitrous Oxides (NOx)	100	55
Volatile Organic Compounds (VOC)	75	55
Particulate Matter <10 µg (PM10)	150	150
Particulate Matter <2.5 µg (PM2.5)	55	55
Sulfur Oxides (SOx)	150	150
Carbon Monoxide (CO)	550	550
Lead (Pb)	3	3
Sources: MAT Engineering, Inc. (June 2023) CalEEMod 2022.1 and SCAQMD's Mass Rate Look-up Tables for 2.5 acres in SRA 34 at 25 meters.		

Air Quality Localized Significance Thresholds

Table 4.3-3 lists the Localized Significance Thresholds (LST) used to determine whether a project may generate significant adverse localized air quality impacts. LSTs represent the maximum emissions from a project that are not expected to cause or contribute to an exceedance of the most stringent applicable federal or state ambient air quality standard.

TABLE 4.3-3 SCAQMD LOCALIZED SIGNIFICANCE THRESHOLDS

CRITERIA POLLUTANT	CONSTRUCTION (POUNDS/DAY)
NO_x	179.8
CO	1,083.8
PM_{10}	7.9
$PM_{2.5}$	4.8
Sources: MAT Engineering, Inc. (June 2023) CalEEMod 2022.1 and SCAQMD's Mass Rate Look-up Tables for 2.5 acres in SRA 34 at 25 meters.	

Air quality emissions were analyzed using the CALEEMod 2022.1 and SCAQMD's Mass Rate Localized Significant Threshold (LST) Look-Up Tables.

The nearest existing sensitive receptors are located along the property lines surrounding the project site, less than 25 meters from potential areas of on-site construction and operational activity. Although receptors are located closer than 25 meters to the site, SCAQMD LST methodology states that projects with boundaries located closer than 25 meters to the nearest receptor should use the LSTs for receptors located at 25 meters.

The daily disturbance area is calculated to be 2.5 acres, however LST thresholds are only based on 1, 2 and 5-acre sites. Therefore, a linear trend line was used to estimate the threshold for a 2.5-acre site based on the established LST thresholds.

Microscale Carbon Monoxide Concentration Standards

The significance of localized Carbon Monoxide (CO) impacts depends on whether ambient CO levels in the vicinity of a project are above or below Federal or State standards. If ambient levels are below the standards, a project is considered to have a significant impact if project emissions result in an exceedance of the AAQS. If ambient levels already exceed Federal or State standards, project emissions are considered significant if they increase 1-hour CO concentrations by 1.0 ppm or more or 8-hour CO concentrations by 0.45 ppm or more.

Current CO levels in the SCAB are in attainment of both Federal and State standards, and local air quality monitoring data indicates there have not been any localized exceedances of CO over the past three years. Therefore, a project must not contribute to an exceedance of a Federal or State ambient air quality standard.

Short Term Air Quality Impacts - Construction

Regional Emissions - Construction

Regional air quality emissions include both on-site and off-site emissions associated with construction of the proposed project. Regional daily emissions of criteria pollutants are compared to the SCAQMD regional thresholds of significance. Refer to *Table 4.3-4, Regional Significance – Construction Emissions*.

TABLE 4.3-4 REGIONAL SIGNIFICANCE - CONSTRUCTION EMISSIONS

MAXIMUM DAILY EMISSIONS (POUNDS/DAY)[1]						
Activity	**VOC**	**NO_x**	**CO**	**SO_2**	**PM_{10}**	**$PM_{2.5}$**
Project Maximum Regional Daily Emissions[1]	30.1	36.1	37.0	0.05	6.94	4.15
SCAQMD Threshold	75	100	550	150	150	55
Exceeds Threshold?	**No**	**No**	**No**	**No**	**No**	**No**
Sources: MAT Engineering, Inc. (June 2023) CalEEMod 2022.1. Refer to Technical Appendix A, Appendix A.						
Notes: 1. Maximum daily emission during summer or winter; includes both on-site and off-site project emissions.						

The proposed project must follow all standard SCAQMD rules and requirements with regards to fugitive dust control, including but not limited to Rule 402 and Rule 403. *Table 4.3-4* shows that the proposed project's daily construction emissions would be below the applicable SCAQMD regional air

quality standards and thresholds of significance. As a result, the proposed project would not contribute substantially to an existing or projected air quality violation.

Furthermore, by complying with the SCAQMD standards, the proposed project would not contribute to 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, including releasing emissions which exceed quantitative thresholds for ozone precursors.

In conclusion, the regional construction emissions for the proposed project would not exceed the SCAQMD's daily emission thresholds at the regional level as demonstrated in *Table 4.3-4*. Thus, impacts would be less than significant.

Localized Emissions - Construction

Table 4.3-5 illustrates the construction-related localized emissions and compares the results to SCAQMD LST thresholds.

TABLE 4.3-5 LOCALIZED SIGNIFICANCE - CONSTRUCTION EMISSIONS

MAXIMUM DAILY EMISSIONS (POUNDS/DAY)[1]				
Criteria Pollutants	**NO_x**	**CO**	**PM_{10}**	**$PM_{2.5}$**
Maximum On-Site Emissions	36.0	32.9	6.71	4.1
SCAQMD Construction Threshold	179.8	1,083.8	7.9	4.8
Exceeds Threshold?	**No**	**No**	**No**	**No**
Source: MAT Engineering, Inc. (June 2023) Source: CalEEMod 2022.1 and SCAQMD's Mass Rate Look-up Tables for 2.5 acres in SRA 34 at 25 meters. Source: CalEEMod 2022.1. See Technical Appendix A, Appendix A.				
Notes: 1. Maximum daily summer or winter on-site emissions.				

As shown in *Table 4.3-5*, the emissions would be below the SCAQMD thresholds of significance for localized construction emissions at the nearest sensitive receptors. The proposed project must follow all standard SCAQMD rules and requirements, including but not limited to Rule 402 and Rule 403, with regards to fugitive dust control. Thus, the proposed project's short-term construction impact on localized air resources would be less than significant.

Construction – Toxic Air Contaminants

The greatest potential for toxic air contaminant emissions would be related to diesel particulate emissions associated with heavy equipment operations during construction of the proposed project. The Office of Environmental Health Hazard Assessment (OEHHA) has issued the *Air Toxic Hot Spots Program Risk Assessment Guidelines and Guidance Manual for the Preparation of Health Risk Assessments* (February 2015) to provide a description of the algorithms, recommended exposure variates, cancer and noncancer health values, and the air modeling protocols needed to perform a health risk assessment (HRA) under the Air Toxics Hot Spots Information and Assessment Act of 1987. Hazard identification includes identifying all substances that are evaluated for cancer risk and/or non-cancer acute, 8-hour,

and chronic health impacts. In addition, identifying any multi-pathway substances that present a cancer risk or chronic non-cancer hazard via non-inhalation routes of exposure.

Given the short-term construction schedule, the proposed project's construction activity is not expected to be a long-term (i.e., 30 years) substantial source of toxic air contaminant emissions and corresponding individual cancer risk. It should be noted that a quantified health risk assessment was not prepared for the proposed project, as it is not required by *CEQA*.

In order to ensure the level of Diesel Particular Matter (DPM) exposure is reduced as much as possible, the proposed project would implement the best available pollution control strategies to minimize potential health risks. The follow DPM control measures include:

- Utilize low emission "clean diesel" equipment with new or modified engines (Tier 4 or better) that include diesel oxidation catalysts, diesel particulate filters or Moyer Program retrofits that meet CARB best available control technology.
- Establish staging areas for the construction equipment that are as distant as possible from adjacent sensitive receptors.
- Establish an electricity supply to the construction site and use electric powered equipment instead of diesel-powered equipment or generators, where feasible,
- Use haul trucks with on-road engines instead of off-road engines for on-site hauling.

Thus, the proposed project's short-term construction impact from toxic air contaminants would be less than significant.

Long Term Air Quality Impacts - Operation

Regional Emissions - Operation

Long-term operational air pollutant impacts associated with the proposed project are shown in *Table 4.3-6*. CalEEMod daily emissions outputs are provided in Technical Appendix A, Appendix A.

The proposed project's daily operational emissions would be below the applicable SCAQMD regional air quality standards and thresholds of significance, and as such, would not contribute substantially to an existing or projected air quality violation. Furthermore, by complying with the SCAQMD standards, the proposed project would not contribute to 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, including releasing emissions which exceed quantitative thresholds for ozone precursors. Thus, the proposed project's regional operational emissions impacts would be less than significant.

Localized Emissions - Operation

According to the SCAQMD LST methodology, LSTs would apply to the operational phase of a project, if the project includes stationary sources, or attracts mobile sources (i.e., heavy-duty trucks) that may spend long periods queuing and idling at a site, such as industrial warehouse/transfer facilities.

The proposed project consists of a 220-unit multi-family residential development and does not include such uses identified in the previous paragraph. Due to the lack of such emissions, no long-term localized significance thresholds analysis is necessary. Thus, operational LST impacts would be less than significant.

TABLE 4.3-6 REGIONAL OPERATIONAL EMISSIONS

MAXIMUM DAILY EMISSIONS (POUNDS/DAY)[1]						
Activity	VOC	NOx	CO	SO2	PM10	PM2.5
SUMMER						
Mobile Sources[1]	3.67	2.91	27.20	0.06	5.61	1.46
Energy Sources[2]	6.19	3.22	12.80	0.02	0.26	0.26
Area Sources[3]	0.04	0.61	0.26	<0.01	0.05	0.05
Summer Total Emissions	***9.89***	***6.75***	***41.20***	***0.09***	***5.92***	***1.76***
WINTER						
Mobile Sources[1]	3.40	3.12	23.20	0.06	5.61	1.46
Energy Sources[2]	5.08	3.10	1.32	0.02	0.25	0.25
Area Sources[3]	0,04	0.61	0.26	<0.01	0.05	0.05
Winter Total Emissions	***8.52***	***6.84***	***24.80***	***0.08***	***5.91***	***1.76***
SCAQMD Threshold	55	55	550	150	150	55
Exceeds Threshold?	**Summer -No Winter – No**	**Summer -No Winter – No**	**Summer -No Winter – No**	**Summer -No Winter – No**	**Summer -No Winter – No**	**Summer -No Winter – No**

Sources:
MAT Engineering, Inc. (June 2023)
CalEEMod 2022.1

Notes:
1. Mobile sources consist of emissions from vehicles and road dust.
2. Energy usage consists of emissions from on-site natural gas usage.
3. Area sources consist of emissions from consumer products, architectural coatings, and landscaping equipment.

Toxic Air Contaminants – Operations

Given that the proposed project consists of multi-family residential uses, the proposed project would not include any land uses that would involve the use, storage, or processing of carcinogenic or non-carcinogenic toxic air contaminants and no toxic airborne emissions would typically result from project implementation. This type of project does not include major sources of toxic air contaminants (TAC) emissions that would result in significant exposure of sensitive receptors to substantial pollutant concentrations. As such, toxic air contaminant operational impacts would not result in significant health impacts to sensitive receptors. Thus, impacts would be less than significant.

CO Hot Spot Emissions

Carbon Monoxide (CO) is the pollutant of major concern along roadways because the most notable source of CO is motor vehicles. For this reason, CO concentrations are usually indicative of the local air quality generated by a roadway network and are used as an indicator of potential local air quality

impacts. Local air quality impacts can be assessed by comparing future without and with project CO levels to the Federal and State CO standards.

To determine if the proposed project could cause emission levels in excess of the CO standards, a sensitivity analysis is typically conducted to determine the potential for CO "hot spots" at a number of intersections in the general project vicinity. Because of reduced speeds and vehicle queuing, "hot spots" potentially can occur at high traffic volume intersections with a Level of Service E or worse.

Micro-scale air quality emissions have traditionally been analyzed in environmental documents where the air basin was a non-attainment area for CO. However, the SCAQMD has demonstrated in the CO attainment redesignation request to the US EPA that there are no "hot spots" anywhere in the air basin, even at intersections with much higher volumes, much worse congestion, and much higher background CO levels than anywhere else. If the worst-case intersections in the air basin have no "hot spot" potential, any local impacts would also be below the thresholds.

The *1992 Federal Attainment Plan for Carbon Monoxide* (*1992 CO Plan*) showed that an intersection which has a daily traffic volume of approximately 100,000 vehicles per day would not violate the CO standard.

According to the project *Traffic Study*, the proposed project would generate a total of 999 daily vehicle trips. The volume of traffic at project buildout with cumulative projects would be well below 100,000 vehicles, and as such would not result in a violation of the CO standard. As such, no CO "hot spot" modeling was conducted for the proposed project. Thus, CO Hot Spot impacts would be less than significant.

Air Quality Health Effects

The following discussion is for informational purposes only. Health effects were addressed previously in Section 4.3.C. As such, a qualified health risk assessment was not prepared for the proposed project, as it is not required by CEQA.

Adverse health effects induced by criteria pollutant emissions are highly dependent on a multitude of interconnected variables (e.g., cumulative concentrations, local meteorology and atmospheric conditions, and the number and character of exposed individual [e.g., age, gender]). In particular, ozone precursors VOCs and NOx affect air quality on a regional scale. Health effects related to ozone are therefore the product of emissions generated by numerous sources throughout a region. Existing models have limited sensitivity to small changes in criteria pollutant concentrations, and, as such, translating project-generated criteria pollutants to specific health effects or additional days of nonattainment would produce meaningless results. In other words, the proposed project's less than significant increases in regional air pollution from criteria air pollutants would have nominal or negligible impacts on human health.

As noted in the Brief of Amicus Curiae by the SCAQMD, the SCAQMD acknowledged it would be extremely difficult, if not impossible to quantify health impacts of criteria pollutants for various reasons including modeling limitations as well as where in the atmosphere air pollutants interact and form. Further, as noted in the Brief of Amicus Curiae by the San Joaquin Valley Air Pollution Control District (SJVAPCD), SJVAPCD has acknowledged that currently available modeling tools are not equipped to provide a meaningful analysis of the correlation between an individual development project's air emissions and specific human health impacts.

The SCAQMD acknowledges that health effects quantification from ozone, as an example is correlated with the increases in ambient level of ozone in the air (concentration) that an individual person breathes.

SCAQMD's Brief of Amicus Curiae states that it would take a large amount of additional emissions to cause a modeled increase in ambient ozone levels over the entire region. The SCAQMD states that based on their own modeling in the SCAQMD's 2012 Air Quality Management Plan, a reduction of 432 tons (864,000 pounds) per day of NOX and a reduction of 187 tons (374,000 pounds) per day of VOCs would reduce ozone levels at highest monitored site by only nine parts per billion. As such, the SCAQMD concludes that it is not currently possible to accurately quantify ozone-related health impacts caused by NOX or VOC emissions from relatively small projects (defined as projects with regional scope) due to photochemistry and regional model limitations.

Impact Conclusion

The *Highland General Plan EIR* analyzed construction, operational, and cumulative emissions impacts associated with buildout of the *Highland General Plan*, which were concluded to be significant and unavoidable. In March 2006, the City Council certified The *Highland General Plan EIR*, adopting a Statement of Facts and Findings, adopting a Statement of Overriding Considerations for significant and unavoidable agricultural resources, air quality, mineral resources, and noise impacts, and adopted a Mitigation Monitoring and Reporting Program.

The *Highland General Plan EIR* accounted for additional residential growth in the City. Thus, the proposed project would not result in the emissions beyond those analyzed in the *Highland General Plan EIR*.

To ensure that all short-term and long-term quality impacts remain at or can be mitigated to less than significant levels, the proposed project would be required to implement applicable SCAQMD rules. Thus, proposed project short-term and long-term quality impacts are concluded to be less than significant.

MITIGATION MEASURES

No mitigation measures are required.

D. WOULD THE PROJECT RESULT IN OTHER EMISSIONS (SUCH AS THOSE LEADING TO ODORS) ADVERSELY AFFECTING A SUBSTANTIAL NUMBER OF PEOPLE?

LESS THAN SIGNIFICANT IMPACT

A project-related significant adverse effect could occur if construction or operation of the proposed project would result in generation of odors that would be perceptible in adjacent sensitive areas. According to the SCAQMD *CEQA Air Quality Handbook*, land uses associated with odor complaints typically include agricultural uses, wastewater treatment plants, food processing plants, chemical plants, composting, refineries, landfills, dairies, and fiberglass molding. The proposed project involves the construction and operation of residential uses, which are not typically associated with odor complaints.

The proposed project does not include any uses identified by the SCAQMD as being associated with odors. However, certain odors may emanate from construction operations if diesel-powered construction equipment is used during the construction period for the proposed project. These odors would be limited to the City's specified construction period and would disperse quickly.

Construction activities associated with the proposed project may generate detectable odors from heavy-duty equipment exhaust and architectural coatings. However, construction-related odors would be short-term in nature and cease upon completion of the proposed project.

In addition, the proposed project would be required to comply with the *California Code of Regulations*, Title 13, sections 2449(d)(3) and 2485, which minimizes the idling time of construction equipment either by shutting it off when not in use or by reducing the time of idling to no more than five minutes. This would further reduce the detectable odors from heavy-duty equipment exhaust. The proposed project would also comply with the SCAQMD Regulation XI, *Rule 1113 – Architectural Coating*, which would minimize odor impacts from ROG emissions during architectural coating.

On-site trash receptacles would have the potential to create adverse odors; however, trash receptacles would be located and maintained in a manner that would promote odor control to reduce potential odor impacts and would be removed from the site at least once per week.

In conclusion, odor impacts to existing adjacent land uses from proposed project construction and operation would be required to comply with applicable State and SCAQMD regulations. Thus, impacts would be less than significant.

MITIGATION MEASURES

No mitigation measures are required.

CUMULATIVE IMPACTS

A project that has a significant impact on air quality with regard to emissions of PM_{10}, $PM_{2.5}$, NOx, SO_2, VOC, and/or ROGs as determined above would have a significant cumulative effect. In the event direct impacts from a project are less than significant, a project may still have a cumulatively considerable impact on air quality if the emissions from the project, in combination with the emissions from other proposed, or reasonably foreseeable future projects are in excess of thresholds, and the project's contribution accounts for more than an insignificant proportion of the cumulative total emissions. With regard to past and present projects, the background ambient air quality includes the concentrations of pollutants from existing sources. Past and present project impacts are therefore included in the background ambient air quality data. As discussed above, the proposed project emissions would be below the significance thresholds during both construction and operations. Thus, the proposed project's contribution is not considered cumulatively considerable.

4.4. BIOLOGICAL RESOURCES

Would the project:	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?				✓
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?				✓
c. Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?				✓
d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?		✓		
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?			✓	
f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?				✓

Sources Cited in Section 4.4

City of Highland, *The Highland General Plan Final Environmental Impact Report* (*Highland General Plan EIR, Highland GP EIR*), March 2006

Hamilton Biological, Inc., *Biological Resources Analysis, Halcyon Project, 7536 Sterling Avenue, APN Nos: 0278-131-45, 0278-131-46, 0278-131-47, Highland, California,* March 27, 2023 (Refer to Technical Appendix B)

BIOLOGICAL RESOURCES METHODOLOGY

On March 2, 2023, Hamilton Biological accessed the Consortium of California Herbaria web page (https://ucjeps.berkeley.edu/consortium/georef_search.php) and California Native Plant Society's (CNPS) Online Inventory of Rare and Endangered Plants (www.rareplants.cnps.org) and searched for sensitive plant species known from the Highland area.

On March 2, 2023 Hamilton Biological accessed the California Natural Diversity Data Base (2023a, 2023b, 2023c) for information on special-status plant and wildlife taxa recorded on the Redlands and Harrison Mountain 7.5' USGS topographic quadrangles.

On March 3, 2023, Robert Hamilton conducted a field visit from 9:50 am to 10:50 am. The temperature was 51–54 degrees F; wind was 1–3 miles per hour; and skies were clear. Mr. Hamilton recorded all plant species and all vertebrate wildlife species detected on the project site and within the study area, and examined the project site and study area for tracks, scat, and other sign. He also characterized the

ecological communities on the project site and in the study area, and evaluated the potential for wildlife to move through the project site and study area.

SITE BIOLOGICAL SETTING

In the following discussions, scientific names are provided only for plant species, and for wildlife species not recorded during the surveys. The attached species lists provide the scientific names of all species recorded during the surveys.

Topography and Surrounding Land Uses

The project site is nearly flat, ranging in elevation between approximately 1,100 and 1,110 feet, and lacks any creeks or other drainage features. The site lies within an existing residential neighborhood characterized by low- and medium-density housing. In addition to the surrounding housing, the project vicinity includes an elementary school to the east, a church to the north, and a small commercial/retail center to the south.

Soils

According to Soilweb (https://casoilresource.lawr.ucdavis.edu/gmap/), soils on the project site consist of Hanford coarse sandy loam, 2 to 9 percent slopes. The Hanford series consists of very deep, well drained soils that formed in moderately coarse textured alluvium dominantly from granite. Hanford soils are on stream bottoms, floodplains and alluvial fans and have slopes of 0 to 15 percent. The soils are well drained, with negligible to low runoff and moderately rapid permeability. The on-site soils are considered prime farmland.

Ecological Community

The approximately seven-acre project site consists of disturbed rangeland, with remnants of old building foundations and landscaping in the eastern part. The ecological community across the entire site is characterized as "ruderal/disturbed" (refer to Technical Appendix B, Figure 3, Photos 1–5). The term "ruderal" refers to weedy vegetation growing in areas where the natural vegetational cover has been disturbed by human actions. The entire site had been disked for weed control within approximately one week prior to the field visit, and review of historical aerial photos shows that the site has been disked regularly to at least as far back as 1994. A relatively small number of widespread, disturbance-adapted herbaceous plant species were recorded on the site, with the most abundant species being Common Fiddleneck (*Amsinckia intermedia*), Cheeseweed (*Malva parviflora*), Ripgut Brome (*Bromus diandrus*), Storksbill (*Erodium cicutarium*), Wild Radish (*Raphanus sativus*), Nettle-leaved Goosefoot (*Chenopodium murale*), and Indian Hedge Mustard (*Sisymbrium orientale*).

In the northeastern corner of the site, near Sterling Avenue, is California Sycamore (*Platanus racemosa*) that stands approximately 50 feet tall with a trunk of diameter approximately 25 inches at 4.5 feet above ground level. This lone tree does not comprise an ecological community; it may have been planted there long ago as part of landscaping of the residence that once existed in this part of the site. The only other native woody plant observed on the site is an 18-foot-tall Blue Elderberry (*Sambucus nigra* ssp. *caerulea*) growing along the eastern project boundary. Refer to Technical Appendix B, Figure 3.

Wildlife

Reptiles and Amphibians

No reptiles or amphibians were observed during the field surveys. The widespread Side-blotched Lizard (*Uta stansburiana*) and Western Fence Lizard (*Sceloperus occidentalis*) may occur there. A small number of snakes could also occur, such as the Pacific Gophersnake (*Pituophis catenifer catenifer*) and California Kingsnake (*Lampropeltis californiae*). Amphibians that may have potential to occur are limited to common and widespread species, such as the Western Toad (*Anaxyrus boreas*) and Baja California Treefrog (*Pseudacris hypochondriaca*). No special-status reptiles or amphibians are likely to occur on the site due to its disturbed condition and surrounding development.

Birds

Fifteen native bird species were recorded in and adjacent to the study area: Rock Pigeon, Eurasian Collared-Dove, Anna's Hummingbird, Turkey Vulture, Cassin's Kingbird, Common Raven, Bushtit, European Starling, Northern Mockingbird, Cedar Waxwing, House Sparrow, House Finch, Lesser Goldfinch, White-crowned Sparrow, and Yellow-rumped Warbler. No special-status bird species are likely to occur the site except occasionally during migration.

Mammals

The diggings of Botta's Pocket Gopher (*Thomomys botta*) were observed throughout the site. Other common species likely to occur on the site include the Coyote (*Canis latrans*), Raccoon (*Procyon lotor*), Virginia Opossum (*Didelphis virginiana*), and California Ground Squirrel (*Otospermophilus beecheyi*). No special-status mammals are likely to occur on the site due to its disturbed condition and surrounding development.

IMPACT ANALYSIS

A. WOULD THE PROJECT HAVE A SUBSTANTIAL ADVERSE EFFECT, EITHER DIRECTLY OR THROUGH HABITAT MODIFICATIONS, ON ANY SPECIES IDENTIFIED AS A CANDIDATE, SENSITIVE, OR SPECIAL STATUS SPECIES IN LOCAL OR REGIONAL PLANS, POLICIES, OR REGULATIONS, OR BY THE CALIFORNIA DEPARTMENT OF FISH AND GAME OR U.S. FISH AND WILDLIFE SERVICE?

NO IMPACT

The project site is located within an urbanized area. The project site is currently undeveloped and vacant.

No special-status plants were observed on the site during the site visit, and no such plants are expected to occur there. In addition, no special-status wildlife species were observed on the site during the site visit, although birds may occasionally fly over the site or land there during migration or winter.

Because the project site has little conservation value for any special-status species, implementation of the proposed project would have no impacts to any special-status species. Thus, no impacts would occur.

MITIGATION MEASURES

No mitigation measures are required.

B. WOULD THE PROJECT HAVE A SUBSTANTIAL ADVERSE EFFECT ON ANY RIPARIAN HABITAT OR OTHER SENSITIVE NATURAL COMMUNITY IDENTIFIED IN LOCAL OR REGIONAL PLANS, POLICIES, REGULATIONS OR BY THE CALIFORNIA DEPARTMENT OF FISH AND GAME OR U.S. FISH AND WILDLIFE SERVICE?

NO IMPACT

Riparian habitats, within woodlands and forest communities, occur in the foothill and mountain portions of the City. The Biological Assessment did not identify that the project site is located within a riparian habitat or the presence other sensitive natural community.

Because the project site is undeveloped and vacant, and is surrounded urban development, implementation of the proposed project would have no impacts to any riparian habitat or sensitive communities. Thus, no impacts would occur.

MITIGATION MEASURES

No mitigation measures are required.

C. WOULD THE PROJECT HAVE A SUBSTANTIAL ADVERSE EFFECT ON FEDERALLY PROTECTED WETLANDS AS DEFINED BY SECTION 404 OF THE CLEAN WATER ACT (INCLUDING, BUT NOT LIMITED TO, MARSH, VERNAL POOL, COASTAL, ETC.) THROUGH DIRECT REMOVAL, FILLING, HYDROLOGICAL INTERRUPTION, OR OTHER MEANS?

NO IMPACT

There are no Federally protected wetlands present within or adjacent to the project site. The project site has been previously disturbed and is void of water features, including wetlands. Thus, no impacts would occur.

MITIGATION MEASURES

No mitigation measures are required.

D. WOULD THE PROJECT INTERFERE SUBSTANTIALLY WITH THE MOVEMENT OF ANY NATIVE RESIDENT OR MIGRATORY FISH OR WILDLIFE SPECIES OR WITH ESTABLISHED NATIVE RESIDENT OR MIGRATORY WILDLIFE CORRIDORS, OR IMPEDE THE USE OF NATIVE WILDLIFE NURSERY SITES?

LESS THAN SIGNIFICANT IMPACT WITH MITIGATION INCORPORATED

The project site consists of approximately seven acres of vacant land surrounded by existing urban land uses. The lack of adjacent open spaces means that the project vicinity lacks source habitat areas for wildlife to move out of, or destination habitat areas for wildlife to move into. As such, no impacts would occur.

However, there is the potential for impacts on nesting birds. If vegetation removal takes place between February 1 to August 31, which is the typical nesting season for birds in the local area, there is the potential to disrupt nesting birds in potential violation of State and/or Federal laws. Implementation of Mitigation Measure BIO-1 ensures that impacts to nesting birds are mitigated. Thus, impacts would be less than significant with mitigation incorporated with mitigation incorporated.

MITIGATION MEASURES

BIO-1 If vegetation removal must be conducted during the nesting bird season. February 1 to August 31, a qualified biologist should first conduct a survey to determine whether any native birds are nesting in the area. If an active nest is found (i.e., a complete nest with at least one egg), the nest and an appropriate buffer, to be determined by the biologist, should be avoided until after all young have fledged from the nest. Alternatively, work may be monitored by a biologist to ensure against disruption of nesting.

E. WOULD THE PROJECT CONFLICT WITH ANY LOCAL POLICIES OR ORDINANCES PROTECTING BIOLOGICAL RESOURCES, SUCH AS A TREE PRESERVATION POLICY OR ORDINANCE?

LESS THAN SIGNIFICANT IMPACT

Highland Municipal Code Chapter 8.36 applies to all heritage trees on all private property within the City, except as set forth in this chapter. As defined in Section 8.36.020, Definitions:

"Heritage tree" means any live tree, shrub or plant which meets at least one of the following criteria:

A. All woody plants in excess of 15 feet in height and having a single trunk circumference of 24 inches or more, as measured four and one-half feet above ground level; or

B. Multitrunk tree(s) having a total circumference of 30 inches or more, measured four and one-half feet from ground level; or

C. A stand of trees, the nature of which makes each dependent upon the others for survival; or

D. Any other tree as may be deemed historically or culturally significant by the community development director or designee because of size, condition, location, or aesthetic qualities.

There is one large California Sycamore in the eastern part of the site that may qualify as a Heritage Tree, as defined in *Highland Municipal Code* Chapter 8.36. Although removal of this tree would represent a less than significant impact to biological resources, removal of this tree may require a permit from the City as described in *Highland Municipal Code* Section 8.36.040, Requirements for Permit, and Section 8.36.100, Tree Replacement Policy.

Compliance with the requirements stipulated in *Highland Municipal Code* Chapter 8.36 ensures impacts to heritage trees would be less than significant.

MITIGATION MEASURES

No mitigation measures are required.

F. WOULD THE PROJECT CONFLICT WITH THE PROVISIONS OF AN ADOPTED HABITAT CONSERVATION PLAN, NATURAL COMMUNITY CONSERVATION PLAN, OR OTHER APPROVED LOCAL, REGIONAL, OR STATE HABITAT CONSERVATION PLAN?

NO IMPACT

The project site is not located within an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved habitat conservation plan.[4,5] Thus, no impacts would occur.

MITIGATION MEASURES

No mitigation measures are required.

CUMULATIVE IMPACTS

Past, present, and reasonably foreseeable future projects are required to implement measures, as set forth in their respective CEQA documents, consistent with Federal, State, and local regulations to avoid adverse effects to existing biological resources or to mitigate for significant impacts to these resources. The types of measures required for projects impacting protected habitat, species, and regulated resources can include avoidance, project design features, regulatory approvals, best management practices, and mitigation measures. The proposed project would not cause a significant impact to biological resources. Therefore, the proposed project would not contribute to a cumulatively considerable impact.

[4] California Department of Fish and Wildlife, California Natural Community Conservation Plans, NCCP Plan Summaries, July 2019, NCCP Plan Summaries (ca.gov); accessed June 6, 2023

[5] California Department of Fish and Wildlife, California Natural Community Conservation Plans Map, April 2019, FileHandler.ashx (ca.gov); accessed June 6, 2023

4.5. CULTURAL AND TRIBAL CULTURAL RESOURCES

Would the project:	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Cause a substantial adverse change in the significance of a historical resource as defined in CEQA Guidelines Section 15064.5?				✓
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines Section15064.5?		✓		
c. Disturb any human remains, including those interred outside of formal cemeteries?				✓
d. 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:				
1) Listed or eligible for listing in the California Register of Historical Resources, or in the local register of historical resources as defined in Public Resources Code Section 5020.1(k)?		✓		
2) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1? In applying the criteria set forth in subdivision (c) of Public Resources Code §5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.		✓		

Sources Cited in Section 4.5

City of Highland, *The City of Highland General Plan*, March 2006, January 2012, August 2012, January 2022

Duke Cultural Resources Management (DUKE CRM), *Cultural Resources Research for the Halcyon Multifamily Residential Development, City of Highland, County of San Bernardino, California*, April 2023 (Included as Technical Appendix C)

A. WOULD THE PROJECT CAUSE A SUBSTANTIAL ADVERSE CHANGE IN THE SIGNIFICANCE OF A HISTORICAL RESOURCE AS DEFINED IN CEQA GUIDELINES SECTION 15064.5?

NO IMPACT

The Highland Historic District is generally bound by Nona Avenue to the north, Main Street to the south, Orange Street to the west, and Church Avenue to the east. The Highland Historic District includes a mix of early 1900s architecture, including Craftsman Bungalows, Victoria-influenced design, Gothic Revival, and early commercial styles. The Highland Historic District is a designated historic district on the National Register of Historic Sites (01000333 NRIS), which depicts the old town area of the Highland townsite as a fine example of an early citrus town in southern California. The Highland Historic District covers approximately 290 acres with 99 contributing buildings.[6,7]

[6] Highland California Historic District Page | Highland Area Historical Society (highlandhistory.org) , accessed June 7, 2023

[7] www.HighlandHistory.org, accessed June 7, 2023

Review of the *Highland General Plan* Land Use Element Figure 2-2, General Plan Land Use, shows that the project site is not located within the Historic Village District (HVD). The project site is currently undeveloped and vacant, but surrounded by urban development. Thus, due to the lack of historic resources on the project site or surrounding area, the proposed project would have no impact on historic resources.

MITIGATION MEASURES

No mitigation measures are required.

B. WOULD THE PROJECT CAUSE A SUBSTANTIAL ADVERSE CHANGE IN THE SIGNIFICANCE OF AN ARCHAEOLOGICAL RESOURCE PURSUANT TO CEQA GUIDELINES SECTION 15064.5?

LESS THAN SIGNIFICANT IMPACT WITH MITIGATION INCORPORATED

Duke Cultural Resources Management, LLC (DUKE CRM) conducted a cultural resources records search and research for the Halcyon Multifamily Residential Development (proposed project), located at 7536 Sterling Avenue in the City of Highland, San Bernardino County, California. The City of Highland (City) is the lead agency for the *California Environmental Quality Act* (*CEQA*). The purpose of the DUKE CRM report is to document efforts to comply with *CEQA* and to assess whether any cultural resources have been recorded within or near the project site boundary.

The proposed project is located within Section 1, Township 1 South, Range 4 West, as depicted on the *Redlands, Calif.* USGS 7.5-minute quadrangle (see Technical Appendix C, Attachment A, Map 2: Project Location). It is located along the west side of Sterling Avenue just north of 9th Street (see Technical Appendix C, Attachment A, Map 3: Project Aerial) within APNs 1278-131-45, -46, and -47. The proposed project is 6.77 acres in size, and it will involve construction of 220 residential units with a total residential space of 270,302 square feet. The proposed project will also include construction of 4,649 square feet of amenities including a pool and clubhouse, and a total of 419 parking units.

Research

On March 13, 2023, DUKE CRM conducted a records search at the South Central Coastal Information Center (SCCIC). The SCCIC is part of the California Historical Resources Information System (CHRIS) and is located at California State University, Fullerton. The records search included a review of all recorded cultural resources and reports within a ½-mile radius of the project site. Review of the SCCIC data indicates that no cultural resources have been previously identified within the project site. Six cultural resources have been recorded within the ½-mile search radius (refer to *Table 4.5-1*).

TABLE 4.5-1 CULTURAL RESOURCES WITHIN ½-MILE OF THE PROJECT SITE

Resource No.	Site Type	Description	NRHP/CRHR Eligibility	Distance
P-36-012850	Historical site	Historic trash scatter	Not evaluated	0.35-mile W
P-36-012870	Historical site	Historic isolated artifact	Not evaluated	0.5-mile W
P-36-029559	Historical structure	Historic single-family residence	6Y – Not Eligible	0.45-mile SW
P-36-029560	Historical structure	Historic multi-family residence	6Y – Not Eligible	0.45-mile SW
P-36-029561	Historical structure	Historic commercial building	6Y – Not Eligible	0.5-mile SW
P-36-029562	Historical structure	Historic single-family residence	6Y – Not Eligible	0.45-mile SW

Source:
DUKE CRM (April 2023)

SCCIC data indicates that eight cultural resource reports cover areas within ½-mile of the project site (*Table 4.5-2*). None of these reports covered the proposed project site or documented any cultural resources within the project site.

In addition, the California Built Environment Resources Directory (BERD) was examined. The BERD includes the National Register of Historic Places (NRHP), California Register of Historical Resources (CRHR), California Historical Landmarks (CHL), and California Points of Historic Interest (CPHI). The BERD did not identify any cultural resources within the project site.

DUKE CRM also conducted a review of historical aerial photographs and historical topographic maps using the University of California, Santa Barbara's online *FrameFinder* program and the USGS Historical Topographic Map Explorer. A historical aerial image from 1930 depicts dirt roads in the approximate current alignments of 5th Street and Del Rosa Avenue, but it shows no other development; the majority of the surrounding area appears to be either undeveloped or being used for agriculture, and the project site appears undeveloped.

A historical aerial image from 1952 shows a great deal more development in the vicinity of the project site. By this time, Sterling Avenue and 9th Street have both been constructed in their current alignments. The southwest corner of the project site appears to be in use as an agricultural field, and several small buildings are depicted in the southeast corner of the project site. The 1954 *Redlands* 1:24,000 historical topographic map appears to show the buildings in the southeast corner of the project area. A historical aerial image from 1968 shows that the southwestern corner of the project site is no longer being used for agriculture by this time, and the buildings in the southeast corner are still extant. The 1967 *Redlands* 1:24,000 historical topographic map depicts the same buildings in the southeast corner of the project site, but no other development. The 1996 *Redlands* 1:24,000 historical topographic map does not depict any change in development within the project site.

TABLE 4.5-2 CULTURAL RESOURCE REPORTS WITHIN ½ MILE OF THE PROJECT SITE

Report No.	Year	Report Title	Authors	Sites within the Project area
SB- 01111	1981	Cultural Resources Assessment of the Proposed Patton Farms Residential Housing Project, San Bernardino.	Smith, Gerald A. and Michael K. Lerch	None
SB-01465	1984	Cultural Resources Assessment: Construction of Del Rosa Drive (From 6th Street to Baseline Street).	Smith, Gerald A.	None
SB-04045	2002	Identification and Evaluation of Historic Properties: East Valley Water District – Arroyo Verde Mutual Water Company Water System Improvement Project in the City of Highland, San Bernardino County, California.	Dahdul, Miriam	None
SB-04333	2002	Cultural Resources Assessment: New High School, San Bernardino, California.	Goodwin, Riordan and Robert E. Reynolds	None
SB-04830	2006	Cultural Resource Records Search Results and Site Visit for T-Mobile USA Facility Candidate IE04843G (Scotty's), 1679 East Baseline Street, San Bernardino, San Bernardino County, California.	Bonner, Wayne H. and Marnie Aislin-Kay	None
SB-05647	2006	Results of Cultural Resource Monitoring for the New Curtis Middle School and Elementary School No. 48, City of San Bernardino, California.	Fulton, Barowoj	None
SB-06194	2005	Historical/Archaeological Resources Survey Report: East Valley Water District's Perchlorate Treatment and Water Distribution Facilities in and near the Cities of San Bernardino and Highland, San Bernardino County, California.	Encarnacion, Deirdre	None
SB-07309	2011	Historic Property Survey Report: Tiger 5th Street Improvement Project, Cities of Highland and San Bernardino, San Bernardino County, California.	Tang, Bai "Tom" and Michael Hogan	None

Source:
DUKE CRM (April 2023)

A request for a Sacred Lands File (SLF) search was submitted to the Native American Heritage Commission (NAHC) on April 14, 2023 to ascertain the presence of known sacred sites, Native American cultural resources, and/or human remains within the boundaries of the project site.

The NAHC responded on May 24, 2023, and indicated that the results of the SLF search were positive. The NAHC recommended that DUKE CRM contact the Yuhaaviatam of San Manuel Nation (YSMN) for information regarding potential sacred sites within the project site. DUKE CRM contacted the YSMN via email on May 24, 2023 to request information. Ryan Nordness of the YSMN responded via email on May 30, 2023 stating that *"the proposed project is located near the known route of relocation following the battles against Serrano people in the 1870s. The area is of concern to the YSMN and the department is interested to consult whenever this project moves into AB52/CEQA territory."* The AB 52 tribal consultation process is

discussed later in this section.
Finally, DUKE CRM consulted its internal archives for ethnographic information relevant to the project area. The project site is located in an area that was shared between several Native American groups at the time of European contact. Groups that traditionally used the area included the Serrano, Cahuilla, and Gabrieleno:

- The nearest ethnographically known Serrano villages to the project site are *Amutskupiabit*, *Guapiabit*, and *Tameobit*, all located approximately 16 miles northeast.
- The nearest ethnographically known Gabrieleno villages to the project site are *Homhoa*, located approximately 3.8 miles southwest, and *Wa'Aachnga*, located approximately 4.2 miles southeast.
- The nearest ethnographically known Cahuilla village is *Saxhatpa*, located approximately 12 miles southeast of the project site.

Impact Conclusion

DUKE CRM conducted research to assess whether any cultural resources have been recorded within or near the Project boundary. The six cultural resources recorded within ½-mile of the project site are all historic in age. Four are historic structures that were previously evaluated as not eligible for the NRHP. Two are small historic refuse scatters or historic isolates.

No cultural resources are recorded within the project site. However, no previous cultural resource studies have been conducted within or adjacent to the project site, and the project site has consequently never been surveyed. DUKE CRM therefore recommends a field survey of the project site by a qualified archaeologist to assess the level of previous disturbance within the project site and to evaluate the project site for previously unidentified cultural resources. If previously unidentified cultural resources are unearthed during construction, work shall be halted in that area until the qualified archaeologist can assess the significance of the find.

Given that the project site has never been surveyed for cultural resources, these impacts are considered potentially significant. In order to reduce the potentially significant impacts, Mitigation Measure CUL-1 includes archaeological monitoring during ground disturbance. Thus, impacts would be less than significant with mitigation incorporated.

MITIGATION MEASURES

CUL-1 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 Mitigation Measure 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.

C. WOULD THE PROJECT DISTURB ANY HUMAN REMAINS, INCLUDING THOSE INTERRED OUTSIDE OF FORMAL CEMETERIES?

NO IMPACT

There are no formal cemeteries in the City of Highland. Also, no formal cemeteries occur or known human remains have been discovered on-site.

Due to the level of past disturbance, it is not anticipated that human remains exist within these areas. In the event human remains are encountered during earth removal or disturbance activities, all activities would cease immediately and a qualified archaeologist and Native American monitor would be immediately contacted. California *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 would 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. The MLD may recommend scientific removal and nondestructive analysis of human remains and items associated with Native American burials. Compliance with the above protocols per *Health and Safety Code* and *Public Resources Code* ensure no impacts would occur.

MITIGATION MEASURES

No mitigation measures are required.

D. WOULD THE PROJECT CAUSE A SUBSTANTIAL ADVERSE CHANGE IN THE SIGNIFICANCE OF A TRIBAL CULTURAL RESOURCE, DEFINED IN PUBLIC RESOURCES CODE SECTION 21074 AS EITHER A SITE, FEATURE, PLACE, CULTURAL LANDSCAPE THAT IS GEOGRAPHICALLY DEFINED IN TERMS OF THE SIZE AND SCOPE OF THE LANDSCAPE, SACRED PLACE, OR OBJECT WITH CULTURAL VALUE TO A CALIFORNIA NATIVE AMERICAN TRIBE, AND THAT IS:

1. LISTED OR ELIGIBLE FOR LISTING IN THE CALIFORNIA REGISTER OF HISTORICAL RESOURCES, OR IN THE LOCAL REGISTER OF HISTORICAL RESOURCES AS DEFINED IN PUBLIC RESOURCES CODE SECCTION 5020.1(K)?

LESS THAN SIGNIFICANT IMPACT WITH MITIGATION INCORPORATED

Tribal Consultation

Chapter 532, Statutes of 2014 (AB 52), requires that Lead Agencies evaluate a project's potential to impact "tribal cultural resources." Such resources include "[s]ites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe that are eligible for inclusion in the California Register of Historical resources or included in a local register of historical resources." AB 52 also gives Lead Agencies the discretion to determine, supported by substantial evidence, whether a resource qualifies as a "tribal cultural resource."

Also per AB 52 (specifically *Public Resources Code* [*PRC*] Section 21080.3.1), Native American consultation is required upon request by a California Native American tribe that has previously requested that the City provide it with notice of such projects.

On May 23, 2023, the City of Highland sent a project notification letter via email to the following California Native American tribes, which had previously submitted a general consultation request letter pursuant to *Public Resources Code* 21080.3.1(d):

- Yuhaaviatam of San Manuel Nation (formerly known as the San Manuel Band of Mission Indians) [YSMN]
- Gabrielino Band of Mission Indians
- Soboba Band of Luiseno Indians

All three tribes were provided a brief description of the project and its location, the lead agency contact information, and a notification that the tribe has 30 days to request consultation.

At the conclusion of the 30-day period to request AB 52 consultation, the City received one request for consultation: Yuhaaviatam of San Manuel Nation (YSMN).

Human Remains

Human remains are defined as any physical remains of a human being. The term "human remains" encompasses more than human bones. In ancient as well as historic times, Tribal Traditions included, but were not limited to, the burial of associated cultural resources (Funerary objects) with the deceased, and the ceremonial burning of human remains. These remains are to be treated in the same manner as bone fragments that remain intact. Associated funerary objects are objects that, as part of the death rite or ceremony of a culture, are reasonably believed to have been placed with individual human remains either at the time of death or later; other items made exclusively for burial purposes or to contain human remains can also be considered as associated funerary objects.

The Native American Graves Protection and Repatriation Act (NAGPRA) provides guidance that agencies shall consult with organizations on whose aboriginal lands the remains and cultural items might be discovered, who are reasonably known to have a cultural relationship to the human remains and other cultural items.

Impact Analysis

Whatever the linguistic affiliation, Native Americans in and around the project area exhibited similar organization and resource procurement strategies. Villages were based on clan or lineage groups. Their home/base sites are marked by midden deposits, often with bedrock mortars. During their seasonal rounds to exploit plant resources, small groups would migrate within their traditional territory in search of specific plants and animals. Their gathering strategies often left behind signs of special use sites, usually grinding slicks on bedrock boulders, at the locations of the resources.

On June 23, 2023, the YSMN responded to the notification letter via an email. The response stated that the YSSN concurs with the findings in the Cultural Resources Report prepared by DUKE Cultural Resources Management. The response also included the tribe's suggested cultural resource and tribal cultural resource mitigation measures for unanticipated discoveries. The City approved the suggested mitigation measures without changes. Tribal consultation was formally concluded with the YSMN via the previously referenced email on June 23, 2023.

Given the long-standing history of the YSSN in and around Highland, and that the project site lies within the ancestral territories of the YSSN, there is the potential for construction of the proposed project to impact tribal cultural resources. Thus, ground-disturbing activities, such as grading or excavation, could disturb previously unidentified subsurface resources.

Implementation of Mitigation Measures TCR-1, TCR-2, CUL-2, and CUL-3 would reduce any potentially significant impacts to previously undiscovered tribal cultural resources to a less than significant level. Thus, impacts related to unknown buried tribal cultural resources would be less than significant with mitigation incorporated.

MITIGATION MEASURES

TCR-1 The Yuhaaviatam of San Manuel Nation Cultural Resources Department (YSMN) shall be contacted, as detailed in YSMN CUL-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 resources 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.

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.

CUL-2 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 Mitigation Measure TCR-1. The archaeologist shall monitor the remainder of the project and implement the Plan accordingly.

CUL-3 If human remains or funerary objects are encountered during any activities associated with the project, work in the immediate vicinity (within a 100-foot buffer of the find) shall cease and the County Coroner shall be contacted pursuant to State Health and Safety Code Section 7050.5 and that code enforced for the duration of the project.

2. A RESOURCE DETERMINED BY THE LEAD AGENCY, IN ITS DISCRETION AND SUPPORTED BY SUBSTANTIAL EVIDENCE, TO BE SIGNIFICANT PURSUANT TO CRITERIA SET FORTH IN SUBDIVISION (C) OF PUBLIC RESOURCES CODE SECTION 5024.1? IN APPLYING THE CRITERIA SET FORTH IN SUBDIVISION (C) OF PUBLIC RESOURCES CODE §5024.1, THE LEAD AGENCY SHALL CONSIDER THE SIGNIFICANCE OF THE RESOURCE TO A CALIFORNIA NATIVE AMERICAN TRIBE.

LESS THAN SIGNIFICANT IMPACT WITH MITIGATION INCORPORATED

Refer to Response 4.5.D.1.

MITIGATION MEASURES

Refer to Mitigation Measures TCR-1, TCR-2, CUL-2, and CUL-3. No additional mitigation measures are required.

CUMULATIVE IMPACTS

Potential cumulative impacts could occur if the proposed project, when combined with other past, present, and reasonably foreseeable future projects, would cause significant impacts based on the thresholds of significance set forth in this Initial Study. The project site does not contain any historic resources and is not expected to impact any archaeological or paleontological resources; measures have been identified to mitigate potential impacts to a less than significant level. As with the proposed project, other past projects, other current projects, and probable future projects would be required to comply with standard conditions of approval and mitigation measures. Despite the site-specific nature of resources, mitigation required for the identification and protection of unknown or undocumented resources would reduce the potential for cumulative impacts. On a cumulative level, data recovered from sites in the region allow for the examination and evaluation of the diversity of human activities in the region. The proposed project would not contribute to a cumulatively considerable impact on cultural resources.

This page intentionally left blank.

4.6. ENERGY

Would the project:	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
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?			✓	

Sources Cited in Section 4.6

City of Highland, *Municipal Code,* Title 15, Buildings and Construction

MAT Engineering, Inc., *Halcyon Residential Project Air Quality & Greenhouse Gas (GHG) Impact Analysis,* City of Highland, June 28, 2023 (refer to Technical Appendix A)

California Department of General Services, Building Standards Commission Building Standards Commission (ca.gov), accessed June 28, 2023

California Department of General Services, *2022 California Building Standards Code (California Code Regulations, Title 24)*

A. WOULD THE PROJECT RESULT IN POTENTIALLY SIGNIFICANT ENVIRONMENTAL IMPACT DUE TO WASTEFUL, INEFFICIENT, OR UNNECESSARY CONSUMPTION OF ENERGY RESOURCES, DURING PROJECT CONSTRUCTION OR OPERATION?

LESS THAN SIGNIFICANT IMPACT

The *Halcyon Residential Project Air Quality & Greenhouse Gas (GHG) Impact Analysis* provides an estimate of energy consumption for the proposed project. As indicated in *Table 4.8-2, Project Operations Greenhouse Gas Emissions*, the proposed project is estimated to annually consume approximately 301.0 $MTCO_2e$[8] of electricity and natural gas, which is an increase over existing conditions as the project site is currently vacant and undeveloped.

The proposed project would include energy-efficient fixtures and appliances. The proposed project would be constructed in accordance with the *Highland Municipal Code* Title 15, Buildings and Construction and the 2022 *California Building Standards Code* requirements. Thus, impacts would be less than significant impacts would occur.

MITIGATION MEASURES

No mitigation measures are required.

[8] $MMTCO_2e$ = Million Metric Tons of Carbon Dioxide Equivalent

B. WOULD THE PROJECT CONFLICT WITH OR OBSTRUCT A STATE OR LOCAL PLAN FOR RENEWABLE ENERGY OR ENERGY EFFICIENCY?

LESS THAN SIGNIFICANT IMPACT

The *California Green Building Standards Code*, also known as *CALGreen*, is Part 11 of Title 24 of the *California Code of Regulations*. It is the first-in-the-nation green building standards code and its history is significant. On January 12, 2010, the State Building Standards Commission adopted updates to the *California Green Building Standards Code*, which became effective on January 1, 2011. The *California Code of Regulations* (*CCR*) *Title 24, Part 11: California Green Building Standards* became effective to aid efforts to reduce GHG emissions associated with energy consumption. Title 24 now require that new buildings reduce water consumption, employ building commissioning (which is to ensure that the building's energy efficient fixtures meet or exceed their performance and energy savings) to increase building system efficiencies, divert construction waste from landfills, and install low pollutant-emitting finish materials.

The most current code version is the *2022 CALGreen Code*, which became effective as of January 1, 2023.

The proposed project includes 220 multi-family residential units. A majority of the energy that would be consumed by daily operations would be related to lighting, cooling, and ventilation. Adherence to the requirements identified in the *2022 CALGreen Code* or most current version of the CALGreen Code would further ensure conformance with the State's goal of promoting energy and lighting efficiency. Thus, less than significant impacts would occur.

MITIGATION MEASURES

No mitigation measures are required.

CUMULATIVE IMPACTS

Past, present, and reasonably foreseeable future projects are required to implement measures, as set forth in their respective CEQA documents, consistent with Federal, State, and local regulations to avoid adverse effects related to energy consumption, and mitigate, where necessary, for significant impacts to energy resources. The proposed project would not cause a significant impact to energy resources. Thus, the proposed project would not contribute to a cumulatively considerable impact.

4.7. GEOLOGY AND SOILS

Would the project:	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
1) 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.				✓
2) Strong seismic ground shaking?		✓		
3) Seismic-related ground failure, including liquefaction?			✓	
4) Landslides?			✓	
b. Result in substantial soil erosion or the loss of topsoil?			✓	
c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on-or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?		✓		
d. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?		✓		
e. Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?				✓
f. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?		✓		

Sources Cited in Section 4.7

Leighton and Associates, Inc. (Leighton), *Geotechnical Exploration, Proposed 6.77-Acre Multi-Family Residential Project, 7536 Sterling Avenue, City of San Bernardino, California,* October 14, 2022 (refer to Technical Appendix D)

City of Highland, *The City of Highland General Plan,* March 2006

City of Highland Municipal Code, *Title 15, Buildings and Construction*

Existing Conditions

The 6.77-acre project is situated on a relatively flat irregularly shaped parcel. It is bounded by Sterling Avenue and residential structures to the east, west, and south, and commercial structures to the north.

Review of historical aerial imagery indicates the site had been open and used for agricultural purposes from at least 1938. Sometime between 1938 and 1959, agriculture ceased onsite and a residential structure was constructed in the eastern edge of the site on Sterling Avenue. The residential structure was demolished sometime between 1984 and 1994 where remnants of the home's foundation and hardscape remains today.

Based upon Leighton's review of existing geotechnical literature (*References*) and subsurface exploration (refer to Field Investigation subheading below and Technical Appendix D, Appendix A), on-site soils consist of Undocumented Artificial Fill (Afu) composed of either disturbed native deposits or fill soils

placed from previous agricultural activities, which are underlain by Quaternary Young Alluvial Valley Deposits (Qya).

Field Investigation

The field exploration consisted of drilling six hollow stem auger borings. Prior to the field exploration, the area of the borings were marked and Dig Alert (811) was notified for utility clearance.

Three borings (B-1 through B-3) were drilled at various locations within the project site to depths reaching approximately 26½ to 51½ feet below ground surface (bgs) to evaluate the general subsurface conditions beneath the project site.

Additionally, three borings (IT-1 through IT-3) were drilled to depths of approximately 15 to 30 feet bgs and converted into temporary percolation wells. These wells were installed in the northwest and southwest corners of the site and used for infiltration testing.

During excavation of the borings, ring samples and standard penetration test (SPT) samples were obtained for geotechnical laboratory testing. Bulk samples were collected at selected boring locations and depths for geotechnical laboratory testing. Each boring was logged in the field by staff geologist under supervision of a State licensed Certified Engineering Geologist. Collected soil samples were reviewed in the field and described in accordance with the Unified Soil Classification System (USCS).

Logs of the borings and infiltration testing are included in Technical Appendix D. Locations of boring and percolation wells explorations are depicted on Technical Appendix D Figure 2, Exploration Location Map.

A. WOULD THE PROJECT DIRECTLY OR INDIRECTLY CAUSE POTENTIAL SUBSTANTIAL ADVERSE EFFECTS, INCLUDING THE RISK OF LOSS, INJURY, OR DEATH INVOLVING:

1. RUPTURE OF A KNOWN EARTHQUAKE FAULT, AS DELINEATED ON THE MOST RECENT ALQUIST-PRIOLO EARTHQUAKE FAULT ZONING MAP ISSUED BY THE STATE GEOLOGIST FOR THE AREA OR BASED ON OTHER SUBSTANTIAL EVIDENCE OF A KNOWN FAULT? REFER TO DIVISION OF MINES AND GEOLOGY SPECIAL PUBLICATION 42.

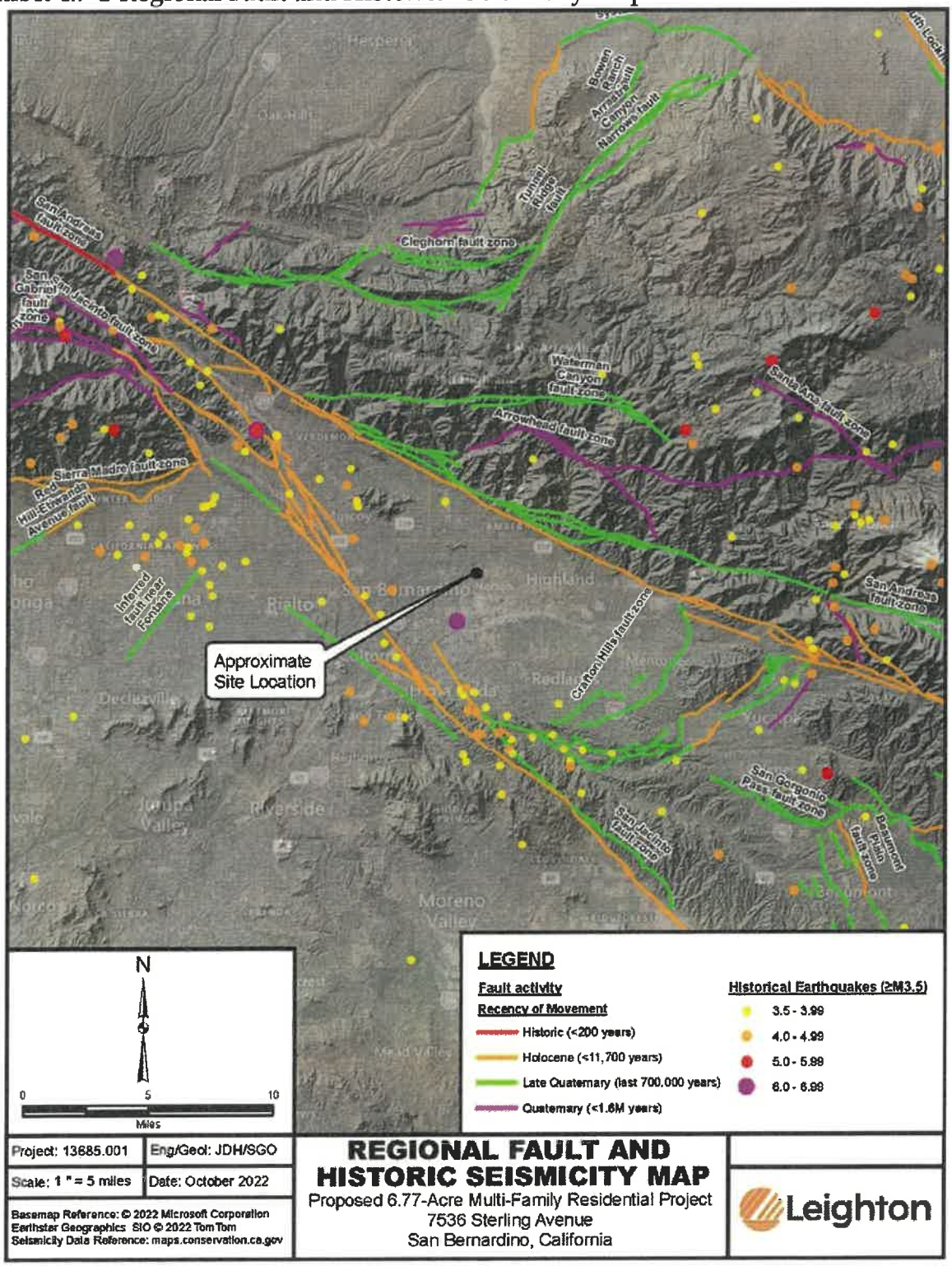
NO IMPACT

Southern California, including the City of Highland and the project site, is subject to the effects of seismic activity due to the active faults that traverse the area. Active faults are defined as those that have experienced surface displacement within Holocene time (approximately the last 11,000 years) and/or are in a State-designated Alquist-Priolo Earthquake Fault Zone.

Alquist-Priolo Earthquake Fault zones exist within the City of Highland, in the northern and eastern portions of the City; refer to *Exhibit 4.7-1, Regional Fault and Historical Seismicity Map*.

Based on Leighton's site reconnaissance and review of available geologic literature and aerial photographs, Leighton finds no evidence that suggests active faults have been mapped across or towards the site, and the site is not located within a currently established Alquist-Priolo (AP) Earthquake Fault Zone (Bryant and Hart, 2007). In addition, the project site is not located within a current County Earthquake Fault Zone (County of San Bernardino, 2010).

Exhibit 4.7-1 Regional Fault and Historical Seismicity Map



Source: Leighton and Associates, Inc. (October 2022)

Therefore, according to Table 4 of Special Publication 42 and the earthquake fault zones map, the project site is not located within an Alquist-Priolo Special Studies Zone. Thus, no impacts would result from the potential for fault rupture of a known earthquake fault on the project site.

MITIGATION MEASURES

No mitigation measures are required.

2. STRONG SEISMIC GROUND SHAKING?

LESS THAN SIGNIFICANT IMPACT WITH MITIGATION INCORPORATED

The closest mapped active fault that could affect the project site through ground shaking is related to the San Andreas fault zone, located approximately 2.6 miles northeast of the project site. The San Andreas fault is capable of producing a maximum moment magnitude of Mw[9] = 6.8 to 8.0. Based on the absence of faults known or mapped across or trending towards the site, the potential for fault ground rupture at the site is considered low.

Major regional faults with surface expression in proximity to the site are shown on *Exhibit 4.7-1.* The project site would experience strong ground shaking after the proposed project is developed resulting from an earthquake occurring along one or more of the major active or potentially active faults in southern California.

Accordingly, the proposed project should be designed in accordance with all applicable current codes and standards utilizing the appropriate seismic design parameters to reduce seismic risk as defined by California Geological Survey (CGS) Chapter 2 of Special Publication 117a (CGS, 2008). The 2019 edition of the *California Building Code* (*CBC*) is the current edition of the code. Through compliance with these regulatory requirements and the utilization of appropriate seismic design parameters selected by the design professionals, potential effects relating to seismic shaking can be reduced.

During the life of the future residential uses, the project site would likely experience moderate to high ground shaking from these fault zones, as well as some background shaking from other seismically active areas of the Southern California region. The proposed project would be required to incorporate necessary design and structural elements to resist strong ground motion in compliance with the *California Building Code.*

Although some structural damage is typically not avoidable during a large earthquake, the proposed project would be constructed to meet existing construction ordinances and the *California Building Code* in order to protect against building collapse and major injury during a seismic event. The *California Building Code* includes specific design measures, which are based on the determination of Site Classification and Seismic Design Categories specific to the project site. These design measures are intended to maximize structural stability in the event of an earthquake.

Technical Appendix D page 10 provides text and a table identifying the parameters that should be considered for design under the 2019 CBC. The project structural engineer should review the seismic parameters provided on Technical Appendix D page 10, and recommend a site-specific seismic ground motion analysis, if needed.

Adherence to the *California Building Code* requirements, as well as Mitigation Measures GEO-1 and GEO-2, would reduce impacts related to strong seismic shaking to less than significant. Thus, impacts would be less than significant with mitigation incorporated.

[9] Mw is an abbreviation for Moment Magnitude scale.

MITIGATION MEASURES

GEO-1 Prior to the issuance of grading and/or building permits, the recommendations in Geotechnical Exploration Section 2.0 – Findings and Section 3.0 - Conclusions and Recommendations shall be confirmed or modified by a geotechnical engineer to ensure compliance with the California Building Code. The recommendations of the geotechnical engineer shall be implemented during site grading and construction, and project operations.

GEO-2 Prior to the issuance of grading permits, the City shall review all project plans for grading, foundation, structural, infrastructure, and all other relevant construction permits to ensure compliance with the applicable recommendations from the *Geotechnical Exploration* and other applicable Code requirements.

3. SEISMIC-RELATED GROUND FAILURE, INCLUDING LIQUEFACTION?

LESS THAN SIGNIFICANT IMPACT

Liquefaction is the loss of soil strength or stiffness due to a buildup of pore-water pressure during severe ground shaking. Liquefaction is associated primarily with loose (low density), saturated, fine-to-medium grained, cohesionless soils. As the shaking action of an earthquake progresses, the soil grains are rearranged, and the soil densifies within a short period of time. Rapid densification of the soil results in a buildup of pore-water pressure. When the pore-water pressure approaches the total overburden pressure, the soil reduces greatly in strength and temporarily behaves similarly to a fluid. Effects of liquefaction can include sand boils, settlement, and bearing capacity failures below structural foundations.

The State of California has not evaluated the site for liquefaction hazards. However, the project site is located within a zone of High Generalized Liquefaction Susceptibility as mapped by the County of San Bernardino.

Regional groundwater maps and groundwater data indicate that regional groundwater shallower than 50 feet below ground surface (bgs) do not exist locally, and existing groundwater levels are not expected to rise significantly.

Groundwater was not encountered in any of the exploratory borings drilled to a maximum depth of approximately 51½ feet bgs. Based on Leighton's review of regional maps and groundwater data (CDWR, 2022, and Fife et al., 1974), groundwater is expected to be on the order of 100 feet or deeper below existing ground surface in the vicinity of the site. Therefore, due to the lack of shallow groundwater and dense underlying fill and alluvial soil, the potential for liquefaction to occur is considered very low on the project site.

The *Geotechnical Exploration* concluded the potential for liquefaction is unlikely at the site. Thus, the potential for on-site liquefaction impacts would be less than significant.

MITIGATION MEASURES

No mitigation measures are required.

4. LANDSLIDES?

LESS THAN SIGNIFICANT IMPACT

The geologic and topographic characteristics of an area often determine its potential for landslides. Steep slopes, the extent of erosion, and the rock composition of a hillside all contribute to the potential slope failure and landslide events.

The State of California has not evaluated the project site for seismically induced landslide hazards. The project site is located outside of any zones of Generalized Landslide Susceptibility as mapped by the County of San Bernardino. Additionally, the project site is relatively level and flat with no significant slopes. Given these considerations, the potential for seismically induced landslides to affect the site is low.

Due to the current site topography, seismically-induced landslides would not pose a danger to the project site. Thus, impacts as a result of seismic-related ground failure, including landslides would be less than significant.

MITIGATION MEASURES

No mitigation measures are required.

B. WOULD THE PROJECT RESULT IN SUBSTANTIAL SOIL EROSION OR THE LOSS OF TOPSOIL?

LESS THAN SIGNIFICANT IMPACT

On-site soils consist of Undocumented Artificial Fill (Afu) composed of either disturbed native deposits or fill soils placed from previous agricultural activities, which are underlain by Quaternary Young Alluvial Valley Deposits (Qya).

Currently, the project site is subject to mechanical erosion, runoff, and sedimentation due to the granular nature of the site soil and high winds experienced in the region throughout the year. The on-site grading and earthwork activities to create the proposed project would result in ground surface disruption that could create the potential for short-term erosion by wind and water to occur. However, proper erosion control measures and surface drainage improvements upon completion of the proposed project would reduce the loss of site materials due to erosion (water and wind), and the potential for mechanical erosion of the site would be considered low.

All demolition and construction activities on-site would be subject to compliance with the *California Building Code*. Further, the proposed project would be subject to compliance with the requirements set forth in the National Pollutant Discharge Elimination System (NPDES) Storm Water General Construction Permit for construction activities; refer to Response 4.9.A. The NPDES Storm Water General Construction Permit requires preparation of a Storm Water Pollution Prevention Plan, which would identify specific erosion and sediment control Best Management Practices that would be implemented to protect storm water runoff during construction activities. Compliance with the *California Building Code* and NPDES would minimize effects from erosion and ensure consistency with the Los Angeles Regional Water Quality Control Board Water Quality Control Plan.

Once construction is complete, disturbed surfaces would be stabilized through vegetation or pavement. Therefore, substantial soil erosion or loss of topsoil is not expected to occur during long-term operations.

Following compliance with NPDES requirements, the proposed project would result in less than significant impacts regarding soil erosion.

MITIGATION MEASURES

No mitigation measures are required.

C. WOULD THE PROJECT BE LOCATED ON A GEOLOGIC UNIT OR SOIL THAT IS UNSTABLE, OR THAT WOULD BECOME UNSTABLE AS A RESULT OF THE PROJECT, AND POTENTIALLY RESULT IN AN ON-SITE OR OFF-SITE LANDSLIDE, LATERAL SPREADING, SUBSIDENCE, LIQUEFACTION OR COLLAPSE?

LESS THAN SIGNIFICANT IMPACT WITH MITIGATION INCORPORATED

Stratigraphy

On-site soils consist of Undocumented Artificial Fill (Afu) composed of either disturbed native deposits or fill soils placed from previous agricultural activities, which are underlain by Quaternary Young Alluvial Valley Deposits (Qya).

Undocumented Artificial Fill (Afu)

Undocumented artificial fill, presumed to have been from previous agricultural activities, were observed in the borings to depths of approximately 3.5 to 5 feet below the current surface. The undocumented artificial fill encountered in the borings was characterized as relatively dry, medium dense, silty sand. During grading, dry and/ or loose undocumented fill within the subject site may be uncovered to be locally deeper or shallower than currently estimated.

Quaternary Young Alluvial Valley Deposits (Qya)

Quaternary-age young alluvial valley deposits have been mapped and were observed within our borings underlying undocumented artificial fill on-site. The alluvial deposits encountered below the project site generally consisted of silty sand and sand with silt, with minor amounts of gravel. Alluvial deposits observed were typically medium dense in the upper 25 feet, becoming denser with depth as encountered in the exploratory borings. On-site alluvial deposits were observed to generally be moist at depths of about 5 feet below the existing ground surface.

All site grading should be performed in accordance with the applicable local codes and in accordance with the project specifications that are prepared by the appropriate design professional. The *General Earthwork and Grading Recommendations* are included in Technical Appendix D, Appendix E. In case of conflict the following recommendations shall supersede those provided in Technical Appendix D, Appendix E.

In conclusion, the existing soils are not suitable for the support of structural fill or foundations for the proposed project. All such fill soils would be removed, cleaned of all trash and debris, and recompacted prior to placing any structural fill soils and beneath future proposed structures, including patios/porches, driveways, hardscape, and all associated footings. Any imported soils to be used for fill would be evaluated prior to placement on-site.

In order to ensure that the proposed project is not susceptible to damage as a result of on-site soils and geological conditions, the *Geotechnical Exploration* included specific recommendations to reduce this risk

to less than significant levels, which are to be reviewed and revised, as necessary, as part of Mitigation Measures GEO-1 and GEO-2. Thus, impacts would be less than significant with mitigation incorporated.

MITIGATION MEASURES

Refer to Mitigation Measures GEO-1 and GEO-2. No additional mitigation measures are required.

D. WOULD THE PROJECT BE LOCATED ON EXPANSIVE SOIL, AS DEFINED IN TABLE 18-1-B OF THE UNIFORM BUILDING CODE (1994), CREATING SUBSTANTIAL RISKS TO LIFE OR PROPERTY?

LESS THAN SIGNIFICANT IMPACT WITH MITIGATION INCORPORATED

Expansive soils can be a problem, as variation in moisture content will cause a volume change in the soil. Expansive soils heave when moisture is introduced and contract as they dry. During inclement weather and/or excessive landscape watering, moisture infiltrates the soil and causes the soil to heave (expansion). When drying occurs the soils will shrink (contraction). Repeated cycles of expansion and contraction of soils can cause pavement, concrete slabs on grade and foundations to crack. This movement can also result in misalignment of doors and windows.

Expansive soils contain significant amounts of clay particles that swell considerably when wetted and shrink when dried. Foundations constructed on these soils are subjected to large uplifting forces caused by the swelling. Without proper measures taken, heaving and cracking of building foundations and slabs-on-grade could result.

Based on the presence of sandy soil observed in the borings and test pits and results of laboratory testing (refer to Technical Appendix D, Appendix B), the near-surface soils are expected to possess a very low potential for expansion (EI<21).

However, in order to ensure that the proposed project is not susceptible to damage as a result of on-site soils and geological conditions, the *Geotechnical Exploration* has included specific recommendations to reduce this risk to less than significant levels. The recommendations are to be reviewed and revised as necessary as part of Mitigation Measures GEO-1 and GEO-2. Impacts would be less than significant with mitigation incorporated.

MITIGATION MEASURES

Refer to Mitigation Measures GEO-1 and GEO-2. No additional mitigation measures are required.

E. WOULD THE PROJECT HAVE SOILS INCAPABLE OF ADEQUATELY SUPPORTING THE USE OF SEPTIC TANKS OR ALTERNATIVE WASTE WATER DISPOSAL SYSTEMS WHERE SEWERS ARE NOT AVAILABLE FOR THE DISPOSAL OF WASTE WATER?

NO IMPACT

Sewers are currently available for the on-site disposal of wastewater; therefore, it would not be necessary to install septic tanks or alternative wastewater disposal systems. Therefore, no impacts would occur.

MITIGATION MEASURES

No mitigation measures are required.

F. WOULD THE PROJECT DIRECTLY OR INDIRECTLY DESTROY A UNIQUE PALEONTOLOGICAL RESOURCE OR SITE OR UNIQUE GEOLOGIC FEATURE?

LESS THAN SIGNIFICANT IMPACT WITH MITIGATION INCORPORATED

The project site is located in an urbanized area of the City and is currently vacant and undeveloped. The surrounding development has previously disturbed subsurface sediments. As such, the potential for the surrounding area and the project site to contain paleontological resources or unique geologic features are considered to be low.

Excavation during construction per the *Geotechnical Exploration* requires that all undocumented fill and dry or loose native alluvium should be removed, reworked, and replaced as engineered fill to a minimum depth of 5 feet from the existing ground surface within the foundation structural zone or 3 feet below structural footings, whichever is deeper. These overexcavations should extend a minimum five feet laterally beyond outside edges of exterior footings.

Excavation in sediments below the level of previous disturbance has the potential to encounter unknown paleontological resources. With the implementation of Mitigation Measure GEO-3, impacts from the unanticipated discovery of paleontological resources impacts would be less than significant. Thus, impacts would be less than significant with mitigation incorporated.

MITIGATION MEASURES

GEO-3 Unanticipated Discovery of Paleontological Resources. If paleontological resources are discovered during project construction, all work in the area of the find shall cease and a qualified paleontologist shall be retained by the City to investigate the find and to make recommendations on its disposition.

CUMULATIVE IMPACTS

The proposed project would be constructed in compliance with all applicable codes and in accordance with the Mitigation Measures set forth in this Initial Study/Mitigated Negative Declaration, which are designed to reduce the exposure of people or structures to substantial risk of loss, injury, or death related to geological conditions or seismic events. The potential cumulative impact related to earth and geology is typically site-specific. The analysis herein determined that the proposed project would not result in any significant impacts related to landform modification, grading, or the destruction of a geologically significant landform or feature with implementation of mitigation. Moreover, existing State and local laws and regulations are in place to protect people and property from substantial adverse geological and soils effects, including fault rupture, strong seismic ground shaking, seismic-induced ground failure (including liquefaction), and landslides.

Existing laws and regulations also protect people and property from adverse effects related to soil erosion, expansive soils, loss of topsoil, development on an unstable geologic unit or soil type that could result in on- or off-site landslides, lateral spreading, subsidence, liquefaction, or collapse. These existing laws and regulations, along with mitigation required for the proposed project, would render potentially adverse geological and soil effects less than significant. These existing laws and regulations also ensure that past, present, and reasonably foreseeable future projects in the region do not result in substantial adverse geological and soils effects. As a result, the existing legal and regulatory framework would ensure that the incremental geological and soils effects of the proposed project would not result in greater adverse cumulative effects when considered together with the effects of other past, present, and reasonably foreseeable future projects in Highland and the greater San Bernardino County region.

Therefore, the proposed project, in combination with past, present, and reasonably foreseeable future projects, would not result in a cumulatively significant impact by exposing people or structures to risks related to geologic hazards, soils, or seismic conditions.

4.8. GREENHOUSE GASES

Would the project:	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?			✓	
b. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?			✓	

Sources Cited in Section 4.8

MAT Engineering, Inc., *Halcyon Residential Project Air Quality & Greenhouse Gas (GHG) Impact Analysis,* City of Highland, June 28, 2023 (refer to Technical Appendix A)

California Air Resources Board, *2022 Scoping Plan,* November 16, 2022

Southern California Association of Governments, *2020-2045 Regional Transportation Plan/Sustainable Communities Strategy – Connect SoCal,* September 3, 2020

South Coast Air Quality Management District, *Interim CEQA Greenhouse Gas (GHG) Significance Thresholds,* December 2008

Global Climate Change Setting

Global climate change is the change in the average weather of the earth that is measured by such things as alterations in temperature, wind patterns, storms, and precipitation. Current data shows that the recent period of warming is occurring more rapidly than past geological events. The average global surface temperature has increased by approximately 1.4° Fahrenheit since the early 20th Century, which may seem like a small change. But, it is an unusual event in Earth's recent history, and as we are seeing, even small changes in temperature can cause enormous changes in the environment.

The planet's climate record, preserved in tree rings, ice cores, and coral reefs, shows that the global average temperature has been stable over long periods of time. For example, at the end of the last ice age, when the Northeast United States was covered by more than 3,000 feet of ice, average global temperatures were only 5° to 9° Fahrenheit cooler than today. The Intergovernmental Panel on Climate Change (IPCC), which includes more than 1,300 scientists from the United States and other countries, forecasts a temperature rise of 2.5° to 10° Fahrenheit over the next century. Therefore, significant changes to the environment are expected in the near future.

The consequences of global climate change include more frequent and severe weather, worsening air pollution by increasing ground level ozone, higher rates of plant and animal extinction, more acidic and oxygen depleted oceans, strain on food and water resources, and threats to densely populated coastal and low lying areas from sea level rise.

The impacts of climate change are already visible in the Southwest United States. In California, the consequences of climate change include:

- A rise in sea levels resulting in the displacement of coastal businesses and residencies
- A reduction in the quality and supply of water from the Sierra snowpack
- Increased risk of large wildfires

- Exacerbation of air quality problems
- Reductions in the quality and quantity of agricultural products
- An increased temperature and extreme weather events
- A decrease in the health and productivity of California's forests

Greenhouse Gases

Most scientists agree the main cause of the current global warming trend is anthropogenic (human-induced) augmentation of the greenhouse effect. The greenhouse effect refers to the way gases in the earth's atmosphere trap and re-emits long wave infrared radiation, acting like a blanket insulating the earth. Activities such as fossil fuel combustion, industrial processes, agriculture, and waste decomposition have elevated the concentration of greenhouse gases in the atmosphere beyond the level of naturally occurring concentrations.

GHGs comprise less than 0.1 percent of the total atmospheric composition, yet they play an essential role in influencing climate. Greenhouse gases include naturally occurring compounds such as carbon dioxide (CO_2), methane (CH_4), water vapor (H_2O), and nitrous oxide (N_2O), while others are synthetic. Man-made GHGs include the chlorofluorocarbons (CFCs), hydrofluorocarbons (HFCs) and Perfluorocarbons (PFCs), as well as sulfur hexafluoride (SF_6). Different GHGs have different effects on the Earth's warming. GHGs differ from each other in their ability to absorb energy (their "radiative efficiency") and how long they stay in the atmosphere, also known as the "lifetime."

The Global Warming Potential (GWP) was developed to allow comparisons of the global warming impacts of different gases. Specifically, it is a measure of how much energy the emissions of 1 ton of a gas will absorb over a given period of time, relative to the emissions of 1 ton of CO_2. The larger the GWP, the more than a given gas warms the Earth compared to CO_2 over that time period. The time period usually used for GWPs is 100 years. GWPs provide a common unit of measure, which allows analysts to add up emissions estimates of different gases and allows policymakers to compare emissions reduction opportunities across sectors and gases.

Regulatory Setting

Technical Appendix A Section 4.0 details the regulatory setting. Air pollutants are regulated at the, National, State, and air basin level with each agency having a different level of regulatory responsibility. The United States Environmental Protection Agency (US EPA) regulates at the national level. The California Air Resources Board (CARB) regulates at the state level. The South Coast Air Quality Management District (SCAQMD) regulates at the air basin level.

A. WOULD THE PROJECT GENERATE GREENHOUSE GAS EMISSIONS, EITHER DIRECTLY OR INDIRECTLY, THAT MAY HAVE A SIGNIFICANT IMPACT ON THE ENVIRONMENT?

LESS THAN SIGNIFICANT IMPACT

SCAQMD GHG Thresholds

For quantifiable analysis purposes, a project's GHG emissions are compared to the South Coast Air Quality Management District (SCAQMD) *Interim CEQA Greenhouse Gas (GHG) Significance Thresholds*, December 2008. The purpose of the SCAQMD thresholds of significance is to assist local agencies with determining the impact of a project for CEQA. SCAQMD's objective in providing the GHG guidelines is to establish a performance standard that will ultimately contribute to reducing GHG emissions below 1990 levels, and thus achieve the requirements of the California Global Warming Solutions Act (AB 32). The SCAQMD has held several GHG Significance Thresholds Stakeholder Working Group meetings where staff has presented updated recommendations that serve in addendum to the interim document.

The SCAQMD describes a five-tiered approach for determining GHG Significance Thresholds.

Tier 1 - If a project is exempt from CEQA, project-level and cumulative GHG emissions are less than significant.

Tier 2 - If the project complies with a GHG emissions reduction plan or mitigation program that avoids or substantially reduces GHG emissions in the project's geographic area (i.e., city or county), project-level and cumulative GHG emissions are less than significant.

For projects that are not exempt or where no qualifying GHG reduction plans are directly applicable, SCAQMD requires an assessment based on the following tiers.

Tier 3 - Consists of screening values that are intended to capture 90 percent of the GHG emissions from projects. If a project's emissions are under the screening thresholds, then the project is less than significant. SCAQMD has presented two options that lead agencies could choose for screening values. Option #1 sets the thresholds for residential projects to 3,500 $MTCO_2e$/year, commercial projects to 1,400 $MTCO_2e$/year), and the mixed use to 3,000 $MTCO_2e$/year. Option #2 sets a single numerical threshold for all non-industrial projects of 3,000 $MTCO_2e$/year. The current staff recommendation is to use option #2, but allows lead agencies to choose option #1 if they prefer. Regardless of which option a lead agency chooses to follow, it is recommended that the same option is consistently used for all projects.

The table below shows the screening levels described in option #2, which have been used previously in the City of Highland.

SCAQMD Tier 3 Screening Levels	
Land Use	**Screening Value**
Industrial Projects	10,000 $MTCO_2e$/Yr
Residential/Commercial Projects	3,000 $MTCO_2e$/Yr

Tier 4 - includes three performance standard compliance options to demonstrate that a project is not significant for GHG emissions.

Compliance Option 1 consists of achieving a target percentage reduction in emission compared to the business as usual (BAU) methodology. The project proponent would need to incorporate design features into the project and/or implement GHG mitigation measures to demonstrate a 30 percent reduction in GHG emissions below BAU that is consistent with the current applicable goals of AB 32 in the State of the California.

Compliance Option 2 consists of early compliance with AB 32 through early implementation of CARB's Scoping Plan Measures. This option is intended for projects in sectors subject to the Scoping Plan Measures.

Compliance Option 3 consists of establishing efficiency-based performance standards at the plan level (program-level projects such as general plans) and project level. Efficiency standards are based on the amount of GHG emissions ($MTCO_2e$/year) per Service Population (SP). SP is defined as the sum of the residential and employment populations provided by a project.

SCAQMD Tier 4 Efficiency Thresholds		
Project Type	Efficiency Thresholds	
	Target Year 2020	Target Year 2035
Plan (Program) Level	6.6 $MTCO_2e$/yr/SP	4.1 $MTCO_2e$/yr/SP
Project Level	4.8 $MTCO_2e$/yr/SP	3.0 $MTCO_2e$/yr/SP

Tier 5 – involves implementing off-site mitigation or the purchasing of offsets to reduce GHG emissions to less than the proposed screening level. The project proponent would be required to provide offsets for the life of the project, which is defined as 30 years.

By complying with the SCAQMD GHG thresholds of significance, a project is considered to be in compliance with the applicable State GHG legislation.

Neither the SCAQMD nor the City of Highland has adopted any numerical GHG thresholds. For the purpose of this analysis, the SCAQMD interim screening level Tier 3 numerical screening threshold of 3,000 MT CO_2e/yr for residential development such as the proposed project. Notwithstanding, for informational purposes, the analysis also calculates the amount of GHG emissions that would be attributable to the project using recommended air quality models, as described below. The primary purpose of quantifying the project's GHG emissions is to satisfy *CEQA Guidelines* Section 15064.4(a), which calls for a good-faith effort to describe and calculate emissions. The estimated emissions inventory is also used to determine if there would be a reduction in the project's incremental contribution of GHG emissions as a result of compliance with regulations and requirements adopted to implement plans for the reduction or mitigation of GHG emissions. However, the significance of a project's GHG emissions impacts is not based on the amount of GHG emissions resulting from the project.

Impact Analysis

Greenhouse Gas Emissions - Construction

The CalEEMod assumes the proposed project to require approximately 24 months for construction. During proposed project construction, the CalEEMod 2022.1 computer model predicts that the construction activities would generate the annual CO_2e emissions identified in *Table 4.8-1, Project Construction Greenhouse Gas Emissions*. In addition, the SCAQMD GHG emissions policy for construction activities is to amortize emissions over a 30-year lifetime, which is also shown in *Table 4.8-1*.

TABLE 4.8-1 PROJECT CONSTRUCTION GREENHOUSE GAS EMISSIONS

Emission Conditions	Emissions ($MTCO_2e$[1])
Total Emissions Year 2024	530.0
Total Emissions Year 2025	506.0
Total Emissions Year 2026	5.4
Emissions Amortized Over 30 Years[2]	34.7
Source: MAT Engineering, Inc., June 2023	
Notes: CalEEMod Output contained in Technical Appendix A, Appendix A 1. $MTCO_2e$ = metric tons of carbon dioxide equivalents (includes carbon dioxide, methane, nitrous oxide, and/or hydrofluorocarbon). 2. The emissions are amortized over 30 years and added to the operational emissions, pursuant to SCAQMD recommendations.	

Because impacts from construction activities occur over a relatively short-term period of time, they contribute a relatively small portion of the overall lifetime project GHG emissions. By itself, the construction activities from the proposed project are less than significant when compared to the thresholds recommended by SCAQMD. Thus, construction-related GHG impacts would be less than significant.

However, SCAQMD recommends that construction emissions be amortized over a 30-year project lifetime and added to the overall operational emissions of the proposed project. In doing so, construction GHG emissions are included in the overall contribution of the proposed project, as discussed in the next section.

Greenhouse Gas Emissions - Operation

Greenhouse gas emissions are estimated for on-site and off-site operational activity using CalEEMod. Greenhouse gas emissions from mobile sources, area sources and energy sources are shown in *Table 4.8-2, Project Operations Greenhouse Gas Emissions*. CalEEMod annual GHG output calculations are provided in Technical Appendix A, Appendix A.

As shown in *Table 4.8-2*, the proposed project GHG emissions are expected to be below the SCAQMD's Tier 3 approach, which limits GHG emissions to 3,000 $MTCO_2e$ for residential projects. Thus, t less than significant long-term GHG impacts would occur.

TABLE 4.8-2 PROJECT OPERATIONS GREENHOUSE GAS EMISSIONS

Source Category	Emissions ($MTCO_2e$)
Area Sources	48.5
Energy Usage	301.0
Mobile Sources	1,056.0
Solid Waste	50.8
Water	22.4
Construction	34.7
Total Emissions	**1,513.4**
SCAQMD Tier 3 Threshold	3,000
Exceeds SCAQMD Tier 3 Threshold?	No
Source: MAT Engineering, Inc., June 2023	
Notes: CalEEMod 2022.1. See Appendix A. 1= Area sources consist of GHG emissions from consumer products, architectural coatings, and landscape equipment. 2= Energy usage consist of GHG emissions from electricity and natural gas usage. 3= Mobile sources consist of GHG emissions from vehicles. 4= Solid waste includes the CO2 and CH4 emissions created from the solid waste placed in landfills. 5= Water includes GHG emissions from electricity used for transport of water and processing of wastewater. 6= Construction GHG emissions based on a 30-year amortization rate.	

MITIGATION MEASURES

No mitigation measures are required.

B. WOULD THE PROJECT CONFLICT WITH AN APPLICABLE PLAN, POLICY OR REGULATION ADOPTED FOR THE PURPOSE OF REDUCING THE EMISSIONS OF GREENHOUSE GASES?

LESS THAN SIGNIFICANT IMPACT

Consistency With CARB Scoping Plan

The *CARB 2022 Scoping Plan* identifies reduction measures necessary to achieve the goal of carbon neutrality by 2045 or earlier. Actions that reduce GHG emissions are identified for each AB 32 inventory sector.

Table 4.8-3, Consistency with the CARB 2022 Scoping Plan provides an evaluation of applicable reduction actions/strategies by emissions source category to determine how the proposed project would be consistent with or exceed reduction actions/strategies.

TABLE 4.8-3 CONSISTENCY WITH CARB 2022 SCOPING PLAN

ACTIONS AND STRATEGIES	CONSISTENCY ANALYSIS
Smart Growth/Vehicles Miles Traveled (VMT)	
Reduce VMT per capita to 25% below 2019 levels by 2030, and 30% below 2019 levels by 2045	***Consistent.*** The proposed project would be required to provide Electric Vehicle (EV) charging station and bicycle parking space in accordance with the 2022 Title 24 standards and CALGreen Code, which would promote alternative mode of transportation to reduce VMT. As such, the proposed project would be consistent with this action.
New Residential and Commercial Buildings	
All electric appliances beginning 2026 (residential) and 2029 (commercial), contributing to 6 million heat pumps installed statewide by 2030	***Consistent.*** The proposed project is expected to consist of natural gas heating and/or cooking on-site. The City of Highland has not adopted an ordinance or program limiting the use of natural gas for on-site cooking and/or heating. However, if adopted, the proposed project would comply with the applicable goals or policies limiting the use of natural gas equipment in the future. As such, the proposed project would be consistent with this action.
Construction Equipment	
Achieve 25% of energy demand electrified by 2030 and 75% electrified by 2045	***Consistent.*** The City of Highland has not adopted an ordinance or program requiring electricity-powered construction equipment. However, if adopted, the proposed project would comply with the applicable goals or policies requiring the use of electric construction equipment in the future. As such, the proposed project would be consistent with this action.
Non-Combustion Methane Emissions	
Divert 75% of organic waste from landfills by 2025	***Consistent.*** SB 1383 establishes targets to achieve a 50 percent reduction in the level of the statewide disposal of organic waste from the 2014 level by 2020 and a 75 percent reduction by 2025. The law establishes an additional target that not less than 20 percent of currently disposed edible food is recovered for human consumption by 2025. The proposed project would comply with local and regional regulations and recycle or compost 75 percent of waste by 2025 pursuant to SB 1383. As such, the proposed project would be consistent with this action.
Source: MAT Engineering, Inc., June 2023	

Consistency With SCAG 2020-2045 RTP/SCS

On September 3, 2020, the Regional Council of SCAG formally adopted the *2020-2045 RTP/SCS*. The *2020-2045 RTP/SCS* includes performance goals that were adopted to help focus future investments on the best-performing projects, as well as different strategies to preserve, maintain, and optimize the performance of the existing transportation system. The *2020-2045 RTP/SCS* is forecast to help California

reach its GHG reduction goals by reducing GHG emissions from passenger cars by 8 percent below 2005 levels by 2020 and 19 percent by 2035 in accordance with the most recent CARB targets adopted in March 2018. Five key SCS strategies are included in the 2020-2045 RTP/SCS to help the region meet its regional VMT and GHG reduction goals, as required by the State.

Table 4.8-4, Consistency with SCAG 2020-2045 RTP/SCS shows the proposed project's consistency with these five strategies found within the *2020-2045 RTP/SCS*. As shown therein, the proposed project would be consistent with the GHG emission reduction strategies contained in the *2020-2045 RTP/SCS*.

TABLE 4.8-4 CONSISTENCY WITH SCAG 2020-2045 RTP/SCS

REDUCTION STRATEGY	APPLICABLE LAND USE TOOLS	CONSISTENCY ANALYSIS
Focus Growth Near Destinations and Mobility Options		
▪ Emphasize land use patterns that facilitate multimodal access to work, educational and other destinations ▪ Focus on a regional jobs/housing balance to reduce commute times and distances and expand job opportunities near transit and along center-focused main streets ▪ Plan for growth near transit investments and support implementation of first/last mile strategies ▪ Promote the redevelopment of underperforming retail developments and other outmoded nonresidential uses ▪ Prioritize infill and redevelopment of underutilized land to accommodate new growth, increase amenities and connectivity in existing neighborhoods ▪ Encourage design and transportation options that reduce the reliance on and number of solo car trips (this could include mixed uses or locating and orienting close to existing destinations) ▪ Identify ways to "right size" parking requirements and promote alternative parking strategies (e.g. shared parking or smart parking)	Center Focused Placemaking Priority Growth Areas (PGA) Job Centers High Quality Transit Areas (HQTAs) Transit Priority Areas (TPA) Neighborhood Mobility Areas (NMAs) Livable Corridors Spheres of Influence (SOIs) Green Region Urban Greening	**Consistent.** The project site is located within an area that is planned for residential uses, with uses to the north, west, and east presently developed with single- and multi-family residential and institutional uses. The project site is currently vacant, and the proposed project would develop underutilized land. Furthermore, the proposed project is located approximately 0.25 miles from the existing Omnitrans bus stops. Therefore, the proposed project would focus growth near destinations and mobility options.
Promote Diverse Housing Choices		
▪ Preserve and rehabilitate affordable housing and prevent displacement	PGA Job Centers HQTAs	**Consistent.** The proposed project would involve development of multi-family dwelling units near existing bus stops and commercial development to the north,

REDUCTION STRATEGY	APPLICABLE LAND USE TOOLS	CONSISTENCY ANALYSIS
▪ Identify funding opportunities for new workforce and affordable housing development ▪ Create incentives and reduce regulatory barriers for building context sensitive accessory dwelling units to increase housing supply ▪ Provide support to local jurisdictions to streamline and lessen barriers to housing development that supports reduction of greenhouse gas emissions	NMA TPAs Livable Corridors Green Region Urban Greening	which increases housing supply and supports reduction of GHG emissions. Therefore, the proposed project would be consistent with this reduction strategy.
Leverage Technology Innovations		
▪ Promote low emission technologies such as neighborhood electric vehicles, shared rides hailing, car sharing, bike sharing and scooters by providing supportive and safe infrastructure such as dedicated lanes, charging and parking/drop-off space ▪ Improve access to services through technology—such as telework and telemedicine as well as other incentives such as a "mobility wallet," an app-based system for storing transit and other multi-modal payments ▪ Identify ways to incorporate "micro-power grids" in communities, for example solar energy, hydrogen fuel	HQTA TPAs NMA Livable Corridors	**Consistent.** The proposed project would require new multi-family development to install listed raceways to accommodate dedicated branch circuits to support electric vehicle chargers in accordance with the 2022 Title 24 standards and CALGreen Code. Additionally, new multi-family dwelling units would be required to install solar photovoltaics panels. Therefore, the proposed project would leverage technology innovations and help the City, County, and State meet its GHG reduction goals. The proposed project would be consistent with this reduction strategy.
Support Implementation of Sustainability Policies		
▪ Pursue funding opportunities to support local sustainable development implementation projects that reduce greenhouse gas emissions ▪ Support statewide legislation that reduces barriers to new construction and that incentivizes development near transit corridors and stations ▪ Support local jurisdictions in the establishment of Enhanced Infrastructure Financing Districts (EIFDs), Community Revitalization and Investment Authorities ▪ (CRIAs), or other tax increment or value capture tools to finance sustainable infrastructure and	Center Focused Placemaking Priority Growth Areas (PGA) Job Centers High Quality Transit Areas (HQTAs) Transit Priority Areas (TPA) Neighborhood Mobility Areas (NMAs) Livable Corridors Spheres of Influence (SOIs) Green Region Urban Greening	**Consistent.** The proposed project would be located close to bus stops, which would promote alternative modes of transportation. Additionally, new single- and multi-family residential development would be required to install listed raceways to accommodate dedicated branch circuits to support electric vehicle chargers. The proposed project would include private outdoor areas with landscaped planters, trees, and seating. Further, the proposed project would comply with sustainable practices included in the CALGreen Code and 2022 Title 24 standards. Thus, the proposed project would be consistent with this reduction strategy.

REDUCTION STRATEGY	APPLICABLE LAND USE TOOLS	CONSISTENCY ANALYSIS
development projects, including parks and open space ▪ Work with local jurisdictions/communities to identify opportunities and assess barriers to implement sustainability strategies ▪ Enhance partnerships with other planning organizations to promote resources and best practices in the SCAG region ▪ Continue to support long range planning efforts by local jurisdictions ▪ Provide educational opportunities to local decisions makers and staff on new tools, best practices and policies related to implementing the Sustainable Communities Strategy		
Promote a Green Region		
▪ Support development of local climate adaptation and hazard mitigation plans, as well as project implementation that improves community resiliency to climate change and natural hazards ▪ Support local policies for renewable energy production, reduction of urban heat islands and carbon sequestration ▪ Integrate local food production into the regional landscape ▪ Promote more resource efficient development focused on conservation, recycling and reclamation ▪ Preserve, enhance and restore regional wildlife connectivity ▪ Reduce consumption of resource areas, including agricultural land ▪ Identify ways to improve access to public park space	Green Region Urban Greening Greenbelts and Community Separators	**Consistent.** The proposed project involves development of a residential community on a disturbed vacant lot and would therefore not interfere with regional wildlife connectivity or concert agricultural land. The proposed project would be required to comply with CALGreen Code and 2022 Title 24 standards, which would help reduce energy consumption and reduce GHG emissions. Thus, the proposed project would support efficient development that reduces energy consumption and GHG emissions. The proposed project would be consistent with this reduction strategy.
Source: MAT Engineering, Inc., June 2023		

Impact Conclusion

The proposed project does not result in any potential conflicts with an applicable plan, policy or regulation for the purpose of reducing the emissions of greenhouse gases. Thus, less than significant impacts would occur.

MITIGATION MEASURES

No mitigation measures are required.

CUMULATIVE IMPACTS

Because of the global nature of the climate change problem, most projects would not generate GHG emissions that individually would cause a significant impact on global climate change. Therefore, the analysis of a project's GHG impacts is typically not considered individually, but is analyzed against the GHG emissions of existing and proposed projects within the region, State, and ultimately against global emissions and how the emissions can cumulatively affect global climate change. This concept is supported in the various Attorney General, State of California Office of Planning and Research, and SCAQMD publications. Therefore, the proposed project's generation of GHG emissions would not make a cumulatively considerable contribution to GHG emissions. Thus, the proposed project would not result in a cumulatively considerable impact associated with GHGs.

This page intentionally left blank.

4.9. HAZARDS AND HAZARDOUS MATERIALS

Would the project:	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?			✓	
b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?		✓		
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?			✓	
d. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?		✓		
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?			✓	

Sources Cited in Section 4.9

City of Highland, *The City of Highland General Plan*, March 2006

Leighton and Associates, Inc. (Leighton), *Phase I and Limited Phase II Environmental Site Assessment, Proposed 6.77-Acre Multi-Family Residential Project, 7536 Sterling Avenue, City of San Bernardino, California 92410*, November 21, 2022 (refer to Technical Appendix E)

Department of Transportation, National Transportation Noise Map (dot.gov), accessed June 12, 2023

Existing Site Conditions

The project site is an approximate 6.77-acre lot that is mostly vacant undeveloped land; however, concrete remnants of former on-site structures include a well and a concrete paved driveway on the eastern most portion of the project site.

The general site vicinity is developed with single and multi-family residences, a church, an elementary school, and a retail shopping center.

Physical Setting

Leighton reviewed pertinent maps and readily available literature for information on the physiography and hydrogeology of the project site. A summary of this information is presented in Section 4.0, Records Review of the *Phase I and Limited Phase II Environmental Site Assessment*. The review included the following topics: Topography, Surface Water, Geology and Soils, Hydrogeology, Oil and Gas Fields, Wetlands and Floodplains, Radon.

Standard Environmental Record Sources

A search of selected government databases was conducted by Leighton using the EDR Radius Map™ Report with GeoCheck® environmental database report system. Details and descriptions of the database search are provided in the EDR database report (refer to Technical Appendix E, Appendix D).

The project site itself was not identified in the EDR database report.

The EDR database report did identify some off-site database listings that were identified due to the proximity to the project site and/or the nature of the listing (refer to *Phase I and Limited Phase II Environmental Site Assessment* Section 4.2.2, Offsite). The *Phase I and Limited Phase II Environmental Site Assessment* concluded the following for the notable listings: given information provided in the database report did not reveal a release of petroleum or other hazardous materials, it is Leighton's opinion these database listings are not likely evidence of a recognized environmental condition (REC) on the subject site.

Regulatory Agency Contacts

Leighton researched other reasonably ascertainable, local and regional regulatory agency records (refer to *Phase I and Limited Phase II Environmental Site Assessment* Section 4.2.3, Regulatory Agency Contacts). The results are summarized below.

Agency	Conclusion
San Bernardino County Fire Protection District – Hazardous Materials Division (SBCFPD)	The SBCFPD responded by indicating no records were found for the site.
State of California Department of Toxic Substances Control (DTSC)	The DTSC Cypress office responded by indicating no records were found for the site.
State of California Regional Water Quality Board, Santa Ana Region (SARWQCB)	SARWQCB responded by indicating no records were found for the site.
Envirostor	Given the distance from the site, and the potential soil only impacts of organochlorine pesticides (OCPs), Leighton concluded opinion that the offsite listing does not indicate a likely REC on the site.
Geotracker	An online review of the Geotracker database revealed no listings for the Site. Four facilities with a cased closed status are listed within a 0.5-mile radius of the site. Leighton concluded that the four off-site listing do no indicate a likely REC on the site.
National Pipeline Mapping Systems	No natural gas transmission pipelines, no hazardous liquid pipelines, and no reported accidents (gas or liquids) on the site or within 0.50-mile radius of the site.
South Coast Air Quality Management District	No records associated with the site or in the immediately adjoining properties.
City of San Bernardino	No records were found associated with the site.

Vapor Encroachment

Leighton reviewed the Vapor Encroachment Screen (VES) produced using EDR's Vapor Encroachment Worksheet application that gathers regulatory database information from the accompanying Radius Report and allows the user to integrate groundwater information, regional geology, and other information to evaluate the concern for potential vapor encroachment from on-site activities and from

adjacent properties. The VES application was designed by EDR to assist parties seeking to meet the search requirements of the ASTM Standard Practice for Assessment of Vapor Encroachment into Structures on Property Involved in Real Estate Transactions, also referred to as the Tier 1 VES, as defined by ASTM E2600-15.

Based on information provided in the EDR database report, and other information discussed in this report, no known Vapor Encroachment Condition (VEC) was identified for the site.

Historical Use of Property

From at least the early 1930s through the late 1980s, the site appeared to be largely used for agriculture and/or vacant land with rural residential use visible in the eastern portion of the site from at least the late 1930s through the late 1980s. By the early 1990s through at least the mid-2010s, the site was largely vacant land with only concrete remnants of the former residential structures visible on the eastern portion of the site.

From at least the early 1930s through the late 1930s, the surrounding properties were mostly developed for agricultural use. In addition, from at least the early 1930s through at least the late-1960s what appeared to be a school was developed on the western adjoining property which appeared to undergo redevelopment by at least the mid-1970s through the mid-2010s. Likely rural residences were visible on the north-northeastern adjoining properties by at least the late 1930s, however by at least the late 1940s through at least the mid-2010s were redeveloped with a larger structure (rural residence or commercial) and several smaller structures (likely rural residences). What appeared to be residential developments were visible on the western and southern adjoining properties by at least the late 1940s through the mid-2010s and by at least the late 1950s what is likely the present day church and related school were developed on the northern most adjoining property. Also by the late 1950s, the south-southeastern most adjoining property appeared to be cleared of residences and appeared to be redeveloped into the present day shopping center by at least the late 1980s through the mid-2010s.

Given the historical site usage for agriculture, and the potential for residual agricultural chemicals, additional Phase II ESA soil sampling was recommended in conjunction with this Phase I ESA for the site.

Copies of historical resources used to assess past site and adjoining property uses (i.e., topographic maps, aerial photos, city directories, etc.) are provided in Technical Appendix E, Appendix F.

IMPACT ANALYSIS

A. WOULD THE PROJECT CREATE A SIGNIFICANT HAZARD TO THE PUBLIC OR THE ENVIRONMENT THROUGH THE ROUTINE TRANSPORT, USE, OR DISPOSAL OF HAZARDOUS MATERIALS?

LESS THAN SIGNIFICANT IMPACT

The project proposes to construct 220 multi-family residential units and would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials.

The proposed project could involve the transport and use of materials associated with routine maintenance of the property, such as janitorial supplies for cleaning purposes and/or herbicides and pesticides for landscaping. The handling and transportation of all hazardous materials would be performed in accordance with applicable laws and regulations. Furthermore, the types and quantities of

materials to be used and stored on-site would not be of a significant quantity to create a reasonably foreseeable upset or accident.

Operation of the proposed project would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials and impacts would be less than significant.

Development plans for the proposed project would also be reviewed by the San Bernardino County Fire Protection District – Hazardous Materials Division (SBCFPD) for hazardous material use, safe handling, and storage, as appropriate. The SBCFPD could require that conditions of approval be applied for the project applicant to reduce hazardous material impacts, if applicable. Thus, less than significant impacts would occur.

MITIGATION MEASURES

No mitigation measures are required.

B. WOULD THE PROJECT CREATE A SIGNIFICANT HAZARD TO THE PUBLIC OR THE ENVIRONMENT THROUGH REASONABLY FORESEEABLE UPSET AND ACCIDENT CONDITIONS INVOLVING THE RELEASE OF HAZARDOUS MATERIALS INTO THE ENVIRONMENT?

LESS THAN SIGNIFICANT IMPACT WITH MITIGATION INCORPORATED

A *Phase I and Limited Phase II Environmental Site Assessment* was conducted by Leighton and Associates, Inc. (Leighton, November 2022). The results are summarized below and presented in *Exhibit 4.9-1, Phase I ESA Site Detail Map*.

Phase I and Limited Phase II Environmental Site Assessment

Soil Sampling

On November 10, 2022, a Leighton representative collected shallow soil samples at seven locations on the Site. The seven sampling locations, designated HA1-HA6, and SP1 are shown on *Exhibit 4.9-1, Phase I ESA Site Detail Map*.

Soil samples were collected at each location at approximately 0.5 to 2.5 feet below ground surface (bgs) using a decontaminated stainless steel hand auger. The hand auger was advanced to the sampling depth, and the soil sample transferred from the tip of the hand auger to a new laboratory-supplied 4-ounce glass jar with Teflon-lined lids. In addition, one grab soil sample was collected from a soil pile along the southern edge of the site. Fresh soil was exposed just below the surface, and a sample was obtained directly from the soil pile with a new, nitrile gloved hand, and placed into a new laboratory-supplied 4-ounce glass jar with a Teflon-lined lid.

The soil samples were labeled with sample identification, date, time of collection, and placed in an ice-chilled cooler and transported under chain-of-custody procedures to Enviro-Chem, Inc. in Pomona, California for analyses.

Laboratory Analyses

All samples from the shallowest depth, (i.e., approx. 0.5 feet bgs) in HA1 through HA6 were analyzed for organochlorine pesticides (OCPs) by US EPA Method 8081A, as well as arsenic and copper by US EPA

Method 6010B. The soil pile sample, SP1, was analyzed for Title 22 Metals by US EPA method no. 6010B and 7471, and Total Petroleum Hydrocarbons (TPH). The deeper samples (i.e., approx. 2.5 feet bgs) from the hand auger borings were held pending analysis results of the shallower samples.

Analytical Results

Results of the soil analyses are provided in Technical Appendix E, Tables 1-3.

Concentrations of OCPs were not detected above minimum detection limits in any of the soil samples analyzed. Technical Appendix E, Table 1 summarizes the OCP sample results and the applicable soil screening levels.

All soil samples analyzed for arsenic, copper, and other Title 22 metals were reported to have metal concentrations below the US EPA and DTSC residential soil screening levels with the exception of detections of arsenic. Detections of arsenic were reported in all soil samples analyzed at concentrations between 0.618 mg/kg and 2.28 mg/kg, which exceed the USEPA and DTSC residential soil screening levels of 0.68 mg/kg and 0.11 mg/kg, respectively; however, none of them exceed the more appropriately applied DTSC Human Health Risk Assessment (HHRA) Note 11 Southern California Ambient Arsenic Screening Level of 12 mg/kg (DTSC, 2020b). Reported arsenic concentrations in the soil samples are not a concern for the future residential development (refer to Technical Appendix E, Table 2).

TPH in the gasoline range organics (C4-C10) was not detected above minimum detection levels in the single soil pile sample (SP1) analyzed. TPH in the diesel range organics (C10-C28) was detected in soil sample SP1 at a concentration of 42.3 mg/kg, which is below the USEPA and DTSC residential soil screening levels of 96 mg/kg and 97 mg/kg respectively. TPH in the oil range organics (C28-C35) was detected at a concentration of 194 mg/kg, which is below the USEPA and the DTSC residential screening level of 2400 mg/kg. Technical Appendix E, Table 3 summarizes the TPH sample results and the applicable soil screening levels.

While the results of the sample from this small soil pile (Photo 19 – Technical Appendix E, Appendix B) are acceptable relative to residential screening records, it may be prudent to either remove this soil from the site or use it a location which is buried beneath a future structure.

Phase I and Limited Phase II Limited ESA Conclusions and Recommendations

Leighton performed a Phase I and Limited Phase II ESA of the property located at 7536 Sterling Avenue, Highland, California.

On-Site Conclusions

Historically, from at least the early 1930s through the late 1980s, the site appeared to be largely used for agriculture and/or vacant land with rural residential use visible in the eastern portion of the site from at least the late 1930s through the late 1980s. By the early 1990s through at least the mid-2010s, the site was largely vacant land with only concrete remnants of the former residential structures visible on the eastern portion of the project site.

The project site consists mostly of a 6.77-acre lot that is currently vacant undeveloped land. The project site is proposed for a multi-family residential development.

The project site itself is not listed in the search of various environmental databases.

Leighton staff researched other reasonably ascertainable, local and regional environmental regulatory agency records using the site address of 7536 Sterling Avenue, a possible historic address of 7558 Sterling Avenue, and the site APNs of 0278131-45, -46, &-47 where applicable.

A review of Envirostor, CalGEM, SCAQMD FINDS, GeoTracker and NPMS (pipelines) databases revealed no records associated with the project site. The SBCFPD, the DTSC Cypress Office and the SARWQCB reported no records found related to the project site. An online search of the COSB database did not reveal any records associated with the project site.

No Vapor Encroachment Condition (VEC) was identified for the project site.

Based on preliminary information indicating historic agricultural use of the site, and the potential for residual pesticides on the project site, Leighton completed limited Phase II shallow soil sampling at the site in conjunction with this Phase I ESA. The sampling consisted of six hand auger borings, with soil samples collected from approximately 0.5 and 1.5 to 2.5 feet bgs. Samples collected from 0.5 feet bgs were analyzed for OCPs, arsenic and copper, and the deeper 2.5 feet bgs samples were held pending analyses results of the shallower samples. Additionally, the site reconnaissance revealed a soil pile that appeared to have been dumped along the southern edge of the site. A soil sample was obtained from near the surface of this soil pile and analyzed for Title 22 Metals and TPH in conjunction with the Limited Phase II ESA performed at the site.

The results of shallow soil sample analyses indicate no detected OCPs, and no TPH, arsenic, copper or other Title 22 metals exceeding USEPA or DTSC soil screening levels for a residential use scenario.

Off-Site Conclusions

Historically, from at least the early 1930s through the late 1930s, the surrounding properties were mostly developed for agricultural use. In addition, from at least the early 1930s through at least the late-1960s what appeared to be a school was developed on the western adjoining property which appeared to undergo redevelopment by at least the mid-1970s through the mid-2010s. Likely rural residences were visible on the north-northeastern adjoining properties by at least the late 1930s, however by at least the late 1940s through at least the mid-2010s were redeveloped with a larger structure (rural residence or commercial) and several smaller structures (likely rural residences). What appeared to be residential developments were visible on the western and southern adjoining properties by at least the late 1940s through the mid-2010s and by at least the late 1950s what is likely the present day church and related school were developed on the northern most adjoining property. Also by the late 1950s, the south-southeastern most adjoining property appeared to be cleared of residences and appeared to be redeveloped into the present day shopping center by at least the late 1980s through the mid-2010s.

Currently, the general site vicinity is developed for mixed use including single-family residences, a church, an elementary school, and a retail shopping center.

The environmental database search indicated no adjoining or nearby facilities likely to have created a REC on the project site. A review of the Envirostor, GeoTracker, SCAQMD FINDS, CalGEM, and NPMS (pipelines) databases revealed no nearby facilities likely to have created a REC on the project site.

The adjoining property reconnaissance revealed no obvious visual evidence indicating a likely REC on the project site from an off-site source.

Impact Conclusions

Based on the findings of this Phase I and Limited Phase II ESA, Leighton recommends no further assessment.

The following two issues are not considered RECs; however, Leighton recommends the following:

- The results of a soil sample collected from a small soils pile on the southern site edge (eastern portion of site) (Technical Appendix E, Photo 19 - Appendix B) are acceptable relative to residential screening records; however, it may be prudent to either remove this soil from the site or use it a location which is buried beneath a future structure.
- An unused water supply well was observed in the northeastern portion of the Site (Technical Appendix E, Photo 14 - Appendix B). Any water well that is no longer used is considered abandoned and should be destroyed in accordance with State of California well standards, as implemented by San Bernardino County Environmental Health Services (SBCEHS). The SBCEHS issues well destruction permits, which must be obtained prior to doing such.

The Phase I and Limited Phase II Environmental Site Assessment concludes less than significant impacts relative to any on-site or off-site recognized environmental conditions (RECs).

However, to ensure that Leighton's recommendations regarding an on-site soil sample and an unused water supply well are implemented, Mitigation Measures HAZ-1 and HAZ-2 are included to reduce potentially significant impacts to less than significant with mitigation incorporated.

MITIGATION MEASURES

HAZ-1 Prior to the issuance of grading permits, a determination shall be made by the City that the soil sample collected from a small soils pile on the southern site edge (eastern portion of site) as shown in Technical Appendix E, Photo 19 - Appendix B will either: 1) remove this soil from the site, or 2) use this soil in a location that is buried beneath a future structure.

HAZ-2 Prior to the issuance of grading permits, the Applicant shall coordinate with the San Bernardino County Environmental Health Services to officially abandon and destroy the on-site unused water supply well observed in the northeastern portion of the site in accordance with State of California well standards, as implemented by San Bernardino County Environmental Health Services.

C. WOULD THE PROJECT EMIT HAZARDOUS EMISSIONS OR HANDLE HAZARDOUS OR ACUTELY HAZARDOUS MATERIALS, SUBSTANCES, OR WASTE WITHIN ONE-QUARTER MILE OF AN EXISTING OR PROPOSED SCHOOL?

LESS THAN SIGNIFICANT IMPACT

The closest existing school sites are the Sterling Christian School located immediately north of the project site, and the Warm Springs Elementary School located on Sterling Avenue east of the project site. The proposed project does not include any uses that could potentially generate hazardous materials in significant quantities. As such, the proposed residential uses would not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste; and as such, would not impact existing or proposed schools within one-quarter mile of the project site. Thus, less than significant impacts would occur.

MITIGATION MEASURES

No mitigation measures are required.

D. WOULD THE PROJECT BE LOCATED ON A SITE WHICH IS INCLUDED ON A LIST OF HAZARDOUS MATERIALS SITES COMPILED PURSUANT TO GOVERNMENT CODE SECTION 65962.5 AND, AS A RESULT, WOULD IT CREATE A SIGNIFICANT HAZARD TO THE PUBLIC OR THE ENVIRONMENT?

LESS THAN SIGNIFICANT IMPACT WITH MITIGATION INCORPORATED

Refer to Response 4.9.B.

MITIGATION MEASURES

Refer to Mitigation Measures HAZ-1 and HAZ-2. No additional mitigation measures are 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 FOR PEOPLE RESIDING OR WORKING IN THE PROJECT AREA?

LESS THAN SIGNIFICANT IMPACT

The San Bernardino International Airport (SBIA, SBD) is a single runway, multi-use airport. The SBIA covers 1,329 acres and has one runway that can accommodate the largest existing aircraft, including the Airbus A380 and the Boeing 747. The SBIA facility is a commercial, general aviation, and cargo airport. The project site is located approximately 0.67 mile north of SBIA. There are no private airstrips near the project site.

Highland General Plan

The Highland General Plan Airport Element includes goals, policies, and actions that address Noise, Safety, and Land Use Opportunities and Future Planning to its nearby airports, include SBIA. Relevant noise and safety actions pertinent to the proposed project are listed below.

Noise

1) Disseminate the latest information on noise mitigation through site planning review and construction techniques.

3) Work with the San Bernardino International Airport Authority to encourage restrictions on hours of operation to minimize noise impacts.

Safety

1) Establish occupancy requirements (i.e., noise mitigation and height restrictions) within established airport easement or overflight areas as a condition of approval for new development.

2) Require letters of advisement incorporating information in Conditions, Covenants and Restrictions (CCRs) or Real Estate Disclosures, which report where projects occur within established 65 Community Noise Equivalent (CNEL) and an established Airport Influence Area (AIA).

Impact Analysis

The proposed project includes the development of 220 multi-family residential units in two four-story buildings on the 6.77 gross acre project site. The new residential buildings and associated public infrastructure improvements would be available to existing and future City residents. Per Section 4.14, Population and Housing, the proposed project is estimated to provide housing for 770 persons.

San Bernardino International Airport

An airport often contains airport traffic pattern and airport influence zones that can extend outside of the actual airport boundary. The San Bernardino International Airport (SBIA) airport traffic safety zones are within the boundaries of the airport, while the airport influence area zones are shown on *Exhibit 4.9-2, SBIA AIA/Redlands Municipal Airport Compatibility Map.*

The project site is not within the Airport Traffic Pattern Zone, but is within the SBIA Airport Influence Area (AIA) Zone. The AIA is considered to be of low risk or negligible risk to the underlying existing and future population.

Separately, the project site is not located within the 65 CNEL noise contour for SBIA per the Federal Department of Transportation, National Transportation Noise Map; refer to *Exhibit 4.9-3, SBIA CNEL Noise Contour Map.*[10] However, as previously noted, the project site is located within the SBIA AIA.

Given that the proposed project is surrounded by existing development, it is not anticipated that development and operation of proposed project would negatively affect airport operations. As such, the proposed project would not result in a significant safety hazard for people residing or working in the project area. Thus, less than significant impacts would occur.

MITIGATION MEASURES

No mitigation measures are required.

F. WOULD THE PROJECT IMPAIR IMPLEMENTATION OF OR PHYSICALLY INTERFERE WITH AN ADOPTED EMERGENCY RESPONSE PLAN OR EMERGENCY EVACUATION PLAN?

LESS THAN SIGNIFICANT IMPACT

The proposed project includes 220 multi-family residential units on a currently undeveloped and vacant lot that is surrounded by residential, educational, and commercial uses. The project site is located along Sterling Avenue, north of the 9th Street intersection.

The City adopted the City of Highland Emergency Plan. In addition, the City participates in the Statewide Master Mutual Aid Agreement; Mutual Aid Agreements with the City of San Bernardino and the San Bernardino County Sheriff's Department; and automatic aid agreements with the cites of Redlands and Yucaipa, the California Department of Forestry and Fire Protection (CDF), and the United States Forest Service. The American Red Cross also provides a wide range of emergency response support services to Highland ranging from single residential fire to community-wide disaster relief.

Evacuation Routes

The *San Bernardino County General Plan* identifies potential evacuation routes in and around Highland. Major evacuation routes within the San Bernardino Valley include, but are not limited to, Interstate 10,

[10] Source: Department of Transportation, National Transportation Noise Map (dot.gov), accessed June 12, 2023.

15 and 215; State Highway 30, 31, 60, 66, and 71; and numerous major and secondary highways. Since earthquakes, floods, fires, or other disasters may render some or portions of these routes impassible, specific evacuation routes may need to be designated during an emergency depending on the nature and location of the particular disaster.

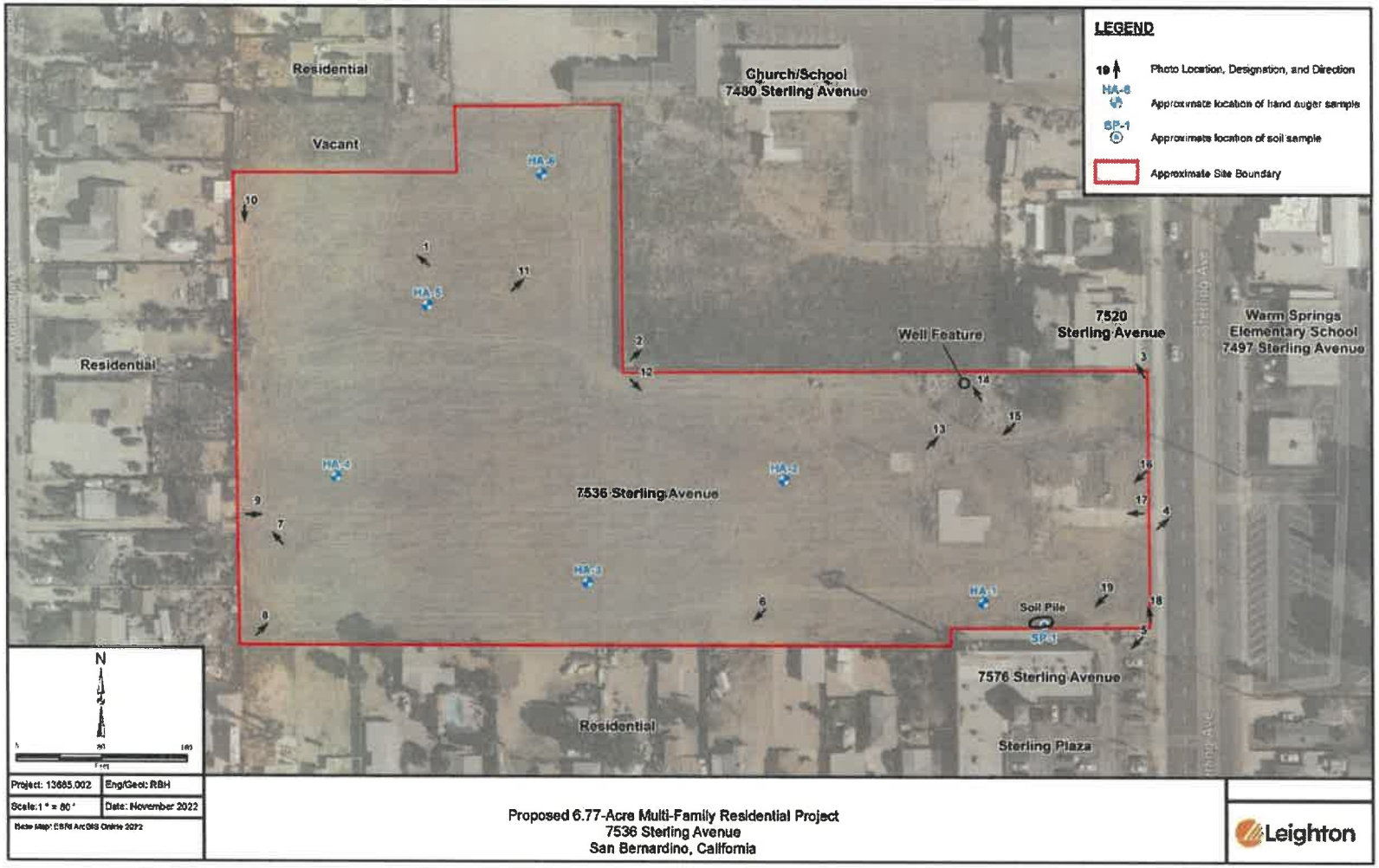
The City's arterial streets maintain minimum right-of-way widths, and would continue to ensure that various evacuation routes are accessible to residents. As such, the proposed project would not interfere with an adopted emergency response plan and/or the emergency evacuation plan.

In conclusion, emergency vehicles would continue to have access to project-related and surrounding roadways during construction and upon completion of the proposed project. As such, the proposed project would not impact access to emergency response. Thus, less than significant impacts would occur.

CUMULATIVE IMPACTS

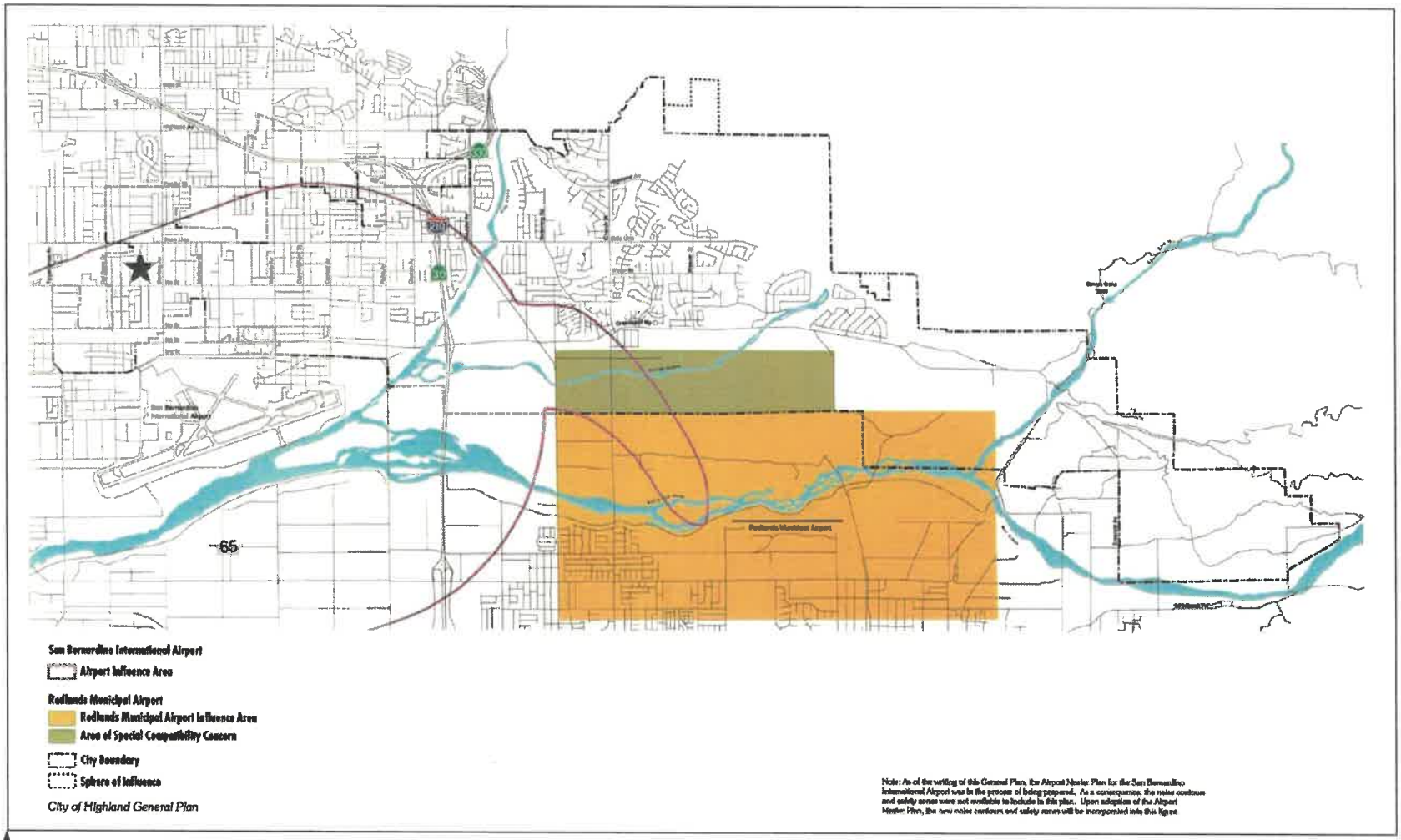
The incremental effects of the proposed project related to hazards and hazardous materials, if any, are anticipated to be minimal, and any effects would be site-specific. Therefore, the proposed project would not result in incremental effects to hazards or hazardous materials that could be compounded or increased when considered together with similar effects from other past, present, and reasonably foreseeable probable future projects. The proposed project would not result in cumulatively considerable impacts to or from hazards or hazardous materials.

EXHIBIT 4.9-1PHASE I ESA SITE DETAIL MAP



Source: Leighton & Associates, Inc. (November 2022)

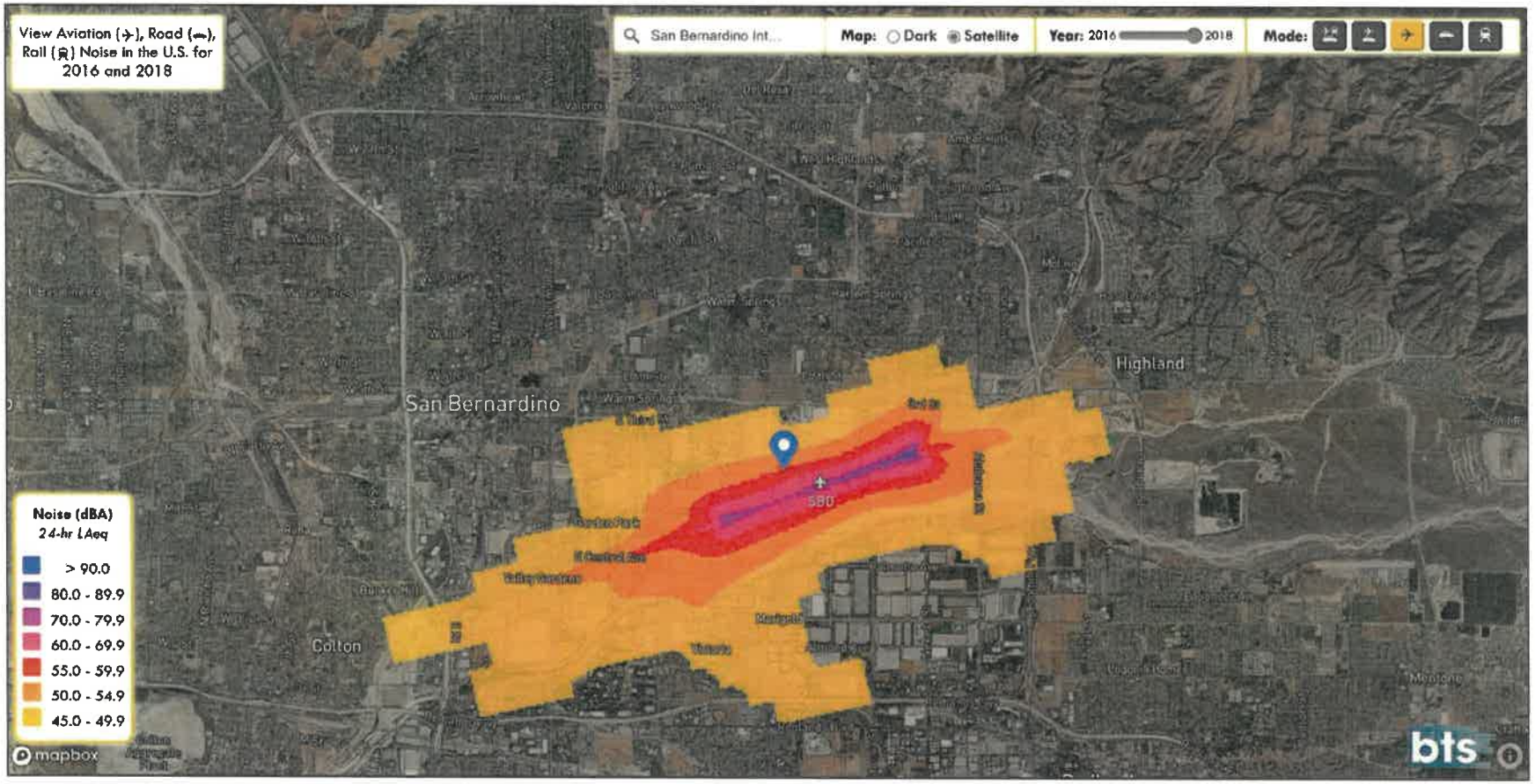
EXHIBIT 4.9-2 SBIA AIA/REDLANDS MUNICIPAL AIRPORT COMPATIBILITY MAP



★ Project Site

Source: The City of Highland General Plan (March 2006)

EXHIBIT 4.9-3 SBIA CNEL NOISE CONTOUR MAP



★ Project Site

Source: Department of Transportation (June 2023)

This page intentionally left blank.

4.10. HYDROLOGY AND WATER QUALITY

Would the project:	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?			✓	
b. Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?			✓	
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of stream or river or through the addition of impervious surfaces, in a manner which would:				
1) Result in a substantial erosion or siltation on- or off-site?			✓	
2) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?			✓	
3) 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?			✓	
4) Impede or redirect flood flows?			✓	
d. In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?			✓	
e. Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?			✓	

Sources Cited in Section 4.10

Adjudicated Basins Annual Reporting System for San Bernardino Basin, accessed June 17, 2023

Basin Plan | Santa Ana Regional Water Quality Control Board (ca.gov), accessed June 15, 2023

DRC Engineering, Inc., *Preliminary Drainage Report for Helios Highland, West Side of Sterling Ave. Between Baseline St & 9th St, Highland, CA*, April 2023 (refer to Appendix F1)

DRC Engineering, Inc., *Preliminary Water Quality Management Plan for Helios Highland, WQP 23-002*, April 2023 (refer to Appendix F2)

East Valley Water District, *2020 IRUWMP Part 2 Chapter 6*, June 30, 2021; 637614377451900000 (sbvmwd.com)

San Bernardino Valley Water Conservation District, *Upper Santa Ana River Watershed Integrated Regional Water Management Plan (IRWMP)*, June 15, 2021; Upper Santa Ana River Integrated Regional Water Management Plan - San Bernardino Valley Water Conservation District (sbvwcd.org)

San Bernardino Valley Water Conservation District, *San Bernardino Valley Regional Urban Water Management Plan (RUWMP)*, June 15, 2021; Upper Santa Ana River Integrated Regional Water Management Plan - San Bernardino Valley Water Conservation District (sbvwcd.org)

SGMA Groundwater Management (SGMA) Portal - Department of Water Resources (ca.gov), accessed June 17, 2023

A. WOULD THE PROJECT VIOLATE ANY WATER QUALITY STANDARDS OR WASTE DISCHARGE REQUIREMENTS OR OTHERWISE SUBSTANTIALLY DEGRADE SURFACE OR GROUND WATER QUALITY?

LESS THAN SIGNIFICANT IMPACT

The project site is located in the City of Highland, which is within the jurisdiction of the Santa Ana Regional Water Quality Control Board (SARWQCB).

The San Bernardino County MS4 Permit, Order No. R8-2010-0036, NPDES Permit No. CAS618036 is currently in effect. The previous orders, including Order No. R8-2002-0012, have been rescinded except for enforcement purposes for violations that occurred when they were in effect.

The Model Water Quality Management Plan (WQMP) and Technical Guidance Document (TGD) were developed by the Permittees according to section XI.E. of the current Order. These documents govern the development and implementation of post-construction pollution controls for certain new development and significant redevelopment as defined in the Order. The Order, WQMP, and TGD emphasize the use of controls that support Low Impact Development (LID). Both documents are subject to periodic updates and amendments, subject to the approval of the Executive Officer and after public review.

Santa Ana River Basin Plan

The Basin Plan for the Santa Ana Region includes the upper and lower Santa Ana River watersheds, the San Jacinto River watershed, and several other small drainage areas. The Santa Ana Region covers parts of southwestern San Bernardino County, western Riverside County, and northwestern Orange County. The Basin Plan establishes water quality standards for the ground and surface waters of the region. The Basin Plan includes an implementation plan describing the actions by the Regional Board and others that are necessary to achieve and maintain the water quality standards.

Project Overview

The proposed development consists of the construction of two residential multi-family buildings, garages, and associated parking and hardscape. The remaining site includes residential landscaping.

All on-site Drainage Management Areas (DMA) would drain to hydrodynamic separation devices before draining to infiltration arch chambers with an overflow route to either Elm Street or Sterling Avenue.

Existing Conditions – Water Quality

The existing site is currently vacant and undeveloped land with 90 percent pervious coverage.

Watershed Description for Drainage Area

Following are existing conditions relative to receiving waters, 303(d) listed impairments, applicable total maximum daily loads (TMDL), and environmentally sensitive and special biological significant areas.

Receiving Waters

- Highland Creek
- Patton Basin

303(d) Listed Impairments

- Not listed on 303(d) list

Applicable TDMLs

- Alkalinity as CaCO3
- Benthic Community Effects
- Chloride Nitrate/Nitrate
- Nitrogen-Ammonia
- Oxygen-Dissolved
- pH Specificity Conductivity
- Sulfates
- Temperature-water

Environmentally Sensitive Areas

- Burrowing Owl

Unique Downstream Water Bodies

- None

Hydrologic Conditions of Concern

- No

Watershed-Based BMP Included in a RWQCB Approved WAP

- No

Expected Pollutants of Concern

- Pathogens (Bacterial / Virus): pavement runoff
- Nutrients – Phosphorous: primary sources of nutrients are fertilizers and eroded soils
- Nutrients – Nitrogen: primary sources of nutrients are fertilizers and eroded soils
- Noxious Aquatic Plants: landscaped areas
- Sediment: during construction and grading and at landscaped areas
- Oil and Grease: vehicular traffic
- Trash/Debris: public waste and general waste products on the landscape
- Pesticides/Herbicides: landscape activities areas
- Organic Compounds: landscape areas

Proposed Project – Water Quality

A *Preliminary Water Quality Management Plan* (*PWQMP*) was prepared for the proposed project, and complies with the requirements of the City of Highland and County of San Bernardino NPDES Stormwater Program requiring the preparation of a plan.

Currently, the project site is 90 percent pervious and 10 percent impervious. Implementation of the proposed project would alter the site characteristics to 15 percent pervious and 85 percent impervious, as shown in *Table 4.10-1, Pre- and Post-Project Conditions*.

TABLE 4.10-1 PRE- AND POST-PROJECT CONDITIONS

Project Area	Pervious		Impervious	
	Area	Percentage	Area	Percentage
Pre-Project Conditions	6.77 AC (262,648 SF)	90%	0 AC (29,574 SF)	10%
Post-Project Conditions	0.36 AC (15,697 SF)	15%	2.04 AC (88,951 SF)	85%
Source: DRC Engineering, Inc. (April 2023)				
Notes: AC = acres; SF = square feet Site Total SF – 292,222 SF				

PWQMP Sections 4 and 5 identify applicable best management practices (BMP) for the proposed project, as shown on the following PWQMP forms completed by DRC Engineering, Inc. (refer to Technical Appendix F2):

Form 4.1-1, Non-Structural Source Control BMPs

Form 4.1-2, Structural Source Control BMPs

Form 4.1-2, Preventative LID Site Design Practices Checklist

Form 4.2-1, LID BMP Performance Criteria for Design Capture Volume (DA 1 – DMA A)

Form 4.2-1, LID BMP Performance Criteria for Design Capture Volume (DA 2 – DMA B)

Form 4.2-2, Summary of HCOC Assessment (DA 1)

Form 4.2-3, HCOC Assessment for Runoff Volume (DA 1)

Form 4.2-4, HCOC Assessment for Time of Concentration (DA 1)

Form 4.2-5, HCOC Assessment for Peak Runoff (DA 1)

Form 4.3-1, Infiltration BMP Feasibility (DA 1)

Form 4.3-2, Site Design Hydrologic Source Control BMPs (DA 1)

Form 4.3-2, Infiltration LID BMP – Including Underground BMPs (DA 1)

Form 4.3-3, Infiltration LID BMP – Including Underground BMPs (DA 2)

Form 4.3-4, Harvest and Use BMPs (DA 1)

Form 4.3-5, Selection and Evaluation of Biotreatment BMP (DA 1)

Form 4.3-6, Volume Based Biotreatment (DA 1) – Bioretention and Planter Boxes with Underdrains

Form 4.3-7, Volume Based Biotreatment (DA 1) – Constructed Wetlands and Extended Detention

Form 4.3-8, Flow Based Biotreatment (DA 1)

Form 4.3-8, Flow Based Biotreatment (DA 2)

Form 4.3-9, Conformance Summary and Alternative Compliance Volume Estimate (DA 1)

Form 4.3-9, Conformance Summary and Alternative Compliance Volume Estimate (DA 2)

4.3-10, Hydromodification Control BMPs (DA 1)

5-1, BMP Inspection and Maintenance

Table 4.10-2 summaries the relative project information from the above forms.

TABLE 4.10-2 LID BMP PERFORMANCE CRITERIA FOR DESIGN CAPTURE VOLUME

Project Area (SF)	Imperviousness (%)	Runoff Coefficient (Rc)	P2yr-1hr (IN)	Mean 6-hr Precipitation (IN)	Drawdown Rate (HRS)	Design Capture Volume (SF)
DA-1 – DMA-A						
274,637 sf	87.4%	0.69	0.537 in	0.795 in	48 hrs	24,754 sf
DA-2 – DMA-B						
21,100 sf	74.8%	0.54	0.537 In	0.795	48 hrs	1,485 sf
Source: DRC Engineering, Inc. (April 2023)						
Notes: SF = Square Feet; % - Percent; IN = inches; HRS = hours; P2y-1r = 1-hour rainfall depth for a 2-year return period						

Table 4.10-3 summaries the proposed design conditions for the two on-site drainage areas.

TABLE 4.10-3 DRAINAGE AREA SUMMARY CONDITIONS

Drainage Area	Square Footage	Percent Impervious	Design Capture Volume (SF)	Proposed Design Volume (CF)
A	274,637	87.4	24,784	41,748
B	21,100	74.8	1,485	1,616
TOTAL	295,737	86.5	26,269	43,364
Source: DRC Engineering, Inc. (April 2023)				
Notes: SF = square feet; CF = cubic feet				

Impact Conclusion

All sources of potential pollutants from the proposed project are mitigated to less than significant through the use of identified BMPs per the requirements of Santa Ana Regional Water Quality Control Board as outlined in the *Preliminary WQWP*. Refer to *Exhibit 4.10-1, Preliminary WQMP Map*. Thus, less than significant impacts would occur.

MITIGATION MEASURES

No mitigation measures are required.

B. WOULD THE PROJECT SUBSTANTIALLY DECREASE GROUNDWATER SUPPLIES OR INTERFERE SUBSTANTIALLY WITH GROUNDWATER RECHARGE SUCH THAT THE PROJECT MAY IMPEDED SUSTAINABLE GROUNDWATER MANAGEMENT OF THE BASIN?

LESS THAN SIGNIFICANT IMPACT

Upper Santa River Watershed Region

The water management agencies within the Upper Santa Ana River (SAR) Watershed Region (Region) have a long history of collaboration to deliver regional water resource solutions. They collaborate to collect and manage water resource data and prepare multiple planning documents to meet regulatory requirements while guiding effective regional and local decision-making. Two of the Region's foundational documents are the Upper Santa Ana River Watershed Integrated Regional Water Management Plan (IRWMP) and the San Bernardino Valley Regional Urban Water Management Plan (RUWMP). Since both documents were due to be updated for the 2020 planning cycle and considering the overlap and interdependence of these two documents, Valley District and its regional partners envisioned a consolidated document that combines these two plans, merges the common elements, and creates a cohesive water resources planning framework for the future. The IRUWMP includes: Part 1, Regional Context; Part 2, Local Agency Urban Water Management Plans; Part 3, Regional Supporting Information; and Part 4, Urban Water Management Plan Agency Supporting Information. The IRWRP was adopted by the San Bernardino Valley Municipal Water District on June 15, 2021.

Water Sources and Uses in the Region

The Region's water sources include local groundwater, local surface water, imported surface water and recycled water. The local surface water is derived from the Santa Ana River and its tributaries and developed local supplies are either treated for domestic use or delivered for irrigation or groundwater recharge. Nearly all of the Region's groundwater is produced from seven distinct groundwater basins. Five basins provide the majority of the groundwater supply to the region: San Bernardino Basin (SBB), Rialto-Colton, Riverside-Arlington, Yucaipa and San Timoteo. Together, these five basins provide over 12 million acre-feet (AF) of available local storage for use in dry years. Recycled water is produced at several water resource recovery facilities in the region for irrigation, industrial use and groundwater recharge. A portion of the recycled water produced in the Region is discharged to the SAR and its tributaries to support habitat and meet downstream flow obligations. Imported water for most of the Region is provided by Valley District, who is a State Water Project (SWP) contractor. San Gorgonio Pass Water Agency, also a SWP contractor, and Western Municipal Water District, a member agency of Metropolitan Water District of Southern California, provide supplemental imported water to the portions of the Region within Riverside County.

The City of Highland relies on a combination of groundwater, surface water, and purchased or imported water to meet its water needs. Currently, the City relies on 82.5 percent groundwater, 5.4 percent surface water, and 12.2 percent purchased or imported water.

East Valley Water District

East Valley Water District (EVWD or District) is a California Special District, established in 1954, that provides water and wastewater services. EVWD encompasses 30.1 square miles along the foothills of the San Bernardino Mountains and serves the City of Highland, portions of the City and County of San Bernardino, along with the San Manuel Band of Mission Indians. EVWD is a retail public water supplier that meets the definition of an urban water supplier with over 21,600 municipal water service connections in 2020.

EVWD produces groundwater from the San Bernardino Basin (SBB). There are 22 wells within EVWD's water system, of which 15 wells are currently active and 7 are inactive. Per the Western-San Bernardino Judgement, EVWD is not limited in the amount of groundwater they can produce from SBB.

In 2018, EVWD and other local agencies voluntarily formed the SBB Groundwater Council to coordinate and implement groundwater management activities in the Bunker Hill Sub-Basin (part of SBB) and achieve groundwater sustainability throughout the basin. The monitoring and management programs in place today enable EVWD to sustainably manage the groundwater basin.

Proposed Project

The proposed project would substantially increase impervious surfaces when compared to the existing vacant and undeveloped site conditions on the approximately 6.77-acre site; however, the project site is an urbanized area of the City. This increase in impervious surfaces would not adversely impact sustainable groundwater basin management.

The proposed project would connect to the City's water lines and is not anticipated to deplete groundwater supplies through the consumption of the water. The proposed 220 multi-family residential units would not substantially decrease groundwater supplies within the City of Highland or within the East Valley Water District (EVWD), as additional residential growth was accounted for in *The City of Highland General Plan* and the *East Valley Water District 2020 IRUWMP.*

In conclusion, the proposed project would not substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the proposed project may impeded sustainable groundwater management of the basin. Thus, less than significant impacts would occur.

MITIGATION MEASURES

No mitigation measures are required.

C. WOULD THE PROJECT SUBSTANTIALLY ALTER THE EXISTING DRAINAGE PATTERN OF THE SITE OR AREA, INCLUDING THROUGH THE ALTERATION OF THE COURSE OF STREAM OR RIVER, IN A MANNER WHICH WOULD:

1. RESULT IN SUBSTANTIAL EROSION OR SILTATION ON- OR OFF-SITE?

2. SUBSTANTIALLY INCREASE THE RATE OR AMOUNT OF SURFACE RUNOFF IN A MANNER WHICH WOULD RESULT IN FLOODING ON- OR OFF-SITE?

3. 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

Hydrology - Existing Site Conditions

The existing site is approximately 6.79 acres of undeveloped land. The site is barren with only slight vegetation. The site is hydrologic soil class A and infiltrates at a high rate. Preliminary infiltration testing was performed by Leighton & Associates and presented in the geotechnical investigation attached in Technical Appendix F1, Appendix G. Due to the City of Highland's infiltration testing requirements,

these values are preliminary and require a minimum factor of safety of 10. To comply with California Stormwater Quality Association (CASQA) best performance recommendations of 2.4 inches/hour (maximum), a factor of safety of 13.3 was selected prior to final infiltration testing for the construction phase final hydrology report.

Presently, the site drains west to an on-site sump area before ponding on-site and releasing north to Elm Street at "Discharge 1." Refer to *Exhibit 4.10-2 Existing Storm Summary (Hydrology Map)* for an illustration of the existing drainage patterns. The peak flows and runoff volumes were determined from the Small Unit Area Hydrograph results. All calculations can be found in Technical Appendix F1, Appendices C-F. *Table 4.10-4, Existing Storm Summary* summarizes the data and results for the 10-year and 100-year storm event in the existing condition.

TABLE 4.10-4 EXISTING STORM SUMMARY

Drainage Area	Acreage (AC)	10-Year Flowrate (CFS)	100-Year Flowrate (CFS)
Discharge 1			
A	6.79	5.32	11.44
Off-Site	1.91	2.03	4.18
Total	8.70	7.35	15.62
Source: Leighton & Associates (April 2023)			
Notes: AC = Acres; CFS = Cubic Feet Per Second			

Hydrology - Proposed Site Conditions

The proposed development consists of the construction of two residential multi-family buildings. Accompanying the buildings is the development of paved parking areas, drive aisles, car ports, concrete hardscape, retaining/screen walls, and curbing. The remaining portion of the site would be residential landscaping.

There are two proposed underground infiltration areas. The majority of the site drains to the larger underground infiltration system on the west side of the site. The second underground infiltration area accepts the runoff from a small easterly portion of the site near Sterling Avenue.

Refer to *Exhibit 4.10-3 Proposed Hydrology Map* for an illustration of the existing drainage patterns.

Table 4.10-5, Proposed Storm Summary Pre-Detention summarizes the results for the 10-year and 100-year storm event in the proposed condition prior to mitigation.

TABLE 4.10-5 PROPOSED STORM SUMMARY PRE-DETENTION

Drainage Area	Acreage (AC)	10-Year Flowrate (CFS)	100-Year Flowrate (CFS)
Discharge 1			
A	6.31	9.20	15.77
Total	**6.31**	**9.20**	**15.77**
Discharge 2			
B	0.48	0.99	1.73
Total	**0.48**	**0.99**	**1.73**
Source: Leighton & Associates (April 2023)			
Notes: AC = Acres; CFS = Cubic Feet Per Second			

The proposed on-site storm drain system is designed to collect the runoff in the infiltration chambers and infiltrate the low flows and water quality design volume prior to utilizing a "bubble up" method to pond the high flows in the on-site gutters and low risk parking stall areas to an elevation above the existing street sections that would safely discharge the high flows to existing infrastructure. The infiltration chambers have been sized greater than the required water quality volume to further reduce the peak flows and necessary ponding for discharge of the 10-year and 100-year storm events.

For the specific drainage areas, runoff from Area A would drain to the west infiltration chambers and then pond to the surface and to the existing curb and gutter at Elm Street "Discharge 1." Runoff from Area B would drain to the southeast infiltration chambers and then pond to the curb inlet at the southeast corner of the site to discharge into the curb and gutter at Sterling Avenue "Discharge 2."

Table 4.10-6, Proposed Pond Summary provides the results for the 10-year and 100-year storm event in the proposed condition post-mitigation.

TABLE 4.10-6 PROPOSED PONDING SUMMARY

Drainage Area	Release Elevation	Maximum Ponding Elevation	Design Ponding Elevation	Discharge at Design Elevation (CFS)
A	105.50	105.90	105.84	3.50
B	110.80	111.10	111.03	1.18
Source: Leighton & Associates (April 2023)				
Notes: CFS = Cubic Feet Per Second				

Off-Site Area

Approximately 1.91 acres of off-site area drainage is tributary to the proposed project. This land remains mostly undisturbed from the existing on-site conditions of barren landscape and highly infiltrating class A soil.

The runoff from this off-site area surface flows to an off-site u-channel along the north property line and discharges through a parkway drain to Elm Street (Discharge #3). The peak flow and runoff volumes for the 10-year and 100-year storm events for the off-site area were determined from the Small Unit Area Hydrograph results. The capacity for the off-site u-channel to convey the 10-year and 100-year storm events and the capacity for a 4-inch opening parkway drain to discharge the storm events were analyzed using FlowMaster and included in Technical Appendix F1, Appendix F.

Table 4.10-7, Proposed Off-Site Summary summarizes the off-site discharge and ponding summary for the 10-year and 100-year storm events.

TABLE 4.10-7 PROPOSED OFF-SITE SUMMARY

Drainage Area	Maximum Ponding in U-Channel (FT)	Maximum Ponding in Parkway Drain (FT)	Discharge at Design Elevation (CFS)
Discharge 3			
Off-Site	0.85 (85%)	0.31 (94%)	4.18
Source: Leighton & Associates (April 2023)			
Notes: FT = Feet; CFS = Cubic Feet Per Second; % = Percent			

Impact Conclusion

The proposed underground detention/infiltration system is sized to reduce the proposed 10-year and 100-year storm flowrates to below existing 10-year and 100-year peak flowrates, as well as infiltrate the Water Quality Management Plan treatment volume.

Proposed flows would discharge through surface runoff to the existing curb and gutter improvements at a peak of 3.50 CFS in Elm Street and 1.18 CFS to Sterling Avenue. Off-site surface runoff tributary to the site in the existing condition would be routed directly to Elm Street using an appropriately sized u-channel and parkway drain.

Due to the proposed development reducing peak flows to below the existing condition and the aboveground ponding below existing and proposed curb height for the 10-year and 100-year events, the proposed development would not pose any flood dangers to any downstream or upstream drainage facilities and properties. Thus, less than significant hydrology impacts would occur.

MITIGATION MEASURES

No mitigation measures are required.

4. IMPEDE OR REDIRECT FLOOD FLOWS?

LESS THAN SIGNIFICANT IMPACT

The project site is currently vacant and undeveloped, but is surrounded by residential, commercial, church, and school uses to the north, south, east, and west. Existing storm water infrastructure supports these uses. Sterling Avenue, which is adjacent to the site's southern boundary, is paved with curbs and gutters.

Implementation of the proposed project includes 220 multi-family residential units and infrastructure to support the development, which would change the site's drainage characteristics. However, infrastructure exists off-site and the post-project, storm water runoff would continue to be conveyed and discharged off-site into the local stormwater infrastructure. Additionally, construction of the proposed project would be restricted to the site boundary. As such, implementation of the proposed project would not lead to on-site or off-site siltation or erosion impeding or redirecting flood flow. Thus, less than significant impacts would occur.

MITIGATION MEASURES

No mitigation measures are required.

D. WOULD THE PROJECT IN FLOOD HAZARD, TSUNAMI, OR SEICHE ZONES, RISK RELEASE OF POLLUTANTS DUE TO PROJECT INUNDATION?

LESS THAN SIGNIFICANT IMPACT

Flood Hazards

Flood hazard areas identified on the Flood Insurance Rate Map (FIRM) are identified as a Special Flood Hazard Area (SFHA). A SFHA is defined as the area that would be inundated by the flood event having a 1-percent chance of being equaled or exceeded in any given year. The 1-percent annual chance flood is also referred to as the base flood or 100-year flood.

SFHAs are labeled as Zone A, Zone AO, Zone AH, Zones A1-A30, Zone AE, Zone A99, Zone AR, Zone AR/AE, Zone AR/AO, Zone AR/A1-A30, Zone AR/A, Zone V, Zone VE, and Zones V1-V30. Moderate flood hazard areas, labeled Zone B or Zone X (shaded) are also shown on the FIRM, and are the areas between the limits of the base flood and the 0.2-percent-annual-chance (or 500-year) flood. The areas of minimal flood hazard, which are the areas outside the SFHA and higher than the elevation of the 0.2-percent-annual-chance flood, are labeled Zone C or Zone X (unshaded).

Per Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM), Community Panel No. 06071C8701J, dated September 2, 2016, the project site lies within Flood Zone X. Flood Zone X (shaded) is described as areas of 0.2 percent annual chance flood; areas of 1.0 percent annual chance with average depths of less than one foot or within drainage areas less than one square mile; and within Flood Zone X (no screen) area of minimal flooding hazard.

The project site could be subject to minimal site flooding, but site improvements would comply with all City and County requirements and would remove any flood hazard potential to future development associated with the proposed project. Thus, less than significant impacts would occur.

Dam Failure

There is one dam located outside of the City of the Highland (Seven Oaks Dam) that poses a risk should the dam fail.

Dam failure at full capacity is a potential hazard for most of Highland. *Exhibit 4.10-4 Flood Hazards* shows the limits of flooded areas with failure of the Seven Oaks Dam. In such a case, water could extend as far north as Pacific Street in some locations. All southern exits from Highland could be impassable during a major inundation event.

Seven Oaks Dam is a single purpose flood control project located just outside Highland's northeast boundary in an unincorporated area of San Bernardino County. The dam is a major feature of the Santa Ana River Mainstem Project designed to protect Orange, Riverside, and San Bernardino Counties from

flood. The dam is able to resist an earthquake measuring 8.0 on the Richter scale with any point able to sustain a displacement of four feet without causing any overall structural damage.

In the event of dam failure, the Big Bear Dam has the potential to flood eastern portions of Highland. The Big Bear Dam is a water conservation reservoir owned by the Big Bear Municipal Water District.

The Seven Oaks Dam is northeast of the project site. Per Figure 6.5, the project site is located with the Limit of Flooded Area with Dam Failure/500-Year Flood Boundary, but not within the Special Flood Hazard Areas Inundated by 100-Year Flood. Thus, the proposed project would not be subject to flooding due to dam inundation. Thus, less than significant impacts would occur.

Seiche

A seiche is a periodic oscillation of a body of water resulting from seismic shaking or other causes that can cause flooding. The *General Plan* Public Health and Safety Element states that an earthquake-induced seiche associated with dam failure at Seven Oaks Dam is considered a risk in the City of Highland. As noted in the dam failure section above, the proposed project would not be subject to flooding due to dam inundation. Thus, less than significant impacts would occur.

Tsunami

The project site is located inland approximately 75 miles east of the Pacific Ocean (Santa Monica Bay). Due to the City of Highland's inland location, the potential for a tsunami to impact the City is considered to be low. Thus, no impacts would occur.

Mudflow

Mudflows tend to flow in channels, but can spread out over a floodplain, and generally occur in places where they have occurred before. Debris flows could originate off-site and pass through the project site. The project site has not been subject to mudflows in the recent past, and the construction of residential uses on-site would not result in a change in the potential for mudflow impacts over existing conditions. Thus, less than significant impacts would occur.

Impact Conclusion

The impacts with regards to flooding, seiches, dam inundation, and mudflow would be less than significant, and no impacts with regard to tsunamis.

MITIGATION MEASURES

No mitigation measures are required.

E. WOULD THE PROJECT CONFLICT WITH OR OBSTRUCT IMPLEMENTATION OF A WATER QUALITY CONTROL PLAN OR SUSTAINABLE GROUNDWATER MANAGEMENT PLAN?

LESS THAN SIGNIFICANT IMPACT

Refer to Response 4.10.B.

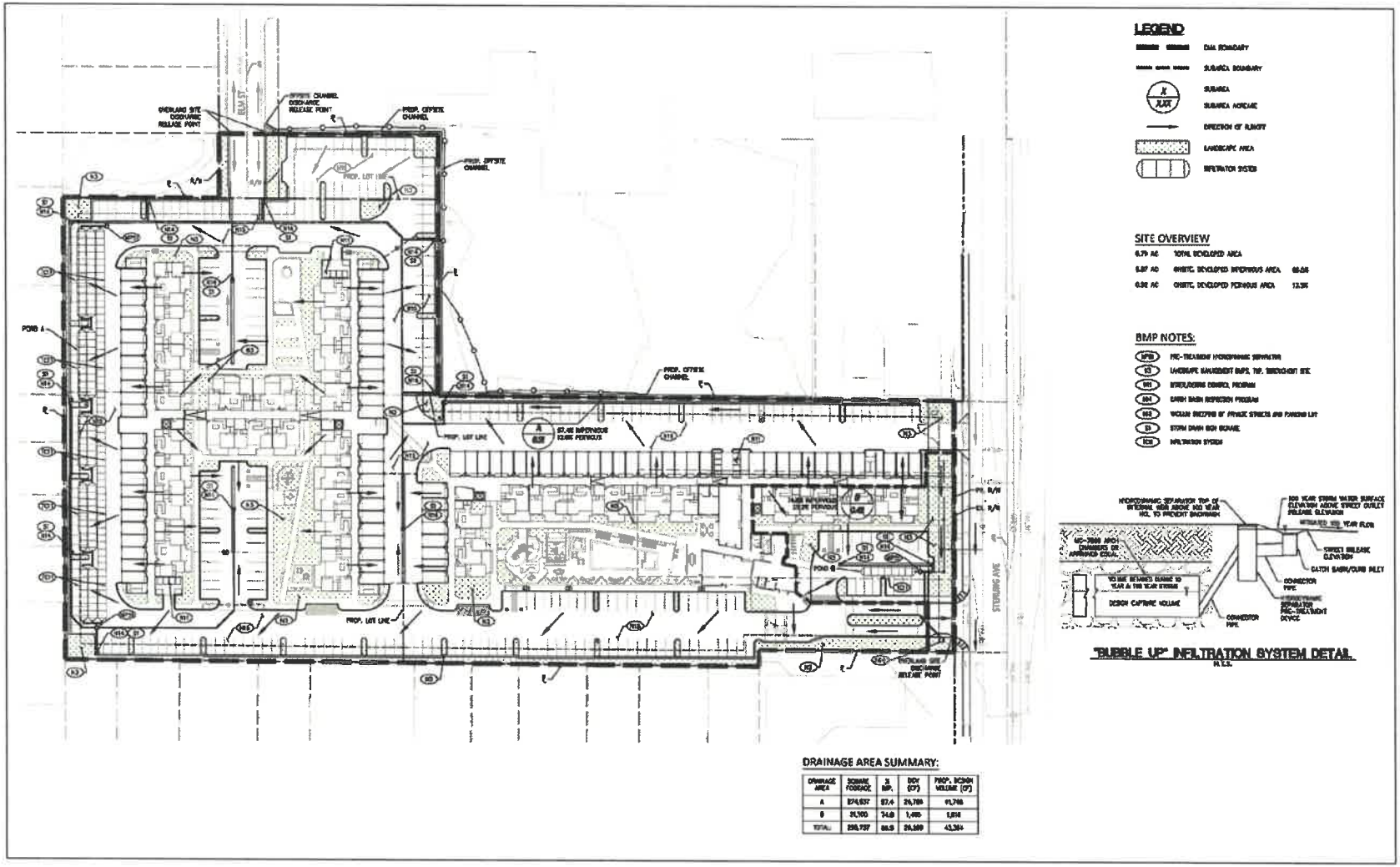
MITIGATION MEASURES

No mitigation measures are required.

CUMULATIVE IMPACTS

Buildout of the proposed project, in combination with present and reasonably foreseeable future development that would occur within the watershed, would involve construction activities, new development from which runoff would discharge into waterways, potential increased in storm water runoff from new impervious surfaces, and a potential reduction in groundwater recharge areas. Construction of new development within the watershed could result in the erosion of soil, thereby cumulatively impacting water quality within the watershed. In addition, the increase in impermeable surfaces and more intensive land uses within the watershed resulting from future development may also adversely affect water quality by increasing the amount of storm water runoff and common urban contaminants entering the storm drain system. However, new development would be required to comply with existing regulations regarding construction and operational practices that minimize risks of erosion and runoff. Compliance with requirements would minimize degradation of water quality at individual construction sites. Thus, less than significant cumulative impacts would occur.

EXHIBIT 4.10-1 PRELIMINARY WQMP MAP



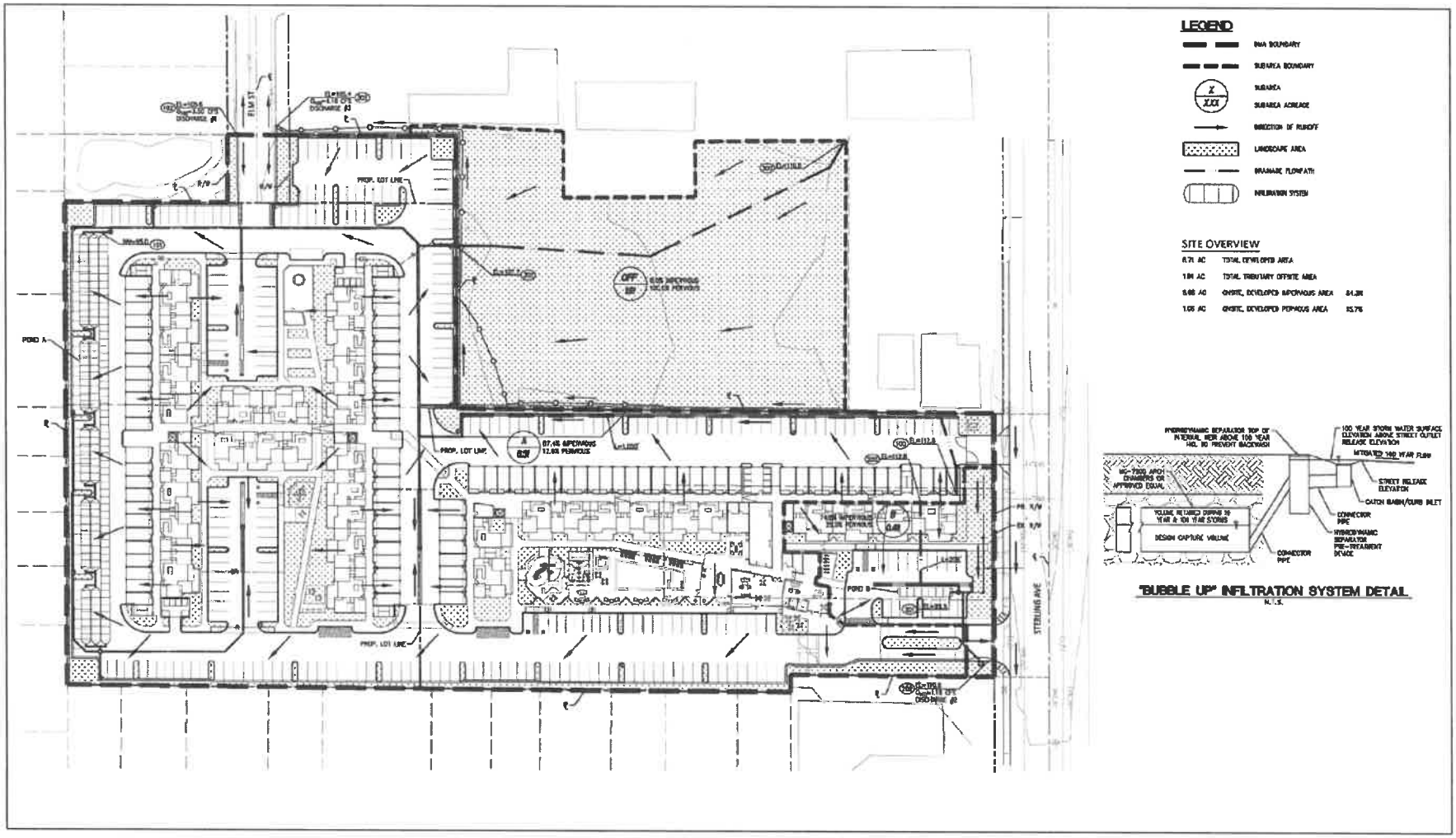
Source: DRC Engineering, Inc. (April 2023)

EXHIBIT 4.10-2 EXISTING HYDROLOGY MAP



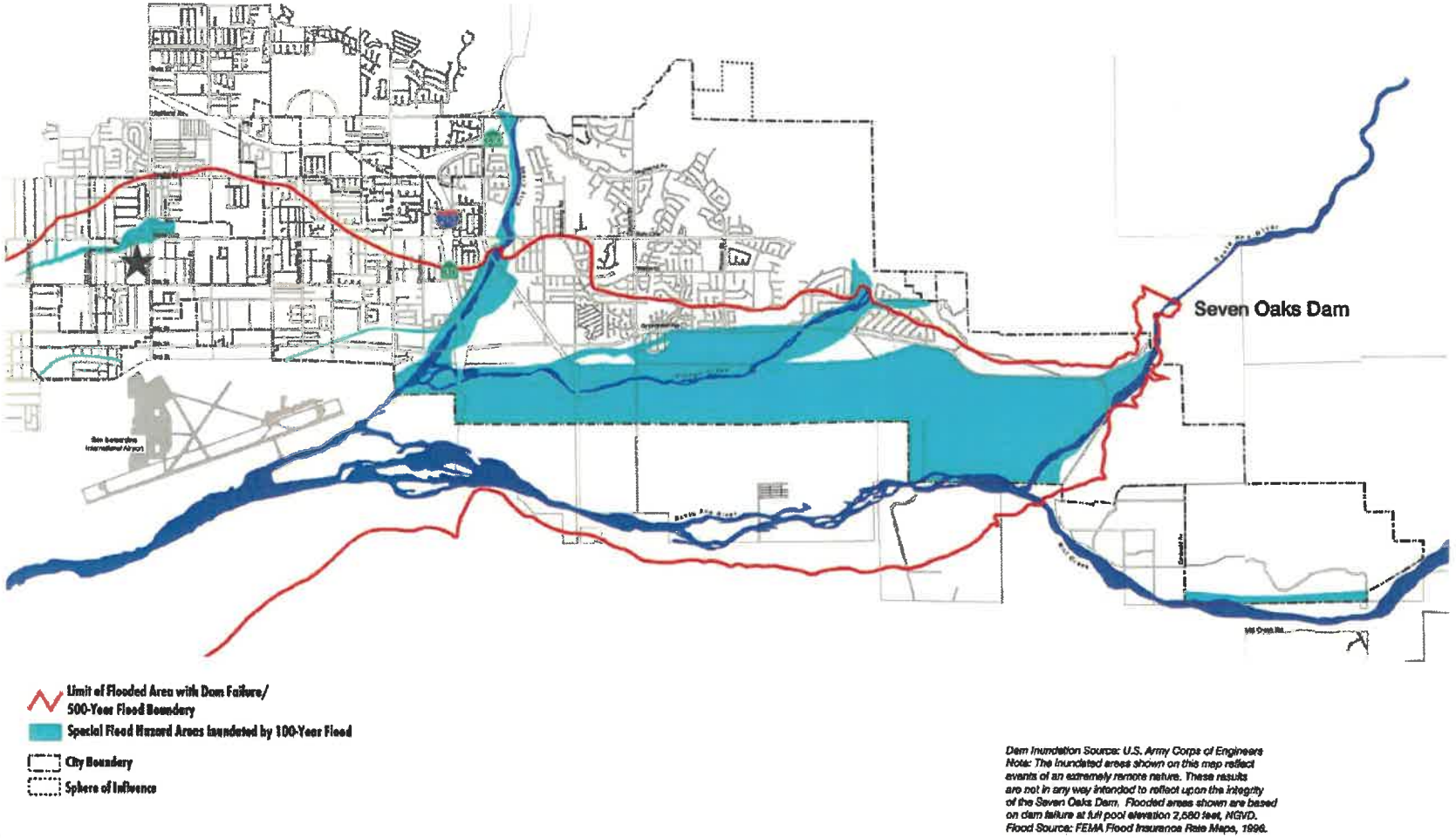
Source: DRC Engineering, Inc. (April 2023)

EXHIBIT 4.10-3 PROPOSED HYDROLOGY MAP



Source: DRC Engineering, Inc. (April 2023)

EXHIBIT 4.10-4 FLOOD HAZARDS



Source: The City of Highland General Plan (March 2006)

This page intentionally left blank.

4.11. LAND USE AND PLANNING

Would the project:	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Physically divide an established community?				✓
b. Cause a significant environmental impact due to a conflict with any applicable land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?			✓	

Sources Cited in Section 4.11

City of Highland, *The City of Highland General Plan*, March 2006

City of Highland, *Highland Municipal Code*, Code of Ordinances Codified through Ordinance No. 3274, August 2019 Supplement

A. WOULD THE PROJECT PHYSICALLY DIVIDE AN ESTABLISHED COMMUNITY?

NO IMPACT

The 6.77 acre project site is vacant and undeveloped. Surrounding uses include single-family residential, multi-family residential, school, and commercial uses.

The project site is surrounded by the following uses:

North: Immediately north of the project site is the Isdaofie Church, Sterling Christian School, and single-family residences. Single-family and multi-family residences are located north of the aforementioned uses.

West: West of the project site is a residential area with a mix of single-family and multi-family residences.

South: Immediately south of the project site are single-family residences and a commercial center. These uses are located to the north of 9th Avenue, which is classified as a Primary Arterial. An auto repair business, a church, tire shop, and single-family residences are located to the south of 9th Avenue, west of Sterling Avenue, which is classified as a Major Highway.

East: East of the project site is the Warm Springs Elementary School and single-family residences on Sterling Avenue, which is classified as a Major Highway.

The proposed project would be located on a site in an urbanized area, consistent with the existing on-site and surrounding established land use patterns. Thus, no impacts would occur.

MITIGATION MEASURES

No mitigation measures are required.

B. WOULD THE PROJECT CAUSE A SIGNIFICANT ENVIRONMENTAL IMPACT DUE TO A CONFLICT WITH ANY APPLICABLE LAND USE PLAN, POLICY, OR REGULATION ADOPTED FOR THE PURPOSE OF AVOIDING OR MITIGATING AN ENVIRONMENTAL EFFECT?

LESS THAN SIGNIFICANT IMPACT

The proposed project involves the construction of 220 multi-family residential units on the 6.77-acre (approximately 274,951 square feet) project site. Access to the project site would be from two gated entries on Sterling Avenue. An emergency access gate will be provided on the northern boundary of the site at the southern terminus of Elm Street.

Density Bonus

The Applicant is seeking an Affordable Housing/Inclusionary Housing Agreement with the City. The Agreement will be consistent with California Density Bonus Law. The project's base density is 204 units and 11 units are very low income units, representing a total of five percent (5%).

City Review

The proposed project would be subject to the City design review, staff review, and tentative tract map review processes.

General Plan and Zoning

General Plan

The project site has a General Plan land use designation of Planned Community (PC) with Residential High Density Special Overlay, which permits up to 30 units per gross acre.

Zoning

The project site has a Zoning designation of R-4 Multi-Family Residential (MF), which permits up to 30 units per gross acre. The primary purpose of the R-4 District is to provide for the development, by right, of multi-family attached residential dwelling units with enhanced amenities (common open space and recreation areas. Both the 2014-2021 Housing Element and the 2021-2029 Housing Element include the proposed project's three parcels and identify them as lower income sites. In addition, the project site is located within Airport Compatibility Zone E - Airport Influence Zone - Negligible Risk.

Zoning Code

The proposed project is subject to *Highland Municipal Code* Title 16, Land Use and Development.

Title 16, Section 16.04.080, Zoning District. The City has been divided into districts in order to provide a uniform basis for regulating the use of land, buildings and structures, and to establish minimum site development regulations and performance standards applicable to sites within the City. The project site is located within Multiple-Family (R-4) District.

Municipal Code Chapter 16.16, Residential Districts, Section 16.16.020 Residential development districts defines the Multifamily (R-4) District below:

> *The primary purpose of the R-4 District is to provide for the development, by right, of multifamily attached residential dwelling units with enhanced amenities (common open space and recreation areas) at a minimum density of 20 DUs per gross acre and a maximum density of 30 DUs per gross acre.*

The site-specific development standards for the proposed project are shown in *Table 4.11-1, Development Standards*.

Impact Conclusion

As shown in *Table 4.11-1*, the proposed project complies with the applicable development standards.

In addition, the proposed 220 multi-family units are compatible with adjacent church, private school, and single-family residences to the north; single- and multi-family uses to the west; single-family and commercial uses to the south; and an elementary school and single-family residences to the east. Thus, less than significant impacts would occur.

MITIGATION MEASURES

No mitigation measures are required.

CUMULATIVE IMPACTS

Implementation of the proposed project is consistent with the objectives and anticipated growth of *The City of Highland General Plan*. The Initial Study finds that all potential environmental impacts of the proposed project would either be less than significant or can be mitigated to less than significant. City growth would be subject to review for consistency with adopted land use plans and policies by the City, in accordance with the requirements of CEQA, the State Zoning and Planning Law, and the State Subdivision Map Act, all of which require findings of plan and policy consistency prior to approval of entitlements for development. Therefore, less than significant cumulative impacts associated with plans and policies would occur.

TABLE 4.11-1 DEVELOPMENT STANDARDS

Development Regulation	Highland Municipal Code Citation	Standard	Proposed Project	Complies with Development Regulation
Street (Front) Setback	Table 16.16.040.B	0 feet for 2-story building	0 feet	Yes
Maximum Density (DUs per gross acre)	Table 16.16.040.B	Minimum 20 Maximum 30	32.5 DU/AC	Yes with Affordable Housing/Inclusionary Housing Agreement
Minimum Building Site (Net Area In SF)	Table 16.16.040.B	1 Acre	294,901 SF	Yes
Minimum Front Yard Setback	Table 16.16.040.B	25 Feet[g]	31 Feet	Yes
Minimum Interior Side Yard Setback[h]	Table 16.16.040.B	15 Feet	62 Feet	Yes
Minimum Street Side Yard Setback[h]	Table 16.16.040.B	15 Feet[g]	57 Feet	Yes
Minimum Rear Yard Setback[i]	Table 16.16.040.B	15 Feet	55 Feet	Yes
Maximum Lot Coverage	Table 16.16.040.B	None	27.45%	Yes
Maximum Height For Buildings And Structures	Table 16.16.040.B	55 Feet (4 stories and loft)	53 Feet (4 Stories)	Yes
Minimum Dwelling Unit Size In Square Feet[l]	Table 16.16.040.B	Studio: 425 SF 1 bedroom: 650 SF 2 or more bedroom: 800 SF	Studio: 445 SF 1 Bedroom: 705 SF 2 Bedroom: 975 SF 3 Bedroom: 1,109 SF	Yes
Storage	Section 16.16.040.C.3	200 CF per unit (minimum)	200 CF per unit	Yes
Private Open Space	Section 16.16.040.E.4.d	150 SF per unit (Ground Floor) 100 SF per unit (Upper Floors)	150 SF per unit (Ground Floor) 60 SF per unit (Upper Floors)*	Yes*
Public Open Space	Section 16.16.040.E.3.c.i	30% of Site Area	9% of Site Area*	Yes*

Source: *Highland Municipal Code* Chapter 16.16, Residential Districts, Section 16.16.020

Notes: *= Public Open Space per Density Bonus Incentive

Highland Municipal Code Table 16.16.040.B Notes

c. Width measurements for cul-de-sac or otherwise odd-shaped lots shall be determined on the basis of the average horizontal distance between the side lot lines, measured at right angles to the lot depth at a point midway between the front and rear lot lines.

h. Except for development in the Corridor Residential (R-2C) District and East Highland Village (EHV) District, a minimum 10-foot setback shall be maintained for all two-story or greater elements. Side yards must have a minimum flat area of five feet in width. Rear yard must be flat and usable. Wherever R-4 units abut properties designated R-1 District, a landscaped setback equal to the R-4 building height shall be required to a maximum of 25 feet or lesser amount as determined by the planning commission and shall be designed in a manner to reduce the mass of the buildings adjacent to property in the R-1 District. Refer to HMC 16.16.040(E) for additional provisions within the Multifamily (R-4) District.

i. A minimum of 15 feet of flat, usable area shall be provided. However, for development in the Corridor Residential (R-2C) District and East Highland Village (EHV) District, a minimum of 10 feet of flat, usable area shall be provided. Rear yards in excess of the minimum required may be sloping and shall comply with the provisions of the California Building Code and normally accepted grading practices.

l. One-bedroom units shall be a minimum of 800 square feet.
Two-bedroom units shall be a minimum of 1,000 square feet.
Three-bedroom units shall be a minimum of 1,200 square feet.
Four-bedroom units shall be a minimum of 1,400 square feet

4.12. MINERAL RESOURCES

Would the project:	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
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?				✓

Sources Cited in Section 4.12

City of Highland, *The City of Highland General Plan*, March 2006

A. WOULD THE PROJECT RESULT IN THE LOSS OF AVAILABILITY OF A KNOWN MINERAL RESOURCE THAT WOULD BE OF VALUE TO THE REGION AND THE RESIDENTS OF THE STATE?

NO IMPACT

The City of Highland, due to its large washes and stream channels, contains regionally significant construction aggregate and mineral resources. The primary minerals found in the area are iron, decorative rocks, clay, limestone, sand and gravel. From a planning perspective, the City overlies areas identified as Mineral Resource Zones (MRZs, Categories 1–3). Category 1 areas contain no significant aggregate deposits. Category 2 indicates that significant deposits are likely to be present. Category 3 represents areas whose significance cannot be evaluated from available data.

More than one-half of the City is underlain by MRZ-2 rated mineral resources, with most of the remaining categorized as MRZ-3. As identified in the *Highland General Plan* Conservation Element Table 5.1: Mineral Resources Zones, most of the MRZ zones exist in areas that have already been developed, and identified approximately 4,439 acres that had not been developed.

According to the *Highland General Plan* Conservation Element Figure 5-3, Mineral Resources Zones, the project site is located within an area designated a Mineral Resource Zone 2 (MRZ-2). However, the proposed project would be located in area with existing development to the north, east, west, and south.

As such, the proposed project would not preclude the mining of mineral resources located elsewhere within the City. Thus, no impact to the loss of availability of a known mineral resource would occur.

MITIGATION MEASURES

No mitigation measures are required.

B. WOULD THE PROJECT RESULT IN THE LOSS OF AVAILABILITY OF A LOCALLY-IMPORTANT MINERAL RESOURCE RECOVERY SITE DELINEATED ON A LOCAL GENERAL PLAN, SPECIFIC PLAN OR OTHER LAND USE PLAN?

NO IMPACT

The *Highland General Plan* Conservation Element does not identify the project site as an important mineral resource recovery site. Thus, no impacts would occur.

MITIGATION MEASURES

No mitigation measures are required.

CUMULATIVE IMPACTS

The analysis of potential impacts indicated that no impacts would result from the proposed project. Thus, no cumulative impacts related to mineral resources would occur.

4.13. NOISE

Would the project result in:	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?		✓		
b. Generation of excessive groundborne vibration or groundborne noise levels?			✓	
c. For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?			✓	

Sources Cited in Section 4.13

City of Highland, *The City of Highland General Plan* Noise Element, March 2006

City of Highland, *Highland Municipal Code*, Title 8, Health and Safety, Chapter 8.50, Noise Control

City of Highland, *Highland Municipal Code* Title 15, Buildings and Construction, Chapter 15.48, Hours of Operation for Construction Activities

Federal Department of Transportation, National Transportation Noise Map (dot.gov), accessed June 12, 2023

San Bernardino International Airport Authority, *Airport Layout Narrative Report*, September 22, 2010

MAT Engineering, Inc., *Halcyon Residential Project Noise Impact Analysis, City of Highland*, June 28, 2023 (refer to Technical Appendix G)

Regulatory Framework

The City of Highland outlines noise regulations and standards within the *Highland General Plan* Noise Element and *Highland Municipal Code* Chapter 8.50. For purposes of this analysis, the *Highland General Plan* Noise Element is used to evaluate the proposed project's noise/land use compatibility and ensure the proposed project is consistent with the established plans, policies and programs for noise control within the City. The *Highland Municipal Code* Chapter 8.50 identifies the stationary and construction noise regulations within the City, which are provided below.

Noise/Land Use Compatibility

Highland Municipal Code

The *Highland Municipal Code* sets forth the City's standards, guidelines and procedures concerning the regulation of noise use. Specifically, the Code includes Title 8, Health and Safety, which includes a chapter on noise control, and Title 16, Land Use and Development. Title 8 directly regulates noise while Title 16 lays out land use standards that indirectly regulate noise-generating and sensitive land uses. These regulations are intended to implement the goals, objectives and policies of the General Plan; protect property values and the health and general well-being of the public; and ensure that any negative effects of noise are minimized or completely avoided.

The *Highland General Plan* Noise Element establishes planning criteria for determining a development's noise/land use compatibility based on the community noise equivalent level (CNEL). CNEL is defined as the average equivalent A-weighted sound level during a 24-hour day, obtained after the addition of five decibels to sound levels in the evening from 7:00 pm to 10:00 pm and after addition of 10 decibels to sound levels in the night from 10:00 pm. to 7:00 am.

CNEL noise levels are typically used to evaluate off-site noise impacts to a new development, such as mobile source impacts from roadways, airports, and rail lines. The City categorizes land uses into designated noise zones to assign appropriate interior and exterior noise standards. The interior and exterior noise standards are identified in *Table 4.13-1* and *Table 4.13-2*, respectively.

TABLE 4.13-1 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

Sources:
The City of Highland General Plan Noise, Element Table 7.1, City of Highland Interior Noise Standards
Highland Municipal Code Chapter 8.50, Noise Control

TABLE 4.13-2 CITY OF HIGHLAND EXTERIOR NOISE STANDARDS

Type of Land Use	Time Interval	CNEL (dBA)
Residential	10:00 pm – 7:00 am	45
	7:00 am – 10:00 pm	60
Agricultural/Equestrian	10:00 pm – 7:00 am	60
	7:00 am – 10:00 pm	65
Commercial	10:00 pm – 7:00 am	65
	7:00 am – 10:00 pm	70
Manufacturing or Industrial	Any Time	75
Open Space	Any Time	75

Sources:
The City of Highland General Plan Noise, Element Table 7.2, City of Highland Exterior Noise Standards
Highland Municipal Code Chapter 8.50, Noise Control

A significant impact may occur: 1) if a project would generate excess noise that would cause the ambient noise environment at the project site to exceed noise level standards (Leq) set forth in the *Highland Municipal Code* Chapter 8.50, Noise Control, or 2) a project is subjected to an existing ambient noise environment that exceed the noise level standards (CNEL) set for in the *Highland General Plan* Noise Element.

Construction Noise Regulation

Per *Highland Municipal Code* Title 8, Health and Safety, Chapter 8.50, Noise Control, Section 8.50.060 (Exemptions), noise associated with *"construction, repair, or excavation work performed pursuant to a valid written agreement with the city or any of its political subdivisions, which agreement provides for noise mitigation measures,"* is exempt. Because the proposed project does not include a Development Agreement or other agreement with the City or any of its political subdivisions, it is not exempt from performing a construction noise analysis and providing adequate mitigation measures.

Highland Municipal Code Chapter 8.50, Noise Control, Section 8.50.050, Controlled Hours of Operation exempts construction noise from the provisions provided it follows certain special provisions, as described below.

It shall be unlawful for any person to engage in the following activities at a time other than between 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. on any day in all other zones:

A. *Operate or permit the use of powered model vehicles and planes.*

B. *Load or unload any vehicle, or operate or permit the use of dollies, carts, forklifts, or other wheeled equipment that causes any impulsive sound, raucous or unnecessary noise within 1,000 feet of a residence.*

C. *Operate or permit the use of domestic power tools, machinery, or any other equipment or tool in any garage, workshop, house or any other structure.*

D. *Operate or permit the use of gasoline or electric-powered leaf blowers such as commonly used by gardeners and other persons for cleaning lawns, yards, driveways, gutters and other property.*

E. *Operate or permit the use of privately operated street/parking lot sweepers or vacuums, except that emergency work and/or work necessitated by unusual conditions may be performed with the written consent of the code enforcement officer.*

F. *Operate or permit the use of electrically operated compressor(s), fan(s) and other similar device(s).*

G. *Operate or permit the use of pile driver(s), steam or gasoline shovel(s), pneumatic hammer(s), steam or electric hoist(s) or other similar device(s).*

H. *Perform ground maintenance on golf course grounds and tennis courts contiguous to golf courses that creates a noise disturbance across a residential or commercial property line.*

I. *Operate or permit the use of any motor vehicle with a gross vehicle weight rating in excess of 10,000 pounds, or of any auxiliary equipment attached to such a vehicle, including but not limited to refrigerated truck compressors, for a period longer than 15 minutes in any hour while the vehicle is stationary and on a public right-of-way or public space, except when movement of said vehicle is restricted by other traffic.*

J. *Repair, rebuild, reconstruct or dismantle any motor vehicle or other mechanical equipment or device(s) in a manner so as to be plainly audible across property lines.*

K. *Load, unload, open, close or otherwise handle garbage cans, recycling bins or other similar objects between the hours of 10:00 p.m. and 7:00 a.m. the following morning, except city-permitted trash collection.*

Highland Municipal Code Title 15, Buildings and Construction, Chapter 15.48, Hours of Operation for Construction Activities, Section 15.48.030 prohibits construction activities to commence any earlier than one-half hour before sunrise or to terminate no later than one-half hour after sunset Monday through Sunday.

A. WOULD THE PROJECT RESULT IN GENERATION OF A SUBSTANTIAL TEMPORARY OR PERMANENT INCREASE IN AMBIENT NOISE LEVELS IN THE VICINITY OF THE PROJECT IN EXCESS OF STANDARDS ESTABLISHED IN THE LOCAL GENERAL PLAN OR NOISE ORDINANCE, OR APPLICABLE STANDARDS OF OTHER AGENCIES?

LESS THAN SIGNIFICANT IMPACT WITH MITIGATION INCORPORATED

Existing Noise Levels

To ascertain the existing noise at the project site, field monitoring was conducted on June 15, 2023. The field survey noted that noise within the proposed project area is generally characterized by traffic noise propagating from Sterling Avenue and 9th Street.

Measurement Locations

The noise monitoring locations were selected in order to obtain noise measurements of the current noise sources impacting the vicinity of the project site and the surroundings to provide a baseline for the existing noise levels.

Noise Measurements

The noise measurements were taken at four locations surrounding the project site near the existing noise sensitive receptors; refer to Exhibit. The results of the noise level measurements are provided below in *Table 4.13-3, Noise Measurement Results*.

Meteorological conditions consisted of clear skies, mild temperatures, with light wind speeds (3 miles per hour), and low humidity. Measured daytime noise levels ranged from 51.0 to 65.5 dBA L_{eq}. The results of the field measurements are included in Technical Appendix G, Appendix A.

Noise Measurement Results

The results of the noise measurements are presented in *Table 4.13-3*. Noise measurement data indicates that the existing site and surrounding area experience daytime noise levels ranging from approximately 51.0 dBA Leq along the northern property line to approximately 60.4 to 65.5 dBA Leq in front of properties on Golondria Drive, 9th Street, and Sterling Avenue.

TABLE 4.13-3 NOISE MEASUREMENT RESULTS

Site Number	Location	Time	Leq (dBA)	Lmin (dBA)	Lmax (dBA)
1	On Elm Street, along the northwestern project boundary	11:12 AM	51.0	40.4	73.8
2	In front of 7543 Golondrina Drive residence	11:33 AM	60.4	50.8	88.2
3	In front of 25590 9th Street	11:47 AM	65.5	41.7	79.7
4	In front of 7520 Sterling Avenue	12:08 PM	63.9	42.0	79.0
Source: MAT Engineering, Inc. (June 2023)					
Notes: 1. Noise measurements conducted for 10 minute intervals.					

Construction Noise and Vibration

Temporary construction noise and vibration impacts have been assessed from the project site to the surrounding adjacent land uses. The degree of construction noise would vary depending on the type of construction activity taking place and the location of the activity relative to the surrounding properties.

The proposed project is required to comply with the *Highland Municipal Code* Section 15.90.050, which exempts construction noise from the provisions of the Noise Control Ordinance, provided it follows the special provisions described below:

> *"Noise sources associated with construction, repair, remodeling, or grading of any real property shall be exempt from the noise level standards specified by Municipal Code Noise Standards and Regulations, provided they take place between the hours of 7 a.m. and 8 p.m. on any day except Sunday or a City-recognized holiday."*

Although construction activity is exempt from the noise standards in the *Highland Municipal Code,* CEQA requires that potential noise impacts still be evaluated for significance. For purposes of this analysis, the Federal Transit Administration (FTA) Transit Noise and Vibration Impact Assessment (2006) criteria would be used. The FTA provides reasonable criteria for assessing construction noise impacts based on the potential for adverse community reaction. For residential uses, the daytime noise threshold is 80 dBA Leq for an 8-hour period. In compliance with the *Highland Municipal Code,* it is assumed construction would not occur during the noise-sensitive nighttime hours.

Typical Construction Noise Levels

Typical construction noise levels are used to estimate potential project construction noise levels at the adjacent sensitive receptors. Construction activities generally are temporary and have a short duration, resulting in periodic increases in the ambient noise environment. Construction activities for the proposed project would occur over approximately six months and would include the following phases: demolition, grading, building construction, paving, and architectural coating.

Ground-borne noise and other types of construction-related noise impacts typically occur during the initial demolition and grading phase. This phase of construction has the potential to create the highest levels of noise.

Typical noise levels generated by construction equipment are shown in *Table 4.13-4, Typical Maximum Construction Noise Levels*. It should be noted that the noise levels identified in *Table 4.13-4* are maximum sound levels (L_{max}), which are the highest individual sound occurring at an individual time period.

Operating cycles for these types of construction equipment may involve one or two minutes of full power operation followed by three to four minutes at lower power settings. Other primary sources of acoustical disturbance would be due to random incidents, which would last less than one minute (such as dropping large pieces of equipment or the hydraulic movement of machinery lifts).

TABLE 4.13-4 TYPICAL MAXIMUM CONSTRUCTION NOISE LEVELS

TYPE OF EQUIPMENT	ACOUSTICAL USE FACTOR[1]	LMAX AT 50 FEET (DBA)[2]	LMAX AT 10 FEET (DBA)	LMAX AT 85 FEET (DBA)
Backhoe	40	78	92	73
Compressor	40	78	92	68
Concrete Saw	20	90	104	85
Dozer	40	82	96	77
Dump Truck	40	76	90	71
Excavator	40	81	95	76
Flatbed Truck	40	74	88	69
Grader	40	85	99	80
Loader	40	79	93	74
Paver	50	77	91	72
Roller	20	80	94	75
Scraper	40	85	99	80
Tractor	40	84	98	79
Water Truck	40	80	89	70
Welder	40	74	88	69

Sources:
Federal Highway Administration, Roadway Construction Noise Model (FHWA-HEP-05-054), January 2006.
MAT Engineering, Inc. (June 2023)

Notes:
1. Acoustical Use Factor (percent): Estimates the fraction of time each piece of construction equipment is operating at full power (i.e., its loudest condition) during a construction operation.
2. These noise levels represent the A-weighted maximum sound level (L_{max}) measured at a distance of 50 feet from the construction equipment.

Project Construction Noise

Potential noise impacts were analyzed for all expected phases of construction, including; site preparation, grading, building construction, paving, and architectural coating. As shown in *Table 4.13-4*, the highest noise levels from construction are predicted to range from approximately 88 dBA Lmax to 104 dBA Lmax at the nearest receivers at 10 feet.

The nearest sensitive receptor, Warm Springs Elementary School, is located approximately 85 feet from the proposed project's eastern property line. The maximum noise levels associated with proposed project construction would range from approximately 69 dBA Lmax to 85 dBA Lmax at the school.

These maximum noise levels are considered to be a peak exposure, applicable to not more than 10 to 15 percent of the total construction period, only while the construction activity is taking place along the property boundary closest to the nearest off-site receivers.

The City does not have established numerical noise standards for construction noise if the construction activities occur within the allowable hours specified by the *Municipal Code*. However, the proposed project would be required to adhere to *The City of Highland General Plan* limitations on construction noise through restrictions on allowable construction hours (Noise Element 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."*

Construction Best Management Practices

In order to further reduce construction noise levels, prior to the issuance of grading permits, the project applicant or their designee would develop and submit to the City a Construction Noise Reduction Plan to minimize construction noise at nearby noise sensitive receptors. The Best Management Practices (BMPs) are included in Mitigation Measures N-1. Thus, with the implementation of N-1 and N-2, proposed project construction impacts would be less than significant with mitigation incorporated.

Construction Impact Conclusion

The proposed project would implement Mitigation Measures N-1 and N-2 to reduce construction noise impacts to the surrounding sensitive land uses. Thus, construction impacts would be less than significant with mitigation incorporated.

Operational Noise

The main source of operational noise from the proposed project that could impact adjacent residential uses includes noise from trash truck/delivery activity, parking lot and HVAC equipment.

Mechanical Equipment Noise

Implementation of the proposed project would result in changes to existing noise levels on and around the project site by developing new stationary sources of noise, including the use outdoor HVAC equipment. These sources may affect noise-sensitive land uses in the vicinity of the project site. As part of the proposed project, a minimum six-foot noise barrier wall would be constructed.

On-site operational noise is generally evaluated only for commercial and industrial projects. Quantitative analysis of on-site operational noise is typically not conducted for residential projects as

they usually do not include stationary noise sources that could result in substantial increases in ambient noise levels resulting in violation of established standards.

HVAC equipment typically result in noise levels that averages 66 dBA at 3 feet from the source.[11] The nearest HVAC unit would be located approximately 55 feet from the nearest noise sensitive receptor to the west. At this distance of 55 feet, HVAC noise would attenuate to 41 dBA. Therefore, HVAC noise levels would not exceed the City's exterior noise standards for residential uses during daytime (55 dBA) and nighttime standards(45 dBA). The proposed project would not impact the nearby sensitive receptors from HVAC units. Thus, less than significant HVAC equipment impacts would occur.

Parking Lot Noise

Traffic associated with parking lots is typically not of sufficient volume to exceed community noise standards, which are based on a time-averaged scale such as the CNEL scale. However, the instantaneous maximum sound levels generated by a car door slamming, engine starting up, and car pass-bys may be an annoyance to adjacent noise-sensitive receptors. Estimates of the maximum noise levels associated with typical parking lot activities are presented in *Table 4.13-5, Typical Noise Levels Generated by Parking Lots*.

TABLE 4.13-5 TYPICAL NOISE LEVELS GENERATED BY PARKING LOTS

NOISE SOURCE	MAXIMUM NOISE LEVELS AT 50 FEET FROM SOURCE
Car Door Slamming	63 dBA Leq
Car Starting	60 dBA Leq
Car Idling	53 dBA Leq
Sources: MAT Engineering, Inc., (June 2023) Kariel, H. G., Noise in Rural Recreational Environments, Canadian Acoustics 19(5), 3-10, 1991	

The proposed project provides 403 parking spaces throughout the project site. The nearest sensitive receptor would be located immediately adjacent to the proposed parking areas to the north, south, and west. As shown in *Table 4.13-5*, parking lot noise levels could range between 53 dBA and 63 dBA at 50 feet. However, the proposed project would construct a six foot noise barrier wall surrounding the project site, which would shield the parking lot noise from the adjacent sensitive land uses.

Parking lot noise would be consistent with the existing noise near the project site and would be partially masked by background noise from traffic along Sterling Avenue and 9th Street. As such, parking lot noise levels would not exceed the City's day-night average exterior sound level standard for residential use (65 dBA). Parking lot activities within the residential use during nighttime would be minimal and would not exceed the City's nighttime noise standards (45 dBA). Thus, less than significant noise impacts from parking lot activities would occur.

[11] Elliott H. Berger, Rick Neitzel, and Cynthia A. Kladden, Noise Navigator Sound Level Database with Over 1700 Measurement Values, June 26, 2015.

Per *The City of Highland General Plan* Circulation Element Figure 3-2, Roadway Network, Sterling Avenue is classified as a Major Highway and 9th Street is classified as a Secondary Highway.

Per *The City of Highland General Plan* Noise Element Figure 7-2, Future Roadway Noise Contours, Sterling Avenue north of 9th Street would be within the 75 CNEL noise contour and 9th Street would be within the 70 CNEL noise contour.

Based on the *Traffic Study*, the proposed project would generate approximately 999 daily trips. The proposed project is expected to provide full access along Sterling Avenue.

Traffic volumes associated with the proposed project would represent a nominal increase (what %) in the daily traffic compared to the existing traffic conditions on the surrounding roadways studied. According to Caltrans, a doubling of Traffic (100 percent increase) on a roadway would result in a perceptible increase in traffic noise levels (3 dBA).[12]

Proposed project-related increases in traffic volumes would be nominal compared to the existing traffic volumes along the surrounding roadways and would not significantly increase the existing traffic noise levels.

The proposed multi-family residential development would be setback 31 feet from Sterling Avenue, but the individual residential units, depending upon their site location, may experience noise levels that fall within the normally unacceptable range (70-75 CNEL). On-site residences would not be adversely impacted by existing ambient urban noise levels as the proposed project would be constructed to meet and exceed *Title 24* insulation standards of the California Code of Regulations for residential buildings, which serves to provide an acceptable interior noise environment for sensitive uses. Specifically, as required by *Title 24*, the proposed project would be designed and constructed to ensure interior noise levels would be at or below a CNEL of 45 dBA in any habitable room of the project. Thus, operational traffic noise levels would be less than significant.

MITIGATION MEASURES

N-1 The project applicant shall prepare a Construction Noise Reduction Plan that outlines and identifies noise complaint measures, best management practices, and equipment noise reduction measures. The Construction Noise Reduction Plan specifications shall be included in construction documents, which shall be reviewed by the City prior to issuance of a grading permit.

The Construction Noise Reduction Plan shall include, but is not limited to, the following actions:

1. The construction contractor shall limit construction activities adjacent to existing noise-sensitive uses to daylight hours between 7:00 am and 6:00 pm. Discourage construction on weekends or holidays except in the case of construction proximate to schools where these operations could disturb the classroom environment.
2. During all project site excavation and grading on-site, construction contractors shall equip all construction equipment, fixed or mobile, with properly operating and maintained mufflers, consistent with manufacturer standards.
3. The contractor shall place all stationary construction equipment so that emitted noise is directed away from the noise sensitive receptors nearest the project site.
4. Equipment shall be shut off and not left to idle when not in use.

[12] California Department of Transportation, technical Noise Supplement to the Traffic Noise Analysis Protocol, September 2013.

5. The contractor shall locate equipment staging in areas that will create the greatest distance between construction-related noise/vibration sources and nearest school during all project construction activities.
6. The project proponent shall mandate that the construction contractor prohibit the use of music or sound amplification on the project site during construction.
7. The construction contractor shall limit haul truck deliveries to the same hours specified for construction equipment.
8. Jackhammers, pneumatic equipment and all other portable stationary noise sources shall be shielded, and noise shall be directed away from sensitive receptors.
9. For the duration of construction activities, the construction manager shall serve as the contact person should noise levels become disruptive to local residents. A sign should be posted on the project site with the contact phone number.

N-2 The project applicant shall require in contract specifications that heavily loaded trucks used during construction would be routed away from residential streets to the extent feasible. Contract specifications shall be included in construction documents, which shall be reviewed by the City prior to issuance of a grading permit.

- Ensure that construction equipment is properly muffled according to industry standards and be in good working condition.
- Place noise-generating construction equipment and locate construction staging areas away from sensitive uses, where feasible.
- Schedule high noise-producing activities between the daylight hours of 7:00 AM and 6:00 PM on any day except Sunday or a City-recognized holiday to minimize disruption on sensitive uses.
- Implement noise attenuation measures to the extent feasible, which may include, but are not limited to, temporary noise barriers or noise blankets around stationary construction noise sources.
- Use electric air compressors and similar power tools rather than diesel equipment, where feasible.
- Construction-related equipment, including heavy-duty equipment, motor vehicles, and portable equipment, shall be turned off when not in use for more than 5 minutes.
- Construction hours, allowable workdays, and the phone number of the job superintendent shall be clearly posted at all construction entrances to allow for surrounding owners and residents to contact the job superintendent. If the City or the job superintendent receives a complaint, the superintendent shall investigate, take appropriate corrective action, and report the action taken to the reporting party.

B. WOULD THE PROJECT RESULT IN GENERATION OF EXCESSIVE GROUNDBORNE VIBRATION OR GROUNDBORNE NOISE LEVELS?

LESS THAN SIGNIFICANT IMPACT

Vibration is sound radiated through the ground. Vibration can result from a source (e.g., subway operations, vehicles, machinery equipment, etc.) causing the adjacent ground to move, thereby creating vibration waves that propagate through the soil to the foundations of nearby buildings. This effect is referred to as groundborne vibration. The peak particle velocity (PPV) or the root mean square (RMS) velocity is usually used to describe vibration levels. PPV is defined as the maximum instantaneous peak of the vibration level, while RMS is defined as the square root of the average of the squared amplitude of the level. PPV is typically used for evaluating potential building damage, while RMS velocity in decibels (VdB) is typically more suitable for evaluating human response.

Construction Vibration

Construction activities for the proposed project have the potential to generate low levels of groundborne vibration. The operation of construction equipment generates vibrations that propagate though the ground and diminishes in intensity with distance from the source. Vibration impacts can range from no perceptible effects at the lowest vibration levels, to low rumbling sounds and perceptible vibration at moderate levels, to slight damage of buildings at the highest levels. The construction activities associated with the proposed project could have an adverse impact on both sensitive structures (i.e., building damage) and populations (i.e., annoyance).

Project construction can generate varying degrees of groundborne vibration, depending on the construction procedure and the construction equipment used. Operation of construction equipment generates vibrations that spread through the ground and diminish in amplitude with distance from the source. The effect on buildings in the vicinity of a construction site often varies depending on soil type, ground strata, and construction characteristics of the receiver building(s).

The *Caltrans Transportation and Construction Vibration Manual* identifies various vibration damage criteria for different building classes. This evaluation uses the Caltrans architectural damage criterion for continuous vibrations at residential buildings of 0.2 inch-per-second (inch/second) PPV. The types of construction vibration impacts include human annoyance and building damage.

Project Construction Analysis

Construction of the proposed project is not expected to require the use of substantial vibration inducing equipment or activities, such as pile drivers or blasting. The main sources of vibration impacts during construction of the proposed project would be the operation of equipment such as bulldozer activity during site preparation, and loading trucks during grading and excavation.

The construction vibration assessment utilizes the referenced vibration levels and methodology set-forth within the *Caltrans Transportation and Construction Induced Vibration Guidance Manual*. *Table 4.13-6, Project Construction Vibration Analysis* shows the proposed project's construction-related vibration analysis at the nearest structures to the proposed construction area. Construction impacts are assessed from the closest area on the project site to the nearest adjacent structure.

TABLE 4.13-6 PROJECT TYPICAL CONSTRUCTION VIBRATION LEVELS

Equipment	Peak Particle Velocity (PPV) (inches/second) at 20 feet[1]	Damage Potential Level	Annoyance Criteria Level
Large bulldozer	0.1138	No Impact	Distinctly Perceptible
Loaded trucks	0.0971	No Impact	Distinctly Perceptible
Small bulldozer	0.0038	No Impact	Barely Perceptible

Sources:
MAT Engineering, Inc., Halcyon Residential Project Noise Impact Analysis, City of Highland (June 2023)
Federal Transit Administration, *Transit Noise and Vibration Impact Assessment Manual* (September 2018)

Notes:
1. Calculated using the following formula:
PPV equip = PPVref x (25/D)1.1
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 at 25 feet (inches/second)
D = the distance from the equipment to the receiver

Based on the vibration levels presented in *Table 4.13-6*, ground vibration generated by the heavy-duty equipment would range from approximately 0.0038 to 0.1138 in/sec PPV at 20 feet from the source of activity. As such, the nearest residential buildings located 20 feet west of the project site would not be exposed to vibration levels exceeding the Caltrans 0.2 in/sec PPV significance threshold for vibration.

Thus, project-related construction activity is not expected to cause any damage potential to the nearest structures. Additionally, groundborne vibration during construction would be a temporary impact and would cease completely when construction ends. Once operational, the proposed project would not be a source of groundborne vibration. Thus, less than significant groundborne vibration impacts would occur.

Project Operational Analysis

The proposed project involves the construction and operation of residential uses and would not involve the use of stationary equipment that would result in high vibration levels, which are more typical for large manufacturing and industrial projects. Groundborne vibrations at the project site and immediate vicinity currently result from heavy-duty vehicular travel (e.g., refuse trucks and transit buses) on the nearby local roadways. Thus, the proposed residential uses at the project site would not result in a substantive increase of these heavy-duty vehicles on the public roadways. While refuse trucks would be used for the removal of solid waste at the project site, these trips would typically occur several times a week and would not be any different than those presently occurring in the vicinity of the project site. Thus, less than significant project operational vibration impacts would occur.

MITIGATION MEASURES

No mitigation measures are 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 project site is located within an airport land use plan or within two miles of an airport or a private airstrip. The nearest airport is the San Bernardino International Airport (SBIA). The San Bernardino International Airport (SBIA, SBD) is a single runway, multi-use airport. The SBIA covers 1,329 acres and has one runway that can accommodate the largest existing aircraft, including the Airbus A380 and the Boeing 747. The SBIA facility is a commercial, general aviation, and cargo airport. The project site is located approximately 0.7 mile north of the SBIA northern boundary (3rd Street). There are no private airstrips within a 2-mile radius of the project site.

The project site is not located within the 65 CNEL noise contour for SBIA per the Federal Department of Transportation, National Transportation Noise Map; refer to *Exhibit 4.9-3, SBIA CNEL Noise Contour Map.*[13]This is also confirmed in the SBIA Airport Layout Narrative Report Exhibit 4H, Existing and Ultimate Noise Contours.[14] Thus, the project site falls well outside the SBIA 65 dBA noise contour, and as such, the SBIA is not considered as a source that contributes to the ambient noise levels on the project site.

Implementation of the proposed project would not expose people residing or working on the project site to excessive noise impacts from SBIA. Thus, less than significant impacts would occur.

MITIGATION MEASURES

No mitigation measures are required.

CUMULATIVE IMPACTS

All construction and operational noise impacts can be mitigated to a less than significant level. Construction noise impacts are by nature localized. The distance of separation among the proposed project and other cumulative projects would be such that the temporary noise and vibration effects of the proposed project would not be compounded or increased by similar noise or vibration effects from other cumulative projects. As discussed, operational noise caused by the proposed project can be mitigated. The noise analysis performed for project operations incorporated cumulative noise levels from forecasted traffic volumes in the study area. No known past, present, or reasonably foreseeable projects would compound or increase the operational noise levels generated by the project. Therefore, less than significant cumulative impacts relative to temporary and permanent noise generation associated with the proposed project would occur.

[13] Source: Department of Transportation, National Transportation Noise Map (dot.gov), accessed June 12, 2023.
[14] San Bernardino International Airport Authority, Airport Layout Narrative Report, September 22, 2010.

EXHIBIT 4.13-1 SHORT-TERM NOISE MEASUREMENT LOCATIONS



Source: MAT Engineering, Inc. (June 2023)

4.14. POPULATION AND HOUSING

Would the project:	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?			✓	
b. Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?				✓

Sources Cited in Section 4.14

City of Highland, *The City of Highland General Plan*, March 2006

Southern California Association of Governments (SCAG), *Connect SoCal – The 2020-2045 Regional Transportation Plan/Sus Sustainable Communities Strategy*, May 2020

Southern California Association of Governments, Profile of the City of Highland, 2019

A. WOULD THE PROJECT INDUCE SUBSTANTIAL UNPLANNED POPULATION GROWTH IN AN AREA, EITHER DIRECTLY (FOR EXAMPLE, BY PROPOSING NEW HOMES AND BUSINESSES) OR INDIRECTLY (FOR EXAMPLE, THROUGH EXTENSION OF ROADS OR OTHER INFRASTRUCTURE)?

LESS THAN SIGNIFICANT IMPACT

The project proposes to construct 220 multi-family residential units on the project site, which would result in a direct growth of the City's permanent population of approximately 770 persons, based on an average of 3.5 people per household.[15]

This population forecast would represent approximately 1.014 percent growth over the City's 2018 population of approximately 54,761 persons.[16] SCAG is the responsible agency for developing and adopting regional housing and population forecasts for local San Bernardino County governments, among other counties, and provides population projection estimates in five-year increments up to 2040. SCAG projects that the City's population and households would be 66,900 persons and 20,600 households[17] in 2040. Thus, proposed project would not cause SCAG's 2040 population forecast for the City to be exceeded.

Additionally, the increase in residential units and population is consistent with the growth projections in the *Highland General Plan*, which forecasted the City's buildout population to be approximately 77,137 persons and 20,190 dwelling units.[18] Therefore, the proposed project would not cause the City's population forecast to be exceeded. Also, the increase in residential units and population is consistent with the City's adopted and certified *2021-2029 Housing Element*. As such, implementation of the

[15] Southern California Association of Governments, Profile of the City of Highland, 2019.
[16] Ibid.
[17] Southern California Association of Governments Southern California Association of Governments (SCAG), *Connect SoCal – The 2020-2045 Regional Transportation Plan/Sus Sustainable Communities Strategy*, May 2020.
[18] City of Highland, *City of Highland General Plan* Land Use Element, Table 2.1: Residential Buildout Estimates.

proposed project would not induce substantial unplanned population growth within the City either directly or indirectly. Thus, less than significant impacts would occur.

MITIGATION MEASURES

No mitigation measures are required.

B. WOULD THE PROJECT DISPLACE SUBSTANTIAL NUMBERS OF EXISTING PEOPLE OR HOUSING, NECESSITATING THE CONSTRUCTION OF REPLACEMENT HOUSING ELSEWHERE?

NO IMPACT

The project site is currently vacant and undeveloped; thus, there are no homes or residents on-site. The project proposes to construct 220 multi-family residential units on the 6.77-acre project site. Given that there is no existing on-site housing and that no housing would be removed to accommodate the proposed project, no impacts would occur.

MITIGATION MEASURES

No mitigation measures are required.

CUMULATIVE IMPACTS

The proposed project is consistent with the anticipated growth of the *Highland General Plan* and SCAG growth projections. City growth would be subject to City review for consistency with the *Highland General Plan*, in accordance with the requirements of CEQA. Therefore, less than significant cumulative impacts associated with population and housing would occur.

4.15. PUBLIC SERVICES

Would the project:	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
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:				
1) Fire protection?			✓	
2) Police protection?			✓	
3) Schools?			✓	
4) Parks?			✓	
5) Other public facilities?			✓	

Sources Cited in Section 4.15

City of Highland, *The City of Highland General Plan*, March 2006

City of Highland, *Highland Municipal Code* Chapter 15.04, California Building Code

City of Highland, *Highland Municipal Code* Chapter 15.06, California Fire Code

City of Highland, *Highland Municipal Code* Chapter 2.36, Fees and Service Charges

City of Highland, *Development Impact Fees*, Effective April 27, 2019

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:

1. FIRE PROTECTION?

LESS THAN SIGNIFICANT IMPACT

City of Highland Fire Department

The California Department of Forestry and Fire Protection (CalFire) provides fire protection and emergency medical services to the Highland community through a cooperative agreement that provides for Cal Fire employees to staff City-owned facilities and apparatus. The Highland Fire Department (HFD) has three fire stations:

- Station 541, 26974 Base Line
- Station 542, 29507 Base Line

- Station 543, 7469 Sterling Avenue

The closest station to the project site is Station 543, which is located approximately 0.10- mile southeast of the site.

The proposed project would be required to comply with all applicable *Highland Municipal Code* and *Fire Code* requirements for construction, access, water mains, fire flow, and hydrants. This ensures that the proposed project would not reduce the staffing, response times, or existing service levels within each City.

No road closures are anticipated during project construction. As such, fire protection service in the project vicinity would not be interrupted during project construction.

Although 220 multi-family residential units would be constructed and operated on the project site, the proposed project would be located in an urbanized area and would not result in a substantial increase in demand on fire protection services. It is not anticipated to increase response time to the project site or vicinity. The proposed project would not result in the need for new or physically altered fire protection facilities in the City. Thus, less than significant long-term impacts related to fire protection services would occur.

Implementation of the proposed project is forecast to increase the number of residents in the project area by approximately 770 persons. The incremental increase in residents within the City associated with the 220 multi-family residential units would require fire protection services, including response to fire service calls upon project occupancy. However, the incremental increase in residents within the City would not require the construction of new or alteration of existing fire protection facilities to maintain an adequate level of service to the project area. Thus, no physical impacts associated with fire protection services and facilities would occur.

The proposed project would be required to comply with the *Highland Municipal Code* Chapter 15.04, California Building Code and Chapter 15.06, California Fire Code in order to prevent the creation of fire hazards in the City. In addition, the Applicant would be required to pay the City's current Development Impact Fee for fire suppression facilities, vehicles, and equipment.

Also, the proposed project has been reviewed by HFD and would be subject to HFD conditions of approval prior to construction to ensure that adequate water pressure and emergency vehicle access are provided. Thus, less than significant impacts to fire protection services would occur.

MITIGATION MEASURES

No mitigation measures are required.

2. POLICE PROTECTION?

LESS THAN SIGNIFICANT IMPACT

San Bernardino County Sheriff's Department

The San Bernardino County Sheriff's Department (SBCSD) provides police protection services to the Highland community. The SBCSD has one patrol station in the City of Highland, located at 26985 East Baseline, Highland.

According to the SBCSD's website accessed on June 20, 2023, The station is currently staffed with 34 sworn officers (which includes 1 Captain, 1 Lieutenant, 6 Sergeants, 3 Detectives and 23 patrol deputies), as well as 9 non-sworn civilian employees (which includes 1 secretary, 4 clerical personnel, and 4

Sheriff's Service Specialists). As part of the Sheriff's contract, the Highland station, its personnel, and the community have access to an impressive array of specialty resources offered by SBCSD including Narcotics, SWAT, Arson-Bomb, Crimes against Children, Homicide, Scientific Investigations/Crime Lab, Aviation, Volunteer Forces/Search and Rescue, Major Accident Investigation Team and more.

The Highland Station is one of the busiest stations within the SBCSD in terms of calls for service, arrests per deputy and reports per deputy. In addition, the Highland Station boasts its participation in many innovative Multiple Enforcement Team (MET) operations and Neighborhood Watch. The MET's deputies deal primarily with recurring problem locations within the community and work closely with Code Enforcement and other departments within the City.

Highland residents generally have a strong sense of community, as is evidenced by the number of residents who regularly volunteer their time, both to the City and to the Police/Sheriff's Station. Reserve Deputy Sheriff's benefit the Highland Station by volunteering their time working patrol and supplementing the patrol staff. Reserves also provide security and traffic control at all local community events and many other local functions. Citizen Volunteers also play an essential role, providing extra-patrol to local residents and businesses while assisting patrol personnel at the scenes of major traffic collisions, crime scene perimeters, and assisting at many local community events. The stations 27-member Citizen on Patrol contingent also plays an integral role in supporting the Neighborhood Watch Program. On average our citizen volunteers donate almost 10,000 hours of their time to the station and the citizens of Highland every year. The Station also has 6 Explorer Scouts that assist by riding with and assisting deputies on the street. They also assist by staffing security and traffic positions during city functions and events.

The City and SBCSD would review the proposed project to ensure that adequate building configuration and other requirements are met to ensure adequate access to police protection. In addition, The Applicant would be required to pay the City's current Development Impact Fee for law enforcement facilities, which would contribute to the funding of expanded facilities for SBCSD.

Although 220 multi-family residential units would be constructed and operated on the project site, the proposed project would be located in an urbanized area and would not result in a substantial increase in demand on police services. It is not anticipated to increase response time to the project site or vicinity. The proposed project would not result in the need for new or physically altered police protection facilities in the City. As such, less than significant long-term impacts related to police protection services would result from implementation of the proposed project.

The proposed project has been reviewed by SBCSD and would be subject to SBCSD conditions of approval prior to construction to ensure that adequate emergency vehicle access is provided. Thus, less than significant impacts to police protection services would occur.

MITIGATION MEASURES

No mitigation measures are required.

3. SCHOOLS?

LESS THAN SIGNIFICANT IMPACT

The project site is located within the boundaries of the San Bernardino City Unified School District (SBCHSD or District). The District serves over 50,000 students in grades TK[19]-12 and operates 50 elementary schools, 11 middle schools, six comprehensive high schools, one community day school, one alternative education school and numerous specialized schools.

The project site is within the attendance boundaries of the following schools:

- Warm Springs Elementary School (K-6): 7497 Sterling Avenue, Highland
  - Located immediately east of the project site
- Del Vallejo Middle School (6-8): 1885 East Lynwood Drive, San Bernardino
  - Located approximately 2.2 miles from the project site
- Indian Springs High School (9-12): 650 North Del Rosa Drive, San Bernardino
  - Located approximately 0.9 mile from the project site

TABLE 4.15-1 SCHOOL ENROLLMENT

School	Capacity[1]	Enrollment						
		2016-2017	2017-2018	2018-2019	2019-2020	2020-2021	2021-2022	2022-2023
Warm Springs Elementary School	518	565	536	556	575	499	444	494
Del Vallejo Middle School	795	562	558	565	681	675	649	598
Indian Springs High School	1,901	1,760	1,819	1,861	1,888	1,943	1,993	1,901

Source:
San Bernardino City Unified School District (May 2023)

Note:
1. Capacity is subject to change with changes to loading standards or utilization of rooms.

[19] TK = Transitional Kindergarten

TABLE 4.15-2 STUDENT GENERATION RATES

Student Generation Rates Grade Group	Students Per Residential Housing Unit	Proposed Project
TK - 6	0.388	85
7 - 8	0.108	24
9 - 12	0.168	37
Total	**0.664**	**145**

Source:
San Bernardino City Unified School District (May 2023)

With the development of 220 multi-family residential units, it is estimated that the proposed project would generate up to approximately 85 elementary school students, 24 middle school students, and 37 high school students, as shown in *Table 4.15-2, Student Generation Rates*.

In order to maintain adequate classroom seating and facilities standards, individual development projects are required to pay statutory fees to the school district in order to compensate for the potential impacts of development on school capacities.

Pursuant to SB 50, payment of fees to the school district is considered full mitigation for project impacts, including impacts related to 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, or other performance objectives for schools. The City requires the Applicant to pay the current SDCUSD statutory fees. Thus, less than significant would occur.

MITIGATION MEASURES

No mitigation measures are required.

4. PARKS?

LESS THAN SIGNIFICANT IMPACT

The nearest public parks to the project site in Highland are the Cunningham Neighborhood Park (1.26 miles northeast) and the Highland Community Park (1.63 miles southeast). In addition, there are several public schools with recreational facilities open to the public near the project site: Warm Springs Elementary School and Lankershim Elementary School.

Development of the 220 multi-family residential units would result in a population increase of 770 persons. Thus, implementation of the proposed project would create additional demand on existing parks and recreation facilities within the City.

The open space ratio established within the *Highland General Plan* Conservation and Open Space Element is 2.5 acres per 1,000 residents, which includes a ratio of 2.0 acres of developed park acreage and 0.5 acre of undeveloped natural parkland. Based upon the City's parkland to population requirement of 2.5 acres of parkland per 1,000 persons, implementation of the proposed project would result in a need for approximately 1.93 acres of parkland. Given that the City's current parkland and joint-use facilities

agreement with San Bernardino City Unified School District, implementation of the proposed project would not create significant impacts regarding the need for additional parkland or recreational facilities.

The Applicant would be required to pay the City's current Development Impact Fee for parks. The fees are collected by the City and used for acquisition, development, and improvement of public parks and recreational facilities in the City, as proposed by the City's Capital Improvement Program. Thus, less than significant impacts would occur.

MITIGATION MEASURES

No mitigation measures are required.

5. OTHER PUBLIC FACILITIES?

LESS THAN SIGNIFICANT IMPACT

The City of Highland has one public library, the Highland Sam J. Racadio Library & Environmental Learning Center located at 7863 Central Avenue, which is a branch of the San Bernardino County Library.

The Highland Branch Library serves residents in the City and in the neighboring City of San Bernardino. Funding for the library services comes from the City's Development Impact Fee fund. The library building is situated across from Cypress Elementary School and would serve the needs of the school as well as the general public. The library is also located next to the Jerry Lewis Community Center. The City of Highland maintains a standard of 10,000 square feet of library space per 36,000 residents; 18.3 weekly service hours per 10,000 population; 2.82 books per capita.

The Highland Branch Library is located approximately two miles northwest of the project site. The Applicant would be required to pay the City's current Development Impact Fee for library facilities and collections.

Implementation of the project would not significantly affect other governmental agencies or facilities. The proposed project would not substantially increase the demand for public facilities, including library services, and would not require the construction of new or alternation of existing facilities. Thus, less than significant impacts would occur.

MITIGATION MEASURES

No mitigation measures are required.

CUMULATIVE IMPACTS

The provision of public services and facilities takes into consideration a larger service area than is associated with a project site. Therefore, the study area is the service area for the respective agencies and districts. Through coordination with the public services and facilities providers, the cumulative needs of the area are considered.

The proposed project does not cause the need to construct any new or expand any existing facilities. Therefore, the proposed project would not result in incremental effects to public services or facilities that could be compounded or increased when considered together with similar effects from other past, present, and reasonably foreseeable probable future projects. Thus, less than significant cumulatively considerable impacts to public services or facilities would occur.

4.16. RECREATION

Would the project:	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
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?			✓	

Sources Cited in Section 4.16

City of Highland, *The City of Highland General Plan*, March 2006

City of Highland, *Highland Municipal Code*, Title 2, Chapter 2.36

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?

LESS THAN SIGNIFICANT IMPACT

Implementation of the proposed project would increase the use of park facilities located within the City, as the proposed project would construct 220 multi-family residential units and generate approximately 770 new residents. The nearest public parks to the project site in Highland are the Cunningham Neighborhood Park (1.26 miles northeast) and the Highland Community Park (1.63 miles southeast). In addition, there are several public schools with recreational facilities open to the public near the project site: Warm Springs Elementary School and Lankershim Elementary School.

There are also a number of existing and proposed multi-use trails in the City, primarily located in the eastern portion of the City, east of the Santa Ana River as shown on *Highland General Plan* Figure 5.6, Multi-Use Trails.

The increase in residential units and population is consistent with the growth projections in the *Highland General Plan*. Therefore, the population increase associated with the proposed project would not significantly impact the use of the City's existing parks and/or other recreational facilities. However, the proposed project would be required to dedicate land and/or pay fees for the purposes of providing park and recreational facilities in accordance with the City's current Development Impact Fees for parks. Dedication and/or payment of the applicable fees and the provision of open space as required would further reduce impacts to a less than significant level. Thus, while the proposed project's population increase would increase the use of parks and other recreational facilities in the City, less than significant impacts would occur.

MITIGATION MEASURES

No mitigation measures are required.

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?

LESS THAN SIGNIFICANT IMPACT

The proposed project includes private open space areas totaling nine percent of the project site per the density bonus incentive for private and public open space.

The proposed project includes the following:

- Children's play areas include a tot lot (0 to 5 age) and play equipment with rubber mat surface (age 5 to 12). The tot lot would include a shade structure and seating.
- Community space areas include a dining table and chair with a shade structure, fire pit and lounge seating, barbeque, and a pool/spa with chaises, tables, and lounge seating.
- The dog park would be fenced with artificial turf, shade structure, and seating.

The physical impacts resulting from the construction and operation of these facilities are addressed in this Initial Study as a part of the overall project. Thus, less than significant impacts would occur.

MITIGATION MEASURES

No mitigation measures are required.

CUMULATIVE IMPACTS

The proposed project would not result in a significant increased use of recreational facilities or require construction or expansion of existing recreational facilities. Thus, less than significant cumulatively considerable impacts to recreation facilities would occur.

4.17. TRANSPORTATION

Would the project:	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Conflict with an applicable plan, ordinance or policy addressing the circulation, including transit, roadway, bicycle, and pedestrian facilities?				✓
b. Conflict or be inconsistent with CEQA Guidelines Section 15064.3 subdivision (b)?			✓	
c. Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?			✓	
d. Result in inadequate emergency access?			✓	

Sources Cited in Section 4.17

City of Highland, *Highland General Plan* Circulation Element (March 2006)

City of Highland, *City of Highland Public Works Policies, Procedures and Standards, 9.0 Traffic,* 90---Traffic-PDF (cityofhighland.org)

MAT Engineering, Inc., *VMT Screening Evaluation,* July 10, 2023

MAT Engineering, Inc., *Transportation Study,* July 28, 2023

OminTrans, Home | Omnitrans Public Transit Agency in San Bernardino Valley

OmniTrans, View Omnitrans Bus Routes, Maps, and Schedules

OmniTrans, System Map POSTER may23 (omnitrans.org)

San Bernardino County Transportation Authority, *San Bernardino County Congestion Management Plan, 2016 Update,* CMP 2016 update (gosbcta.com)

A. WOULD THE PROJECT CONFLICT WITH AN APPLICABLE PLAN, ORDINANCE OR POLICY ADDRESSING THE CIRCULATION, INCLUDING TRANSIT, ROADWAY, BICYCLE, AND PEDESTRIAN FACILITIES?

Congestion Management Program

Goal of the CMP

The goals of the *San Bernardino County Congestion Management Program, 2016 Update* (*San Bernardino County CMP*) are:

Goal 1 - Maintain or enhance the performance of the multimodal transportation system and minimize travel delay.

Goal 2 - Assist in focusing available transportation funding on cost-effective responses to subregional and regional transportation needs.

Goal 3 - Provide for technical consistency in multimodal transportation system analysis.

Goal 4 - Help to coordinate development and implementation of subregional transportation strategies across jurisdictional boundaries.

Goal 5 - Anticipate the impacts of proposed new development on the multimodal transportation system, provide consistent procedures to identify and evaluate the effectiveness of mitigation measures and provide for adequate funding of mitigations.

Goal 6 - Promote air quality and improve mobility through implementation of land use and transportation alternatives or incentives that reduce both vehicle trips and miles traveled and vehicle emissions.

The CMP also incorporates the goals of the *2016-2040 SCAG Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS)*.

Organization of the CMP

The CMP consists of the elements defined above. In addition to chapters addressing these elements, additional chapters are provided, plus several appendices. The CMP document is organized as follows:

Chapter 1 – Introduction

Chapter 2 – System Level of Service Element. The CMP Transportation System, including the designated CMP System of Roadways).

Chapter 3 – Transit Performance Measures Element. The criteria used to determine multimodal transportation system performance and to select the strategies to be implemented as part of the CMP Transportation Program.

Chapter 4 – Land Use/Transportation Analysis Program. A two tiered approach to identifying the impact of land use changes on the regional transportation system, possible mitigations and their costs.

Chapter 5 – Travel Demand Management Element

Chapter 6 – Capital Improvement Program Element

Chapter 7 – Monitoring and Transportation Modeling

Chapter 8 – Deficiency Plans

Appendix A – CMP Network Monitoring Results

Appendix B – Guidelines for Traffic Impact Analysis Reports

Appendix C – Guidelines for Preparing Deficiency Plans

Appendix D – Conflict Resolution Procedure

Appendix E – Post-Processed Traffic Volume Guidelines

Appendix F – Requirements for the Land Use/Transportation Analysis Program for local jurisdictions in the San Bernardino and Victor Valley Areas.

Appendix G – Development Mitigation Nexus Study

Appendix H – Acronyms/Definitions

Summary of the San Bernardino County CMP

Each chapter contains background information and the approach to the specific element. One of the benefits of implementing the CMP is the identification of cost-effective improvements and strategies for mitigating CMP system performance problems. Plans for the mitigation of performance problems on the system can come from several sources: Traffic Impact Analysis Reports, CMP modeling and most importantly from area-wide deficiency plans. There is extensive interaction among the components of the CMP, identified below.

CMP Components

- The San Bernardino County Association of Governments (SANBAG) was designated as the Congestion Management Agency (CMA) in August 1990.
- The CMP System of Roads
- The Term Congestion Management Program (CMP) – "CMP Intersection"
- Level of Service (LOS) Standards
- Level of Service (LOS) Procedures
- Performance Measures Element
- The State of the System
- Land Use/Transportation Analysis Program
- Inclusion of the SANBAG Nexus Study and its Development Mitigation Requirements
- Congestion Management Program (CMP) Forecasts
- Countywide Transportation Model and Database
- Travel Demand Management Element
- Deficiency Plans
- Monitoring Program
- Capital Improvement Program

Traffic Impact Analysis Reports

Traffic Impact Analysis (TIA) Reports shall be prepared by local jurisdictions when local criteria and thresholds indicate they are necessary. However, TIA Reports must be prepared to satisfy CMP requirements, except as noted below, when a proposed change in land use, development project, or at local discretion, a group of projects are forecast to equal or exceed the CMP threshold of 250 two-way peak hour trips generated, based on trip generation rates published for the applicable use or uses in the Institute of Transportation Engineers' *Trip Generation* or other CMA-approved data source. Pass-by trips shall not be considered in the threshold determination.

Traffic Impact Analysis Review

All TIA Reports shall be copied to the CMA. If a TIA Report is prepared by the local jurisdiction as stated above and if the TIA Report determines that the project would add 50 or more 2-way peak-hour trips to a CMP arterial within another jurisdiction or 100 2-way peak-hour trips to a freeway, that jurisdiction (and Caltrans, if a state highway) shall be provided a copy of the TIA Report by the

permitting jurisdiction. However, these criteria are not intended to determine when a local jurisdiction prepares a TIA Report.

CMP Analysis

The proposed project is forecast to generate approximately 999 daily trips, which includes approximately 81 AM peak hour trip and approximately 86 PM peak hour trips on Sterling Avenue and 9th Street. The proposed project would not add 50 or more 2-way peak-hour trips to a CMP arterial within another jurisdiction or 100 2-way peak-hour trips to a freeway. As such, a CMP analysis is not required. Thus, no impacts would occur.

Project Traffic Impact Analysis

The Transportation Study analyzes forecast traffic conditions associated with the proposed Halcyon project in the City of Highland, California.

The Transportation Study evaluates the following for the proposed project in accordance with the *Recommended Traffic Impact Analysis Guidelines for Vehicle Miles Traveled and Level of Service Assessment (Fehr & Peers, February 2020), San Bernardino County Transportation Impact Study Guidelines (July 9, 2019),* and the scope of work previously prepared by MAT Engineering, Inc., and reviewed and approved by City staff:

- Forecast level of service (LOS) operations of the study area and the potential effect of the project trips on the surrounding circulation system based on the City of Highland adopted and established performance criteria and requirements; and
- Forecast vehicular queuing operations of the study area and the potential effect of the project trips on the surrounding circulation system.

Study Area and Analysis Scenarios

The study area has been identified based discussions with City during the scoping process and consists of the following study intersections:

1. Sterling Avenue / Base Line
2. Sterling Avenue / 9th Street
3. Sterling Avenue / Project North Access – School North Access
4. Sterling Avenue / Project South Access – School South Access

Exhibit 4.17-1 shows the study intersection locations.

Consistent with the approved scope and the applicable guidelines, the study evaluates the following scenarios:

- Existing (2023) Conditions
- Existing (2023) With Project Conditions
- Opening Year (2026) Without Project Conditions
- Opening Year (2026) With Project Conditions
- Long-Range (2040) Without Project Condition
- Long-Range (2040) With Project Conditions

Generally, traffic studies evaluate the weekday peak periods between 7:00 AM to 9:00 AM and 4:00 PM to 6:00 PM, when the traffic on the surrounding roadway network typically experiences its peak traffic activity.

To ensure the analysis captures the traffic conditions and activities associated with the Warm Springs Elementary School, the peak period of analysis for this study has been expanded based on discussions with the school staff to consist of 6:00 AM to 9:00 AM and 2:30 PM to 6:00 PM.

Analysis Methodologies, Performance Criteria and Thresholds

Transportation Study Section 2.0 presents the methodologies used to perform the traffic analyses summarized in this report in accordance with the City of Highland and County of San Bernardino requirements. Transportation Study Section 2.0 also discusses the agency-established applicable performance criteria and thresholds of level of service operation for the study facilities.

The analysis methodologies, performance criteria and thresholds include the following:

- Intersection Peak Hour Level of Service Analysis Methodology
- Study Intersection Methodology: Highway Capacity Manual
- Signalized Intersection Level of Service Performance Criteria
- Unsignalized Intersection Level of Service Performance Criteria
- Vehicular Queuing Analysis Methodology & Performance Criteria

Existing Traffic Volumes and Circulation System

Existing Traffic Volumes and Intersection Geometrics

Exhibit 4.17-2, Existing Study Intersection Geometry identifies the existing roadway conditions for the study area intersections. The number of traffic lanes and the existing intersection controls are identified.

Existing Traffic Volumes

Existing Conditions intersection level of service calculations are based upon manual AM and PM peak hour turning movement counts taken in May 2023 during typical conditions when schools were in session.

Generally, traffic studies evaluate the weekday peak periods between 7:00 AM to 9:00 AM and 4:00 PM to 6:00 PM, when the traffic on the surrounding roadway network typically experiences its peak traffic activity.

To ensure the analysis captures the traffic conditions and activities associated with the Warm Springs Elementary School, the peak period of analysis for this study has been expanded based on discussions with the school staff to consist of 6:00 AM to 9:00 AM and 2:30 PM to 6:00 PM.

The AM peak hour traffic volumes were determined by counting the three-hour period between 6:00 AM and 9:00 AM. Similarly, the PM peak hour traffic volumes were identified by counting the 3.5-hour period between 2:30 PM and 6:00 PM.

Exhibit 4.17-3 shows the existing traffic volumes at the study intersections.

The traffic count worksheets are included in Technical Appendix H2, Appendix A.

Impact Analysis

Projected Traffic Volumes

Project Trip Generation

The proposed project consists of construction and operation of 220 multi-family residential dwelling units. Access for the proposed project is planned as follows:

- Project North Driveway: One egress only (left-out/right-out) unsignalized access
- Project South Driveway: One full access (left-in/left-out and right-in/right-out) unsignalized access

Trip generation represents the amount of traffic that is attracted and produced by a development. The trip generation for the project is based upon the specific land uses that have been planned for this development. As requested by the City, since the nearby Warm Springs Elementary School is active and located across the site, to evaluate the worst-case condition, the project trip generation has been evaluated utilizing the maximum total peak hour trip generation value obtained from the two following methodologies:

- Project trip generation based on the ITE peak hour of adjacent roadway (trip generation of the site during the time frames when the adjacent roadway system is expected to experience its highest traffic volumes); and
- Project trip generation based on the ITE peak hour of generator (trip generation of the site during the time frames when the site is expected to experience its highest traffic volumes).

Trip generation rates for the proposed development for both methodologies are shown in Technical Appendix H2 Table 3 and are based on the Institute of Transportation Engineers (ITE) Trip Generation, 11th Edition, 2021. This publication provides a comprehensive evaluation of trip generation rates for a variety of land uses.

Utilizing the ITE trip generation rates shown in Technical Appendix H2 Table 3, *Table 4.17-1, Proposed Project Trip Generation* summarizes the daily and peak hour trip generation for the proposed project for both of the evaluated trip generation methodologies. As shown in *Table 4.17-1*, based on ITE trip generation rates, the proposed project is expected to generate approximately 999 daily trips, which includes approximately 81 AM peak hour trips and approximately 86 PM peak hour trips.

Project Trip Distribution

Trip distribution represents the directional orientation of traffic to and from the project site.

Trip distribution is heavily influenced by the geographical location of the site, the location of residential, employment and recreational opportunities, and the proximity to the regional freeway system. The directional orientation of traffic was determined by evaluating existing and proposed land uses, and highways within the community and existing traffic volumes.

The trip distributions for the proposed project have been reviewed and approved by City staff during the scoping process.

Exhibit 4.17-4 shows the forecast outbound percent trip distribution for the proposed project, and *Exhibit 4.17-5* shows the forecast inbound percent trip distribution for the proposed project.

TABLE 4.17-1 PROPOSED PROJECT TRIP GENERATION

Land Use	Quantity	Units	ITE Code	Peak Hour						Daily
				AM Peak Hour			PM Peak Hour			
				In	Out	Total	In	Out	Total	
Peak Hour of Adjacent Roadway (When the Roadway System Traffic Peaks)										
Multi-family Residential (Mid-Rise)	220	DU	221	20	61	81	53	33	86	999
Peak Hour Generator of Land Use (When the Land Use Traffic Peaks)										
Multi-family Residential (Mid-Rise)	220	DU	221	20	57	77	51	35	86	999
Total Maximum (Utilized in Traffic Analysis)				**20**	**61**	**81**	**53**	**33**	**86**	**999**
Source: MAT Engineering, Inc. (July 2023)										
Notes: Trip Generation Source: 2021 ITE 11th Edition Trip Generation Manual DU = Dwelling Units										

Project Traffic Volumes

The assignment of traffic from the project site to the adjoining roadway system has been based upon the project's trip generation, trip distribution, and proposed arterial highway and local street systems that this traffic study assumes would be in place by the time of initial occupancy of the site. *Exhibit 4.17-6* shows the project traffic volumes. As previously noted, the analysis evaluates the project's highest total peak hour trip generation obtained from two different methodologies shown in Technical Appendix H2 Table 3.

Background Traffic

Project opening year (2026) background traffic volumes are derived by applying an annual growth rate of three (3) percent per year to the existing (2023) traffic volumes previously shown in *Exhibit 4.17-3*.

Cumulative Projects Traffic

Information on cumulative projects in the vicinity of the study area has been provided by City of Highland staff for inclusion in this analysis. Exhibit H shows the location of the cumulative projects. Technical Appendix H2 Table 5 shows the trip generation of the cumulative projects based on corresponding ITE trip generation rates. Cumulative projects traffic volumes are shown in *Exhibit 4.17-7*.

In reality, some of the cumulative projects may change in scope and/or may not be open and generating trips by the opening year (2026) of the proposed project. In addition, many of the cumulative projects would be subject to a variety of improvement measures that would reduce the potential trip generation associated with those projects or the capacity of the roadway network. However, those improvement measures have not been taken into account in projecting the trip generation of the related projects or the capacity of the study roadway system.

Existing With Project Conditions Traffic Volumes

Existing (2023) With Project Conditions traffic volumes are derived by adding project-generated traffic volumes shown in Technical Appendix H2 Exhibit G to the existing traffic volumes shown in Technical Appendix H2 Exhibit E. Existing (2023) With Project Conditions traffic volumes are shown in Technical Appendix H2 Exhibit J.

Opening Year Without Project Conditions Traffic Volumes

Opening Year (2026) Without Project Conditions traffic volumes consists of the summation of the existing (2023) traffic volume shown in Technical Appendix H2 Exhibit E after application of an annual growth rate of three percent per year over a three-year period and the traffic generated by the cumulative projects shown in Technical Appendix H2 Exhibit I. Opening Year (2026) Without Project Conditions traffic volumes are shown in Technical Appendix H2 Exhibit K.

Opening Year With Project Conditions Traffic Volumes

Opening Year (2026) With Project Conditions traffic volumes consists of the summation of the Opening Year (2026) Without Project Conditions traffic volumes shown in Technical Appendix H2 Exhibit K and project-generated traffic shown in Technical Appendix H2 Technical Appendix H2 Exhibit G. Opening Year (2026) With Project Conditions traffic volumes are shown in *Exhibit 4.17-8*.

Long-Range Without Project Conditions Traffic Volumes

Long-Range (2040) Without Project Conditions traffic volumes have been derived utilizing the San Bernardino County Traffic Analysis Model (SBTAM) traffic projections for the study area. A copy of the SBTAM model plots is contained in Technical Appendix H2 Appendix B. Long-Range (2040) Without Project Conditions traffic volumes are shown in Technical Appendix H2 Exhibit M.

Long-Range With Project Conditions Traffic Volumes

Long-Range (2040) With Project Conditions traffic volumes are derived by adding project-generated traffic volumes shown in Technical Appendix H2 Exhibit G to the Long-Range (2040) Without Project Conditions traffic volumes shown in Technical Appendix H2 Exhibit M. Long-Range (2040) With Project Conditions traffic volumes are shown in *Exhibit 4.17-9*.

Level of Service Analysis

Existing Conditions Level of Service

Existing (2023) Conditions Level of Service (LOS) calculations for the study intersections are shown in Technical Appendix H2 Table 6 and are based upon the Existing (2023) Conditions peak hour turning movement volumes shown in Technical Appendix H2 Exhibit E and the existing geometry shown in Technical Appendix H2 Exhibit D.

As shown in Technical Appendix H2 Table 6, all study area intersections operate at an acceptable level of service during the peak hours for Existing (2023) Conditions. Detailed LOS analysis sheets for Existing (2023) Conditions are contained in Technical Appendix H2 Appendix C.

Existing With Project Conditions Level of Service

Existing (2023) With Project Conditions Level of Service (LOS) calculations for the study intersections are shown in Technical Appendix H2 Table 7 and are based upon the Existing (2023) With Project Conditions peak hour turning movement volumes shown in Technical Appendix H2 Exhibit J and the existing geometry shown in Technical Appendix H2 Exhibit D.

As shown in Technical Appendix H2 Table 7, all study area intersections are forecast to continue to operate at an acceptable level of service during the peak hours for Existing (2023) With Project

Conditions. As also shown in Technical Appendix H2 Table 7, based on the agency-established performance criteria, no study intersection improvements are required for Existing (2023) With Project Conditions. Detailed LOS analysis sheets for Existing (2023) With Project Conditions are contained in Technical Appendix H2 Appendix D.

Opening Year Without Project Conditions Level of Service

Opening Year (2026) Without Project Conditions Level of Service (LOS) calculations for the study intersections are shown in Technical Appendix H2 Table 8 and are based upon the Opening Year (2026) Without Project Conditions peak hour turning movement volumes shown in Technical Appendix H2 Exhibit K and the existing geometry shown in Technical Appendix H2 Exhibit D.

As shown in Technical Appendix H2 Table 8, all study area intersections are forecast to continue to operate at an acceptable level of service during the peak hours for Opening Year (2026) Without Project Conditions. Detailed LOS analysis sheets for Opening Year (2026) Without Project Conditions are contained in Technical Appendix H2 Appendix E.

Opening Year With Project Conditions Level of Service

Opening Year (2026) With Project Conditions Level of Service (LOS) calculations for the study intersections are shown in *Table 4.17-2*, and are based upon the Opening Year (2026) With Project Conditions peak hour turning movement volumes shown in Technical Appendix H2 Exhibit L and the existing geometry shown in Technical Appendix H2 Exhibit D.

As shown in *Table 4.17-2*, all study area intersections are forecast to continue to operate at an acceptable level of service during the peak hours for Opening Year (2026) With Project Conditions. As also shown in *Table 4.17-2*, based on the agency-established performance criteria, no study intersection improvements are required for Opening Year (2026) With Project Conditions. Detailed LOS analysis sheets for Opening Year (2026) With Project Conditions are contained in Technical Appendix H2 Appendix F.

Long-Range Without Project Conditions Level of Service

Long-Range (2040) Without Project Conditions Level of Service (LOS) calculations for the study intersections are shown in Technical Appendix H2 Table 10 and are based upon the Long-Range (2040) Without Project Conditions peak hour turning movement volumes shown in Technical Appendix H2 Exhibit M and the existing geometry shown in Technical Appendix H2 Exhibit D.

As shown in Technical Appendix H2 Table 10, all study area intersections are forecast to continue to operate at an acceptable level of service during the peak hours for Long-Range (2040) Without Project Conditions. Detailed LOS analysis sheets for Long-Range (2040) Without Project Conditions are contained in Technical Appendix H2 Appendix G.

Long-Range With Project Conditions Level of Service

Long-Range (2040) With Project Conditions Level of Service (LOS) calculations for the study intersections are shown in *Table 4.17-3* and are based upon the Long-Range (2040) With Project Conditions peak hour turning movement volumes shown in Technical Appendix H2 Exhibit N and the existing geometry shown in Technical Appendix H2 Exhibit D.

As shown in *Table 4.17-3*, all study area intersections are forecast to continue to operate at an acceptable level of service during the peak hours for Long-Range (2040) With Project Conditions. As also shown in *Table 4.17-3*, based on the agency-established performance criteria, no study intersection improvements are required for Long-Range (2040) With Project Conditions. Detailed LOS analysis sheets for Long-Range (2040) With Project Conditions are contained in Technical Appendix H2 Appendix H.

TABLE 4.17-2 OPENING YEAR (2026) WITH PROJECT CONDITIONS STUDY INTERSECTION PEAK HOUR LOS ANALYSIS SUMMARY

#	Study Intersection (North-South / East-West)	Traffic Control Type	Analysis Methodology	LOS Standard	Opening Year (2026) Without Project Conditions				Opening Year (2026) With Project Conditions				Requires Improvement?	
					AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		AM	PM
					Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS		
1	Sterling Ave / Base Line	TS	HCM	D or better	24.3	C	33.2	C	24.6	C	33.8	C	No	No
2	Sterling Ave / 9th St	TS	HCM	D or better	26.7	C	34.5	C	26.9	C	35.6	D	No	No
3	Sterling Ave / Project North Access – School North Access	CSS	HCM	D or better	14.2	B	22.4	C	16.8	C	23.4	C	No	No
4	Sterling Ave / Project South Access – School South Access	CSS	HCM	D or better	8.5	A	9.5	A	15.0	C	18.3	C	No	No
	Source: MAT Engineering, Inc. (July 2023)													

Source: MAT Engineering, Inc. (July 2023)

Notes:
Intersection Analysis Methodology: HCM (Highway Capacity Manual) 6th Edition methodology based on delay (shown and reported in seconds) utilizing Synchro Version 11 analysis software.
TS = Traffic Signal; CSS = Cross-Street Stop

TABLE 4.17-3 LONG RANGE (2040) WITH PROJECT CONDITIONS STUDY INTERSECTION PEAK HOUR LOS ANALYSIS SUMMARY

#	Study Intersection (North-South / East-West)	Traffic Control Type	Analysis Methodology	LOS Standard	Long-Range (2040) Without Project Conditions				Long-Range (2040) With Project Conditions				Requires Improvement?	
					AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		AM	PM
					Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS		
1	Sterling Ave / Base Line	TS	HCM	D or better	25.4	C	34.8	C	25.8	C	35.5	D	No	No
2	Sterling Ave / 9th St	TS	HCM	D or better	28.4	C	36.2	D	28.6	C	37.3	D	No	No
3	Sterling Ave / Project North Access – School North Access	CSS	HCM	D or better	15.2	C	26.4	D	21.6	C	27.8	D	No	No
4	Sterling Ave / Project South Access – School South Access	CSS	HCM	D or better	8.4	A	9.8	A	17.8	C	20.2	C	No	No

Source: MAT Engineering, Inc. (July 2023)

Notes:
Intersection Analysis Methodology: HCM (Highway Capacity Manual) 6th Edition methodology based on delay (shown and reported in seconds) utilizing Synchro Version 11 analysis software.
TS = Traffic Signal; CSS = Cross-Street Stop

287

Vehicular Queue Analysis

Existing and Existing With Project Conditions Vehicular Queue Analysis

Existing (2023) Conditions and Existing (2023) With Project Conditions vehicular queue calculations for the study intersections are shown in Technical Appendix H2 Table 12 and are based upon the Existing (2023) Conditions peak hour turning movement volumes shown in Technical Appendix H2 Exhibit E. Existing (2023) With Project Conditions peak hour turning movement volumes shown in Technical Appendix H2 Exhibit J and the existing geometry shown in Technical Appendix H2 Exhibit D.

As shown in Technical Appendix H2 Table 12, based on the analysis performed for Existing (2023) Conditions and Existing (2023) With Project Conditions, adequate stacking capacity is forecast to be provided at the evaluated left-turn lanes for vehicles to not encroach onto the upstream major intersections or adjacent through lane by utilizing the existing storage space currently available within the left-turn lanes and painted medians which can accommodated vehicular queue.

Detailed vehicular queue analysis sheets for Existing (2023) Conditions are contained in Technical Appendix H2 Appendix C. Detailed vehicular queue analysis sheets for Existing (2023) With Project Conditions are contained in Technical Appendix H2 Appendix D.

Opening Year Without Project and Opening Year With Project Conditions Vehicular Queue Analysis

Opening Year (2026) Without Project Conditions and Opening Year (2026) With Project Conditions vehicular queue calculations for the study intersections are shown in *Table 4.17-4* and are based upon the Opening Year (2026) Without Project Conditions peak hour turning movement volumes shown in Technical Appendix H2 Exhibit K. Opening Year (2026) With Project Conditions peak hour turning movement volumes shown in Technical Appendix H2 Exhibit L and the existing geometry shown in Technical Appendix H2 Exhibit D.

As shown in *Table 4.17-4* based on the analysis performed for Opening Year (2026) Without Project Conditions and Opening Year (2026) With Project Conditions, adequate stacking capacity is forecast to be provided at the evaluated left-turn lanes for vehicles to not encroach onto the upstream major intersections or adjacent through lane by utilizing the existing storage space currently available within the left-turn lanes and painted medians which can accommodated vehicular queue.

Detailed vehicular queue analysis sheets for Opening Year (2026) Without Project Conditions are contained in Technical Appendix H2 Appendix E. Detailed vehicular queue analysis sheets for Opening Year (2026) With Project Conditions are contained in Technical Appendix H2 Appendix F.

Long-Range Without Project and Long-Range With Project Conditions Vehicular Queue Analysis

Long-Range (2040) Without Project Conditions and Long-Range (2040) With Project Conditions vehicular queue calculations for the study intersections are shown in *Table 4.17-5* and are based upon the Long-Range (2040) Without Project Conditions peak hour turning movement volumes shown in Technical Appendix H2 Exhibit M. Long-Range (2040) With Project Conditions peak hour turning movement volumes shown in Technical Appendix H2 Exhibit N and the existing geometry shown in Technical Appendix H2 Exhibit D.

As shown in *Table 4.17-5*, based on the analysis performed for Long-Range (2040) Without Project Conditions and Long-Range (2040) With Project Conditions, adequate stacking capacity is forecast to be provided at the evaluated left-turn lanes for vehicles to not encroach onto the upstream major intersections or adjacent through lane by utilizing the existing storage space currently available within the left-turn lanes and painted medians which can accommodated vehicular queue.

TABLE 4.17-4 OPENING YEAR (2026) WITHOUT & WITH PROJECT CONDITIONS STUDY INTERSECTION LEFT-TURN LANE PEAK HOUR 95TH PERCENTILE VEHICULAR QUEUING ANALYSIS SUMMARY

Study Intersection (North-South / East-West)	No. of Lanes	Left-Turn Lane Storage Capacity (ft)	Distance to Next Major Intersection (ft)	Opening Year (2026) Without Project Conditions				Opening Year (2026) With Project Conditions				Project-Related Change				Adequate Storage Available? [1]	
				AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		AM Peak Hour	PM Peak Hour
				Traffic Volume	Queue (ft)	Traffic Volume	Queue (ft)	Traffic Volume	Queue (ft)	Traffic Volume	Queue (ft)	Traffic Volume	Queue (ft)	Traffic Volume	Queue (ft)		
1. Sterling Ave / Base Line																	
Northbound Sterling Ave Left-Turn	1	100	200	58	61	80	82	70	76	87	88	12	15	7	6	Yes	Yes
Southbound Sterling Ave Left-Turn	1	100	300	166	179	263	266	166	179	263	266	0	0	0	0	Yes	Yes
Eastbound Base Line Left-Turn	1	75	350	66	83	125	157	66	83	125	157	0	0	0	0	Yes	Yes
Westbound Base Line Left-Turn	1	75	540	59	73	73	107	63	81	84	124	4	8	11	17	Yes	Yes
2. Sterling Ave / 9th St																	
Northbound Sterling Ave Left-Turn	1	60	750	15	29	29	46	15	29	29	46	0	0	0	0	Yes	Yes
Southbound Sterling Ave Left-Turn	1	60	150	87	95	130	130	96	103	135	135	9	8	5	5	Yes	Yes
Eastbound 9th St Left-Turn	1	100	600	90	118	125	167	94	125	136	185	4	7	11	18	Yes	Yes
Westbound 9th St Left-Turn	1	100	550	102	115	102	125	102	115	102	125	0	0	0	0	Yes	Yes
3. Sterling Ave / Project North Access – School North Access																	
Northbound Sterling Ave Left-Turn	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Southbound Sterling Ave Left-Turn	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
4. Sterling Ave / Project South Access – School South Access																	
Northbound Sterling Ave Left-Turn	1	40	40	0	Nom	0	Nom	10	Nom	27	Nom	10	Nom	27	Nom	Yes	Yes
Southbound Sterling Ave Left-Turn	1	40	40	37	Nom	15	Nom	37	Nom	15	Nom	0	Nom	0	Nom	Yes	Yes

Source: MAT Engineering, Inc. (July 2023)

Notes:
Analysis Methodology: HCM (Highway Capacity Manual) 95th Percentile Vehicular Queue utilizing 6th Edition methodology and Synchro Version 11 analysis software.
ft = feet; Nom = Nominal; N/A = Not Applicable since movement is not permitted.
1 = Based on the analysis, in some instances, even though the queue exceeds turn-lane storage length, adequate storage is available in the median two-way left-turn lane so that the queue does not reach or block nearby major intersections.

289

TABLE 4.17-5 LONG RANGE (2040) WITHOUT & WITH PROJECT CONDITIONS STUDY INTERSECTION LEFT-TURN LANE PEAK HOUR 95TH PERCENTILE VEHICULAR QUEUING ANALYSIS SUMMARY

Study Intersection (North-South / East-West)	No. of Lanes	Left-Turn Lane Storage Capacity (ft)	Distance to Next Major Intersection (ft)	Long-Range (2040) Without Project Conditions				Long-Range (2040) With Project Conditions				Project-Related Change				Adequate Storage Available? [1]	
				AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		AM Peak Hour	PM Peak Hour
				Traffic Volume	Queue (ft)	Traffic Volume	Queue (ft)	Traffic Volume	Queue (ft)	Traffic Volume	Queue (ft)	Traffic Volume	Queue (ft)	Traffic Volume	Queue (ft)		
1. Sterling Ave / Base Line																	
Northbound Sterling Ave Left-Turn	1	100	200	70	70	88	88	82	91	95	94	12	21	7	6	Yes	Yes
Southbound Sterling Ave Left-Turn	1	100	300	183	196	290	291	183	196	290	291	0	0	0	0	Yes	Yes
Eastbound Base Line Left-Turn	1	75	350	73	90	138	170	73	90	138	170	0	0	0	0	Yes	Yes
Westbound Base Line Left-Turn	1	75	540	65	80	81	116	69	86	92	134	4	6	11	18	Yes	Yes
2. Sterling Ave / 9th St																	
Northbound Sterling Ave Left-Turn	1	60	750	18	34	32	49	18	34	32	49	0	0	0	0	Yes	Yes
Southbound Sterling Ave Left-Turn	1	60	150	129	133	143	140	138	141	148	145	9	8	5	5	Yes	Yes
Eastbound 9th St Left-Turn	1	100	600	99	129	138	181	103	135	149	200	4	6	11	19	Yes	Yes
Westbound 9th St Left-Turn	1	100	550	113	128	113	140	113	128	113	140	0	0	0	0	Yes	Yes
3. Sterling Ave / Project North Access – School North Access																	
Northbound Sterling Ave Left-Turn	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Southbound Sterling Ave Left-Turn	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
4. Sterling Ave / Project South Access – School South Access																	
Northbound Sterling Ave Left-Turn	1	40	40	0	Nom	0	Nom	10	Nom	27	Nom	10	Nom	27	Nom	Yes	Yes
Southbound Sterling Ave Left-Turn	1	40	40	33	Nom	13	Nom	33	Nom	13	Nom	0	Nom	0	Nom	Yes	Yes

Source: MAT Engineering, Inc. (July 2023)

Notes:
Analysis Methodology: HCM (Highway Capacity Manual) 95th Percentile Vehicular Queue utilizing 6th Edition methodology and Synchro Version 11 analysis software.
ft = feet; Nom = Nominal; N/A = Not Applicable since movement is not permitted.
1 = Based on the analysis, in some instances, even though the queue exceeds turn-lane storage length, adequate storage is available in the median two-way left-turn lane so that the queue does not reach or block nearby major intersections.

Detailed vehicular queue analysis sheets for Long-Range (2040) Without Project Conditions are contained in Technical Appendix H2 Appendix G. Detailed vehicular queue analysis sheets for Long-Range (2040) With Project Conditions are contained in Technical Appendix H2 Appendix H.

Impact Conclusion

Level of Service Analysis Impact Conclusion

All study area intersections are forecast to operate at an acceptable level of service during the peak hours for all of the analysis scenarios evaluated as part of the Transportation Study. Based on the agency-established performance criteria, no study intersection improvements are required for any of the analysis scenarios evaluated as part of the Transportation Study. Thus, less than significant impacts would occur.

Vehicular Queue Analysis Impact Conclusion

For all of the evaluated scenarios, adequate stacking capacity is forecast to be provided at the evaluated left-turn lanes for vehicles to not encroach onto the upstream major intersections or adjacent through lane by utilizing the existing storage space currently available within the left-turn lanes and painted medians that can accommodated vehicular queue. Thus, less than significant impacts would occur.

Public Transit, Bicycle, and Pedestrian Facilities Policies, Plans or Programs

The proposed project does not include any components that would conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities. Thus, no impacts would occur.

Public Transportation Services

OmniTrans provides the following transit services throughout San Bernardino County: Fixed Route, sbX Greenline, OmniAccess ADA service, and OmniRide.

Fixed Route

Omnitrans fixed-route service consists of 28 convenient routes, including local fixed-routes, one regional express route, providing safe, dependable, and environmentally friendly transportation throughout the San Bernardino Valley. Omnitrans' fixed-route service area covers 15 cities and portions of unincorporated areas of San Bernardino County, to major destinations such as transportation centers, medical centers, educational facilities, shopping malls, business parks, and community centers. Routes are operated with 40-foot buses and 30-foot buses, running primarily along major east-west and north-south corridors. Headways vary from 15-minute to hourly service, with approximately 18 hours of service on weekdays, 13 hours on Saturdays, and 12 hours on Sundays.

sbX Green Line

The sbX Green line, San Bernardino County's first-ever express passenger service, offers quick, convenient, comfortable, and affordable transportation to major destinations in the cities of San Bernardino and Loma Linda. The sbX fleet consists of deluxe 60-foot articulated vehicles powered by environmentally-friendly compressed natural gas, with 16 art-inspired stations at key destinations along the 16-mile route, dedicated bus-only lanes, traffic signal prioritization, and convenient onboard Wi-Fi, power outlets, and bike racks. Service runs weekdays every 10 minutes during peak hours, 15 minutes off peak. On Saturdays, service runs every 20 minutes. In addition to the existing Green Line, the next sbX segment will be the West Valley Connector.

OmniAccess ADA Service

OmniAccess paratransit service is an Americans with Disabilities Act (ADA) mandated public transportation service for people unable to independently use the fixed route bus service in South Western San Bernardino County for all or some of their trips. OmniAccess provides curb-to-curb service to complement the Omnitrans fixed-route bus system, and is available during the same periods that fixed-route service operates.

OmniRide

OmniRide is a microtransit service in Bloomington, Chino/Chino Hills and Upland with on-demand, reservation based transportation. Customers can reserve rides on an app, then be picked up and dropped off at the locations of their choosing within the service area boundaries. Each $4 trip on OmniRide includes a day pass to connect to Omnitrans buses. The OmniRide vans are ADA accessible. Service runs weekdays from 6:00 am to 8:00 pm on weekdays only.

Public bus transit services are provided within the City of Highland by OmniTrans. Bus routes link various destinations within the City and throughout the County. Omnitrans operates routes in and through the City of Highland.

- Route 1 serves Colton, Highland, and San Bernardino.
- Route 3 serves Highland and San Bernardino.
- Route 4 serves Highland and San Bernardino.
- Route 15 serves Colton, Fontana, Highland, Redlands, Rialto, and San Bernardino.
- SB Connect Route 300 serves Colton, Highland, and San Bernardino.

The bus routes closest to the project site are Routes 3/4, which are circular routes that serves West San Bernardino (Baseline – Highland - San Bernardino). Project residents would have access to Routes 3/4 on 9th Street.

The proposed project does not involve any modifications to the roadway system within the project vicinity that would impact public transit service. As the proposed project consists of 220 multi-family residential units, increased use of the public transportation system could result from future residents utilizing nearby public transportation. As such, the proposed project is not anticipated to impact the effectiveness or performance of existing transit systems. Thus, less than significant impacts would occur.

Pedestrian and Bicycle Facilities

Per *Highland General Plan* Circulation Element Figure 3-5, Bikeways, both Sterling Avenue and 9th Street are classified as Class III Bike Routes. Class III Bike Routes are considered shared facilities serving either to provide continuity to other bicycle facilities or to designate preferred routes through high-demand corridors. Such bikeways are designated using signage along the roadway without special street striping.

Sidewalks for pedestrians and bicycle facilities are currently provided on the west and east sides of Sterling Avenue. Class III Bike Routes are available on Sterling Avenue, and could by directly accessed to/from the proposed project site. The proposed project would not significantly impact the effectiveness or performance of existing pedestrian or bicycle facilities.

Although all construction staging would occur within the boundaries of the project site, construction activities may temporarily limit pedestrian use of the sidewalk adjacent to the site, as well as the Class III Bike Route on Sterling Avenue. These activities would be temporary and would cease upon project completion. Also, implementation of the proposed project would not limit the accessibility of the site for

pedestrians or future cyclists, or their ability to utilize existing facilities. Thus, less than significant impacts would occur.

MITIGATION MEASURES

No mitigation measures are required.

B. WOULD THE PROJECT CONFLICT OR BE INCONSISTENT WITH CEQA GUIDELINES SECTION 15064.3 SUBDIVISION (B)?

LESS THAN SIGNIFICANT IMPACT WITH MITIGATION INCORPORATED

CEQA Vehicle Miles Traveled Screening Evaluation

Based on the most current version of the California Environmental Quality Act (CEQA), projects are required to prepare a Vehicle Miles Traveled (VMT) analysis.

Based on the City-adopted *Recommended Traffic Impact Analysis Guidelines for Vehicle Miles Traveled and Level of Service Assessment* (Fehr & Peers, February 2020), there are three types of screening that lead agencies can apply to effectively screen projects from project-level assessment:

I. Transit Priority Area (TPA) Screening

II. Low VMT Area Screening using the online SBCTA screening tool developed by Fehr & Peers

III. 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 include:

- Projects generating less than 110 daily vehicle trips
- K-12 schools
- Local-serving retail less than 50,000 sq. ft.
- Local parks
- Day care centers
- Local serving gas stations
- Local serving banks
- Student housing projects
- Local serving community colleges that are consistent with the assumptions noted in the RTP/SCS

Project VMT Screening Analysis

Public Resources Code Section 21099 defines Transit Priority Areas (TPAs) as an area within one-half mile of a major transit stop that is existing or planned, if the planned stop is scheduled to be completed within the planning horizon included in a Transportation Improvement Program.

Public Resources Code Section 21155(b) defines High Quality Transit Areas (HQTAs) are defined as areas within one-half mile of a fixed guideway transit stop or a bus transit corridor where buses pick up passengers at a frequency of every 15 minutes or less during peak commuting hours

A VMT screening was performed for the proposed project utilizing the San Bernardino County Transportation Authority (SBCTA) VMT screening tool. A screenshot of the SBCTA screening tool and project site evaluation is contained in Technical Appendix H1, Attachment A.

Based on the VMT screening tool, the project site is completely located within a Transit Priority Area (TPA), and within a low VMT generating Traffic Analysis Zone (TAZ). As such, the proposed project is screened out for VMT. The screening is consistent with the City of Highland's adopted and established guidelines relative to VMT, and the CEQA thresholds of significance. Thus, less than significant impacts would occur.

The *Air Quality and Greenhouse Gas Analysis* (refer to Technical Appendix A, Appendix A – CALEEMOD Outputs, Pages 67/79 & 68/79) estimated that the proposed project would result in 2,864,750 vehicle miles traveled (VMT) annually. However, the City of Highland has not yet developed thresholds of significance based upon VMT.

Level of Service Analysis

Traffic studies shall be prepared in accordance with criteria adopted by the City of Highland as stipulated in the *City of Highland Public Works Policies, Procedures and Standards*, 9.0 Traffic.[20]

The Transportation Study was prepared using Level of Service (LOS) as the threshold of significance. Therefore, LOS was used as the threshold of significance for transportation impacts for the proposed project. The analysis in Response 4.17.A concluded impacts to be less than significant.

All study area intersections are forecast to operate at an acceptable level of service during the peak hours for all of the analysis scenarios evaluated as part of this report.

Based on the agency-established performance criteria, no study intersection improvements are required for any of the analysis scenarios evaluated as part of the Transportation Study. Thus, less than significant impacts would occur.

MITIGATION MEASURES

No mitigation measures are required.

C. WOULD THE PROJECT SUBSTANTIALLY INCREASE HAZARDS DUE TO A DESIGN FEATURE (E.G., SHARP CURVES OR DANGEROUS INTERSECTIONS) OR INCOMPATIBLE USES (E.G., FARM EQUIPMENT)?

LESS THAN SIGNIFICANT IMPACT

Technical Appendix H2, Transportation Analysis includes an evaluation of the forecast vehicular queuing operations of the study area and the potential effect of the project trips on the surrounding circulation system.

The methodology utilized to evaluate the vehicular queues is the Highway Capacity Manual (HCM) 95th percentile methodology. The Transportation Analysis utilizes the following criteria for evaluating vehicular queues:

- If the vehicular queue for a left-turn lane on a public roadway exceeds the capacity of the turn lane and results in a spillover of the queue onto the upstream major intersection or onto the

[20] City of Highland, *City of Highland Public Works Policies, Procedures and Standards, 9.0 Traffic.* 90---Traffic-PDF (cityofhighland.org)

adjacent through travel lane, improvements need to be identified to avoid the queue spillover onto the upstream major intersection or adjacent through travel lane.

- The proposed project driveways are slightly offset from the existing Warm Springs Elementary School driveways located across the project site on Sterling Avenue. However, to provide a more conservative analysis, the vehicular queues analysis evaluates the offset intersections as one intersection with combined traffic volumes.

Site Access

Access to the project site would be from two gated driveway entries on Sterling Avenue. The southern driveway would be the main site driveway with full movement in (ingress) and out (egress) of the site. The southern driveway provides one full unsignalized access (left-in/left-out and right-in/right-out). The northern driveway would be a secondary driveway with movement only out (egress) of the site. The northern driveway provides one unsignalized access (left-out and right-out). An emergency access gate would be provided on the northern boundary of the site at the southern terminus of Elm Street.

Vehicular Queuing Evaluation

Existing (2023) and Existing (2023) With Project Conditions

Existing (2023) Conditions and Existing (2023) With Project Conditions vehicular queue calculations for the study intersections are shown in Technical Appendix H2, Table 12 and are based upon the Existing (2023) Conditions peak hour turning movement volumes shown in Technical Appendix H2, Exhibit E, and Existing (2023) With Project Conditions peak hour turning movement volumes shown in Technical Appendix H2, Exhibit J and the existing geometry shown in Technical Appendix H2, Exhibit D.

As shown in Technical Appendix H2, Table 12, based on the analysis performed for Existing (2023) Conditions and Existing (2023) With Project Conditions, adequate stacking capacity is forecast to be provided at the evaluated left-turn lanes for vehicles to not encroach onto the upstream major intersections or adjacent through lane by utilizing the existing storage space currently available within the left-turn lanes and painted medians which can accommodated vehicular queue.

Detailed vehicular queue analysis sheets for Existing (2023) Conditions are contained in Technical Appendix H2, Appendix C. Detailed vehicular queue analysis sheets for Existing (2023) With Project Conditions are contained in Technical Appendix H2, Appendix D.

Opening Year Without Project & Opening Year With Project Conditions Vehicular Queue Analysis

Opening Year (2026) Without Project Conditions and Opening Year (2026) With Project Conditions vehicular queue calculations for the study intersections are shown in Technical Appendix H2, Table 13 and are based upon the Opening Year (2026) Without Project Conditions peak hour turning movement volumes shown in Exhibit K, Opening Year (2026) With Project Conditions peak hour turning movement volumes shown in Exhibit L and the existing geometry shown in Exhibit D.

As shown in Technical Appendix H2, Table 13, based on the analysis performed for Opening Year (2026) Without Project Conditions and Opening Year (2026) With Project Conditions, adequate stacking capacity is forecast to be provided at the evaluated left-turn lanes for vehicles to not encroach onto the upstream major intersections or adjacent through lane by utilizing the existing storage space currently available within the left-turn lanes and painted medians which can accommodated vehicular queue.

Detailed vehicular queue analysis sheets for Opening Year (2026) Without Project Conditions are contained in Technical Appendix H2, Appendix E. Detailed vehicular queue analysis sheets for Opening Year (2026) With Project Conditions are contained in Technical Appendix H2, Appendix F.

Long-Range (2040) Without Project & Long-Range (2040) With Project Conditions Vehicular Queue Analysis

Long-Range (2040) Without Project Conditions and Long-Range (2040) With Project Conditions vehicular queue calculations for the study intersections are shown in Technical Appendix H2, Table 14 and are based upon the Long-Range (2040) Without Project Conditions peak hour turning movement volumes shown in Technical Appendix H2, Exhibit M, Long-Range (2040) With Project Conditions peak hour turning movement volumes shown in Exhibit N and the existing geometry shown in Technical Appendix H2, Exhibit D.

As shown in Technical Appendix H2, Table 14, based on the analysis performed for Long-Range (2040) Without Project Conditions and Long-Range (2040) With Project Conditions, adequate stacking capacity is forecast to be provided at the evaluated left-turn lanes for vehicles to not encroach onto the upstream major intersections or adjacent through lane by utilizing the existing storage space currently available within the left-turn lanes and painted medians which can accommodated vehicular queue.

Detailed vehicular queue analysis sheets for Long-Range (2040) Without Project Conditions are contained in Technical Appendix H2, Appendix G. Detailed vehicular queue analysis sheets for Long-Range (2040) With Project Conditions are contained in Technical Appendix H2, Appendix H.

Impact Conclusion

For all of the evaluated scenarios, adequate stacking capacity is forecast to be provided at the evaluated left-turn lanes for vehicles to not encroach onto the upstream major intersections or adjacent through lane by utilizing the existing storage space currently available within the left-turn lanes and painted medians which can accommodated vehicular queue. Thus, less than significant impacts would occur.

MITIGATION MEASURES

No mitigation measures are required.

D. WOULD THE PROJECT RESULT IN INADEQUATE EMERGENCY ACCESS?

LESS THAN SIGNIFICANT IMPACT

Access to the project site would be from two gated driveway entries on Sterling Avenue. The southern driveway would be the main site driveway with full movement in (ingress) and out (egress) of the site. The northern driveway would be a secondary driveway with movement only out (egress)of the site. An emergency access gate would be provided on the northern boundary of the site at the southern terminus of Elm Street.

Constructed roadways and driveways are required to meet access standards of the Highland Fire Department. Compliance with Highland Fire Department and San Bernardino County Sherriff Department requirements. Thus, less than significant impacts would occur.

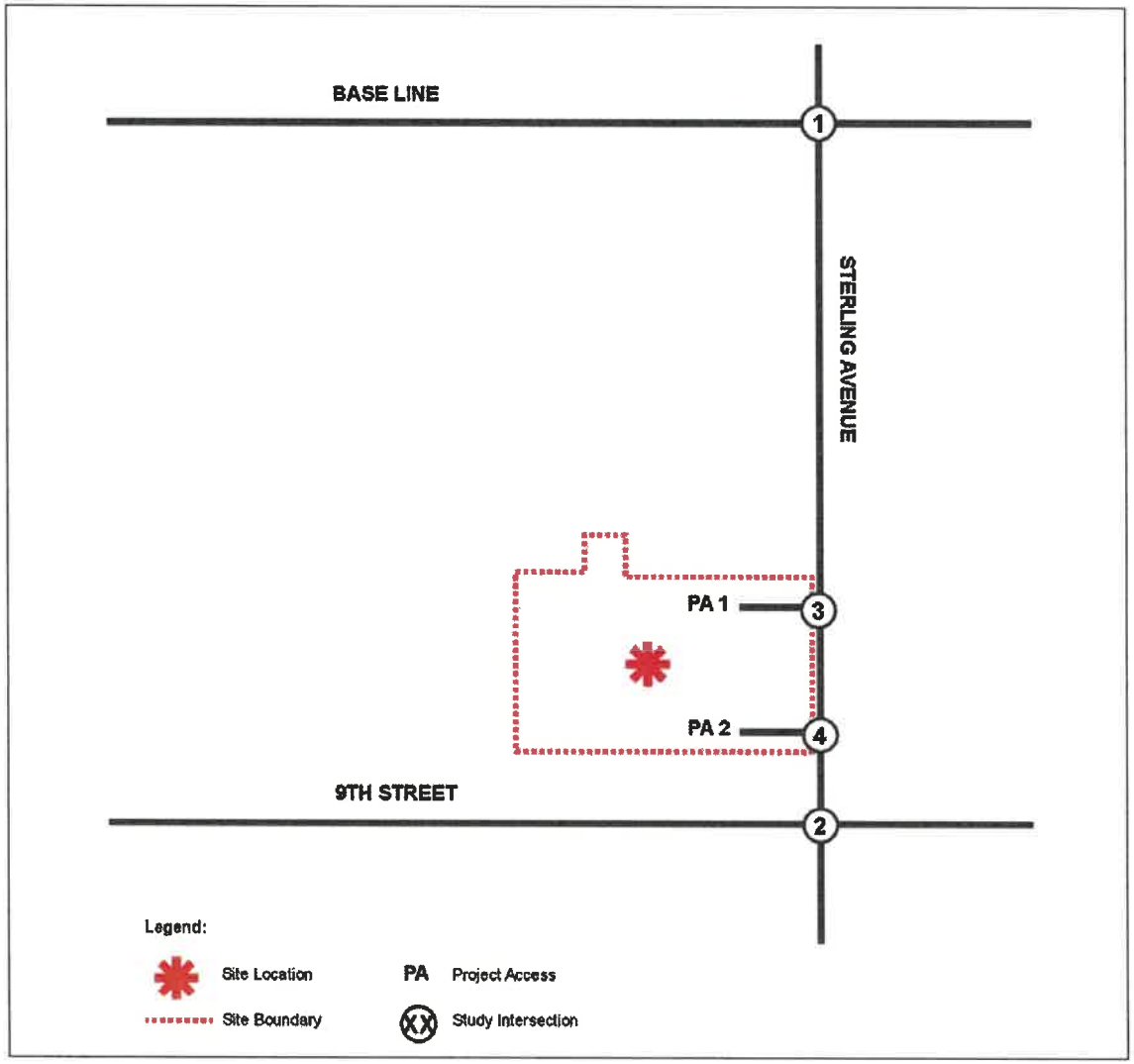
MITIGATION MEASURES

No mitigation measures are required.

CUMULATIVE IMPACTS

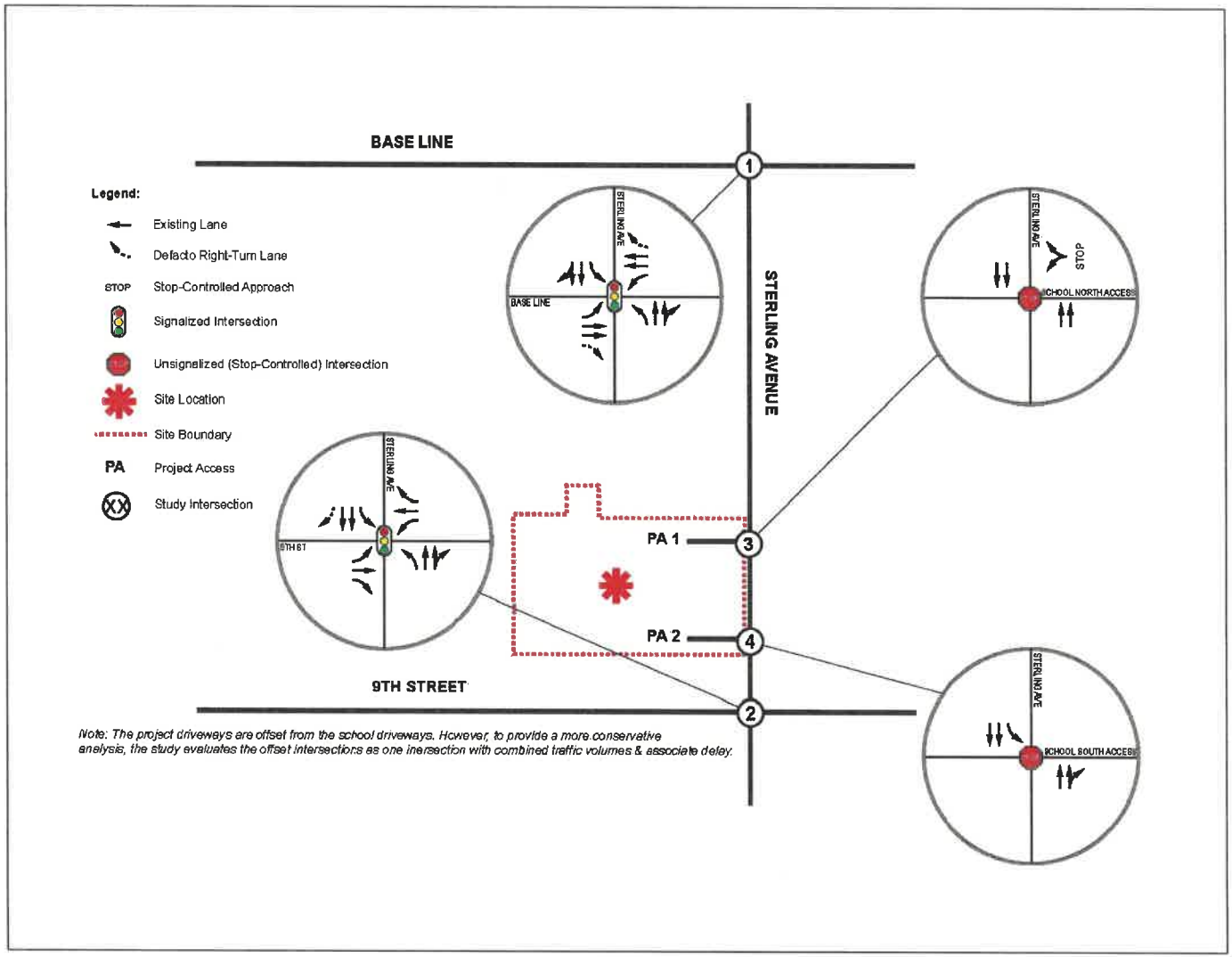
The Transportation Study addresses both the project-specific and the proposed project's contribution to cumulative impacts and concluded that the proposed project's contribution to cumulatively significant impacts would be less than significant.

EXHIBIT 4.17-1 STUDY INTERSECTION LOCATION



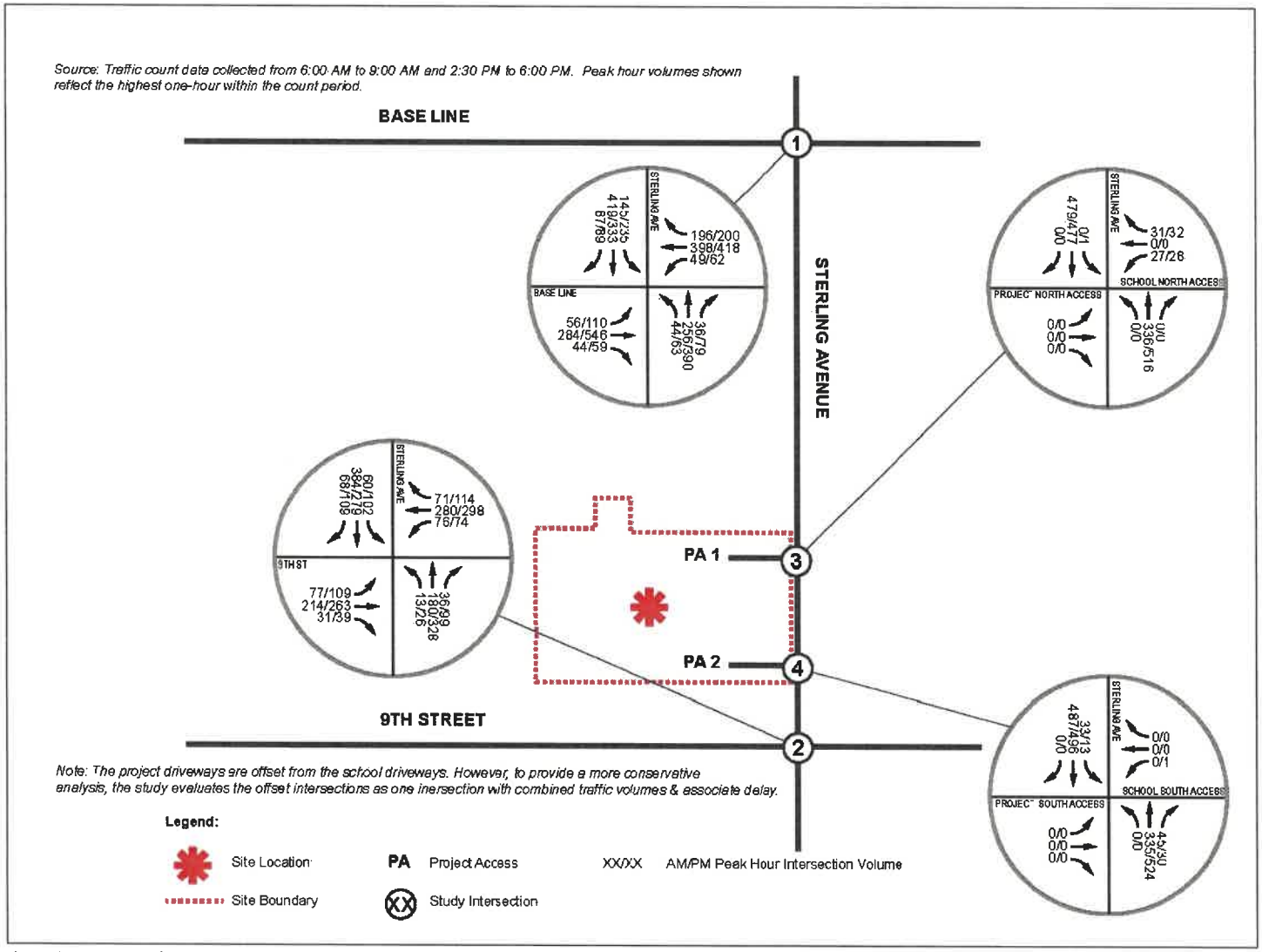
Source: MAT Engineering, Inc. (July 2023)

EXHIBIT 4.17-2 EXISTING STUDY INTERSECTION GEOMETRY



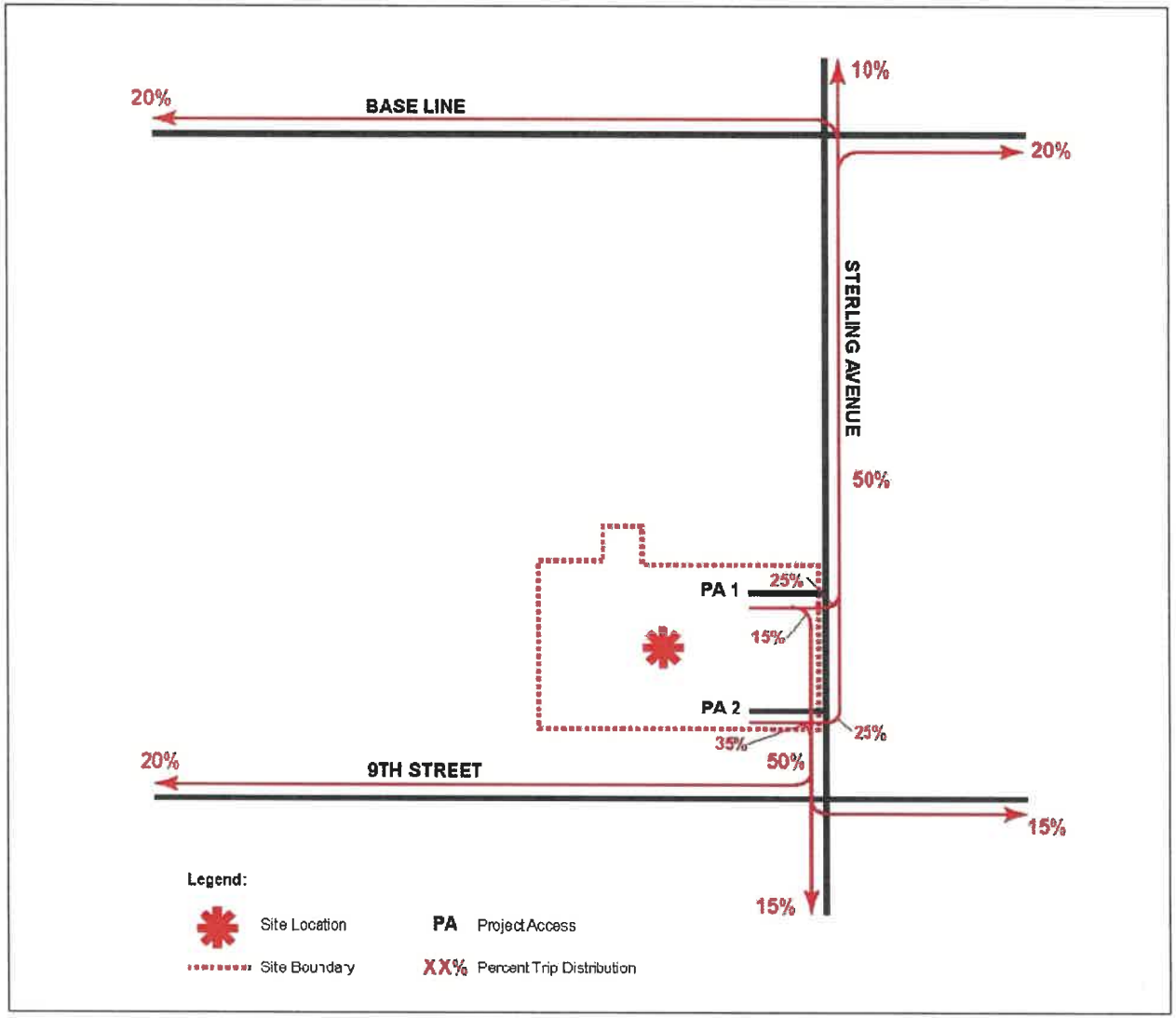
Source: MAT Engineering, Inc. (July 2023)

EXHIBIT 4.17-3 EXISTING (2023) CONDITIONS TRAFFIC VOLUMES



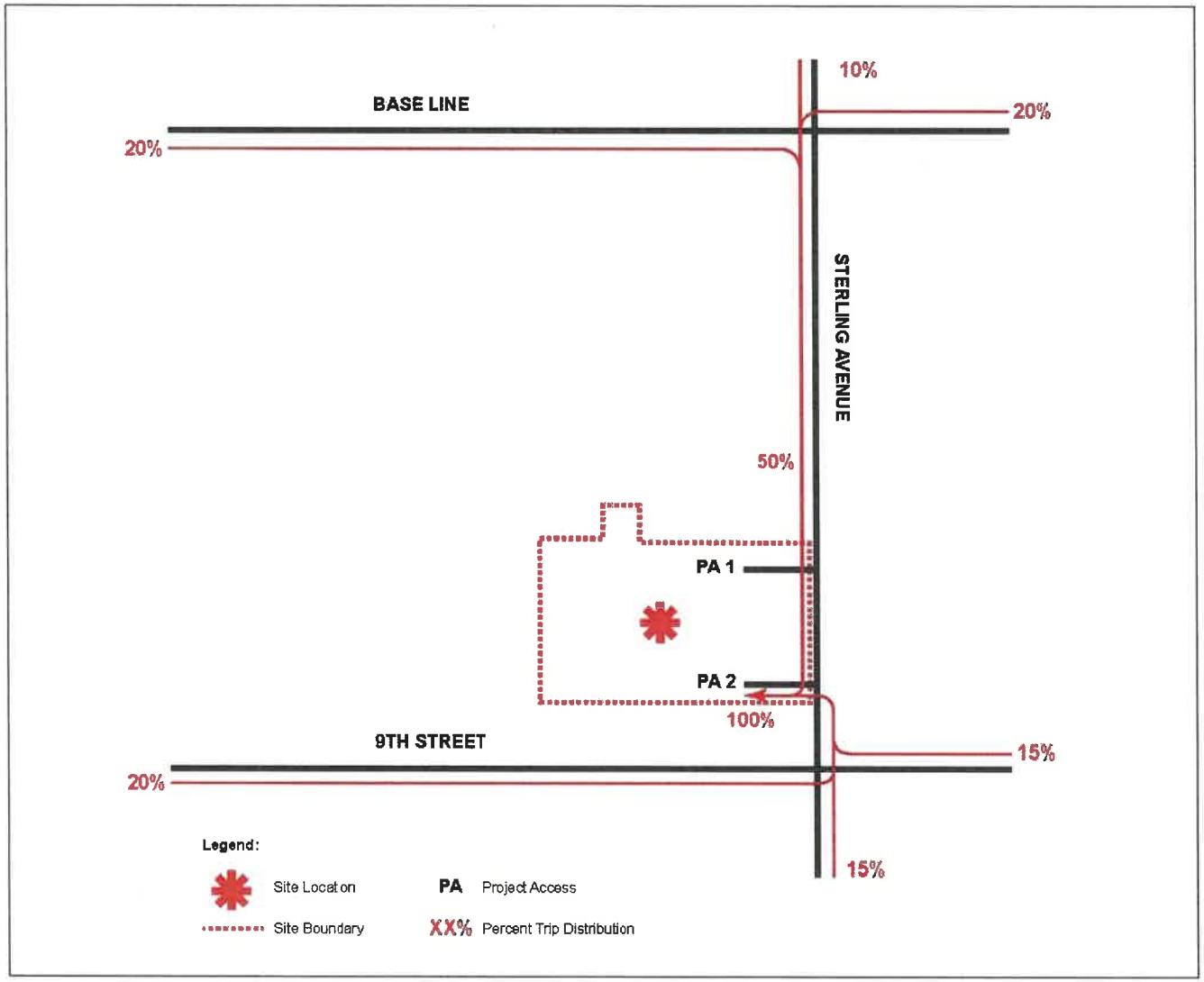
Source: MAT Engineering, Inc. (July 2023)

EXHIBIT 4.17-4 PROJECT FORECAST PERCENT TRIP DISTRIBUTION (OUTBOUND)



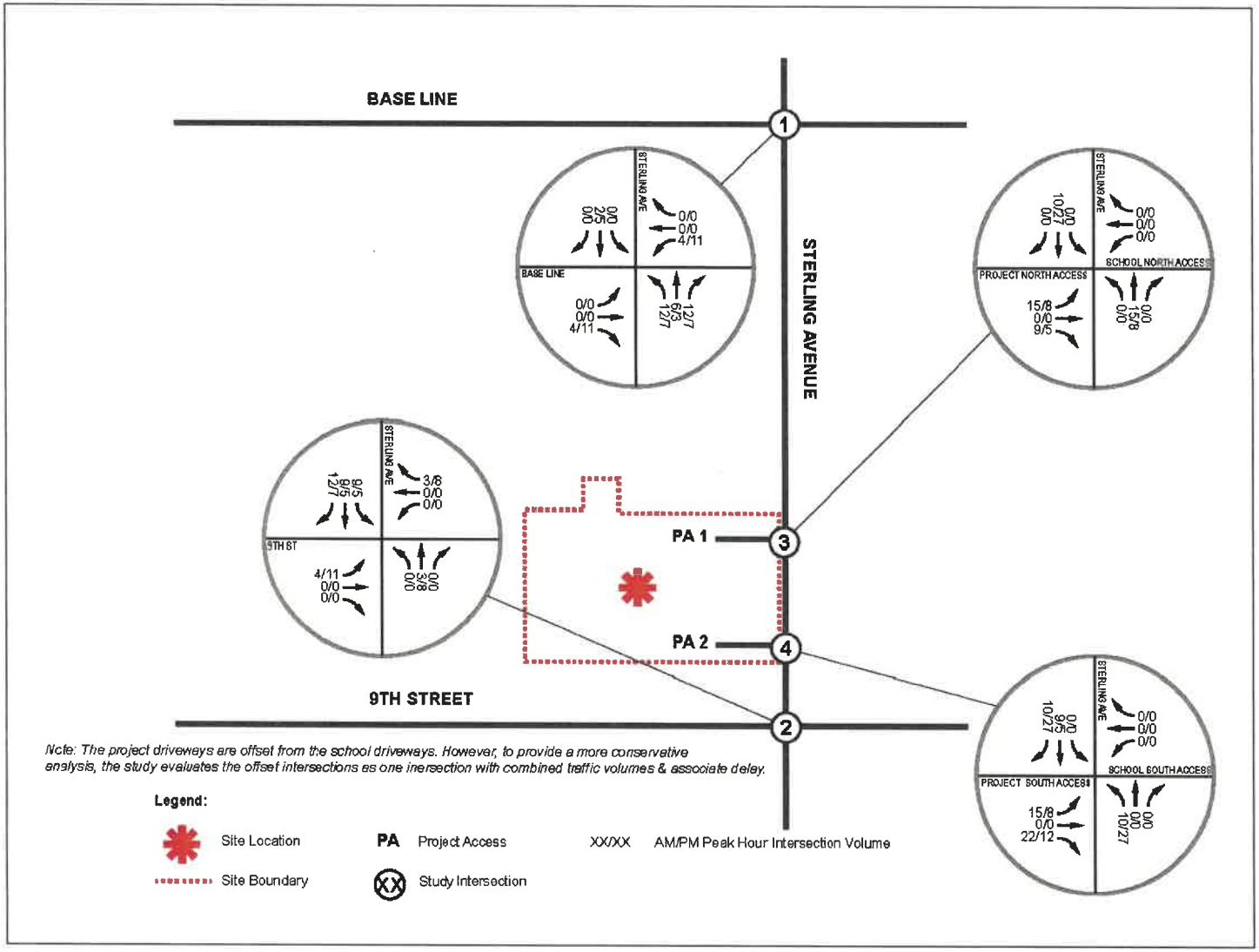
Source: MAT Engineering, Inc. (July 2023)

EXHIBIT 4.17-5 PROJECT FORECAST PERCENT TRIP DISTRIBUTION (INBOUND)



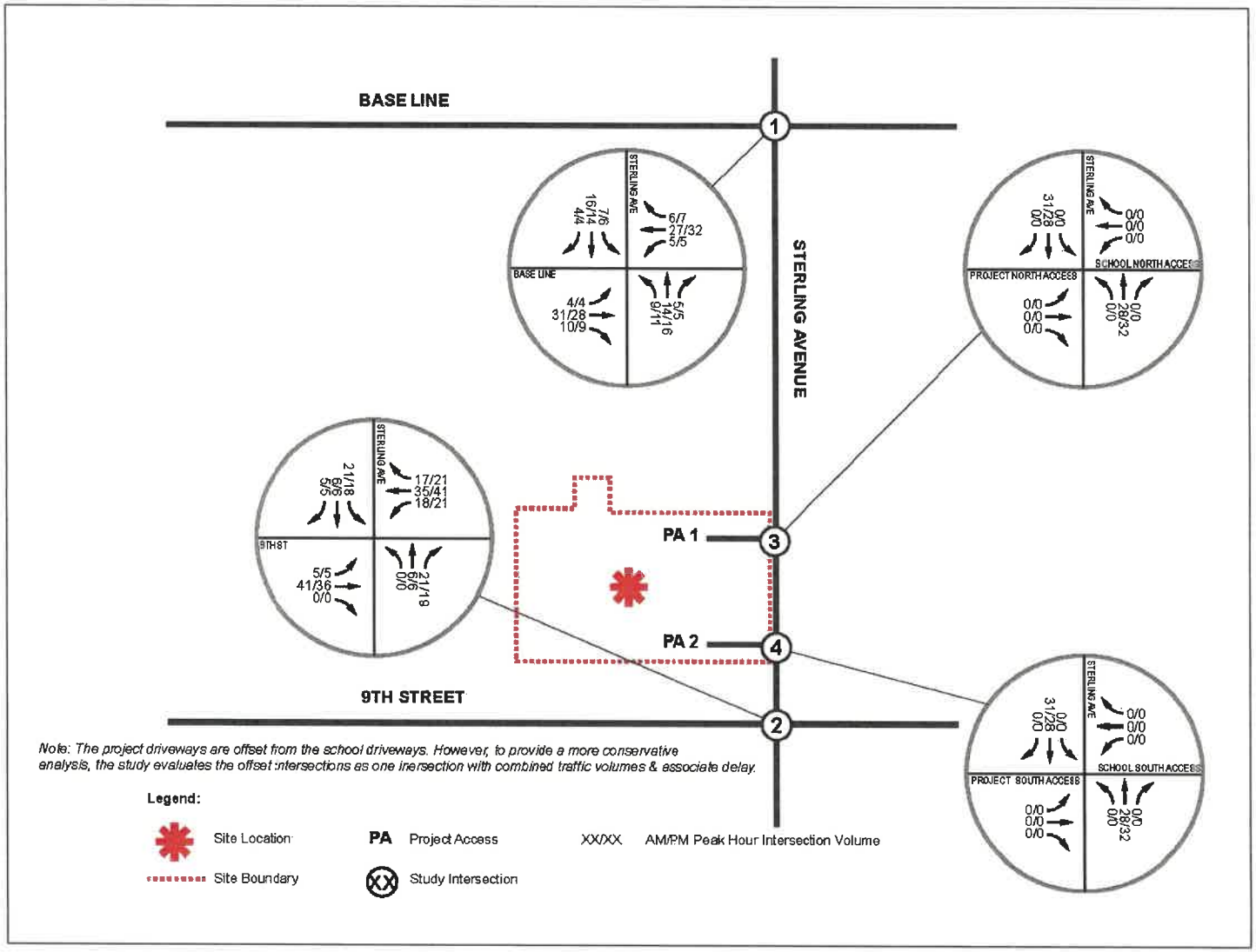
Source: MAT Engineering, Inc. (July 2023)

EXHIBIT 4.17-6 PROJECT TRAFIC VOLUMES



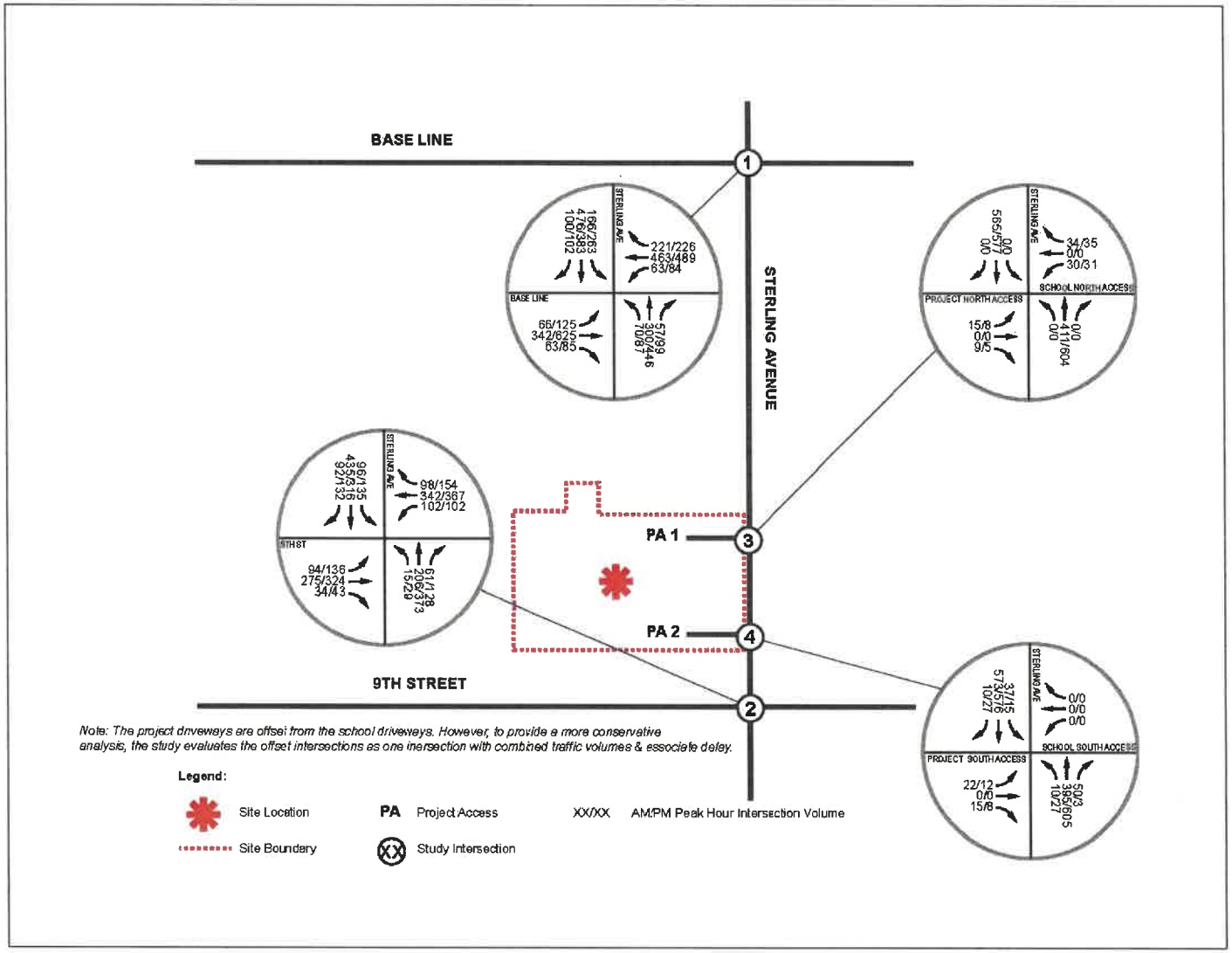
Source: MAT Engineering, Inc. (July 2023)

EXHIBIT 4.17-7 CUMULATIVE PROJECTS TRAFFIC VOLUMES



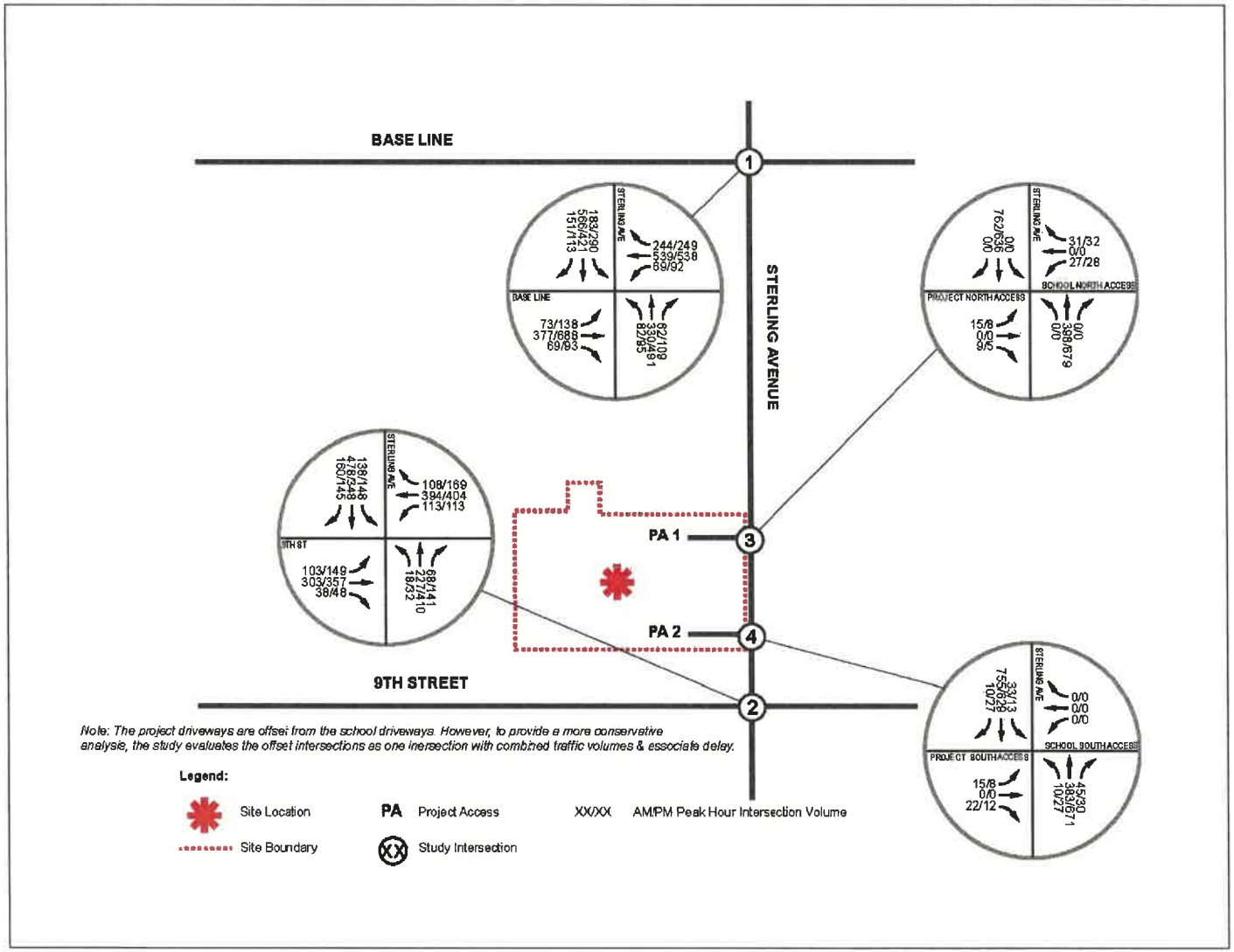
Source: MAT Engineering, Inc. (July 2023)

EXHIBIT 4.17-8 OPENING YEAR (2026) WITH PROJECT CONDITIONS TRAFFIC VOLUMES



Source: MAT Engineering, Inc. (July 2023)

EXHIBIT 4.17-9 LONG-RANGE (2040) WITH PROJECT CONDITIONS TRAFFIC VOLUMES



Source: MAT Engineering, Inc. (July 2023)

4.18. UTILITIES AND SERVICE SYSTEMS

Would the project:	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?			✓	
b. Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years?			✓	
c. Result in a determination by the wastewater treatment provider, which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?			✓	
d. Generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?			✓	
e. Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?			✓	

Sources Cited in Section 4.18

DRC Engineering, Inc., *Conceptual Utility Plan*, April 4, 2023

East Valley Water District, *2019 Water System Master Plan*, December 2019

2019-WSMP-Final (eastvalley.org) , accessed June 21, 2023

East Valley Water District, *2019 Sewer System Master Plan*, December 2019

2019-SSMP-Final (eastvalley.org) , accessed June 21, 2023

Development-Guidelines-and-Procedures-2022-07-05 (eastvalley.org), accessed June 21, 2023

Basin Plan | Santa Ana Regional Water Quality Control Board (ca.gov), accessed June 15, 2023

A. WOULD THE PROJECT REQUIRE OR RESULT IN THE RELOCATION OR CONSTRUCTION OF NEW OR EXPANDED WATER, WASTEWATER TREATMENT OR STORM WATER DRAINAGE, ELECTRIC POWER, NATURAL GAS, OR TELECOMMUNICATIONS FACILITIES, THE CONSTRUCTION OR RELOCATION OF WHICH COULD CAUSE SIGNIFICANT ENVIRONMENTAL EFFECTS?

LESS THAN SIGNIFICANT IMPACT

Existing Infrastructure

Existing water, sewer, storm drain, electrical, natural gas, and telecommunication facilities exist in the project area. Water, sewer, storm drain, electrical, and gas lines and fire hydrants are located within the Sterling Avenue right of way (refer to *Exhibit 4.18-1, Utility Plan*.

Electric power poles and lines exist within both sides of the Sterling Avenue right-of-way. Two existing electric power poles with cables are located within the project site.

The Utility Plan identifies existing on- and off-site utilities and provides construction notes for storm drain, fire water, water, and sewer to support the proposed project.

Proposed Project Improvements

The proposed project would remove the two on-site electric power poles. Per the Utility Plan, the proposed project would install the on-site water, sewer, storm drain, street, electricity, natural gas, and telephone infrastructure to serve the proposed on-site multi-family residential development, and connect to applicable off-site systems in Sterling Avenue or Elm Street.

Implementation of the proposed project does not result in the construction of expanded water, wastewater treatment, storm water drainage, electrical, natural gas, or telecommunications facilities that would cause significant environmental effects. Thus, less than significant impacts would occur.

MITIGATION MEASURES

No mitigation measures are required.

B. WOULD THE PROJECT HAVE SUFFICIENT WATER SUPPLIES AVAILABLE TO SERVE THE PROJECT AND REASONABLY FORESEEABLE FUTURE DEVELOPMENT DURING NORMAL, DRY, AND MULTIPLE DRY YEARS?

LESS THAN SIGNIFICANT IMPACT

The proposed project does not satisfy the criteria in Senate Bill 610 or Senate Bill 221 (codified as California *Water Code* Sections 10910-10915, *Business and Professions Code* Section 11010, and *Government Code* Section 66473) regarding the preparation of a Water Supply Assessment to verify that sufficient water supplies are available to serve the proposed project from existing entitlements/resources.

The East Valley Water District (EVWD) is responsible for water service to the City and maintaining the City's water system infrastructure. Implementation of the proposed project would increase the demand for water service for the project site.

There is currently no water service to the project site. The proposed project would involve the installation of water lines and water meters within the project site that would connect to the existing water lines in Sterling Avenue.

Upper Santa River Watershed Region

The water management agencies within the Upper Santa Ana River (SAR) Watershed Region (Region) have a long history of collaboration to deliver regional water resource solutions. They collaborate to collect and manage water resource data and prepare multiple planning documents to meet regulatory requirements while guiding effective regional and local decision-making. Two of the Region's foundational documents are the Upper Santa Ana River Watershed Integrated Regional Water Management Plan (IRWMP) and the San Bernardino Valley Regional Urban Water Management Plan (RUWMP). Since both documents were due to be updated for the 2020 planning cycle and considering the overlap and interdependence of these two documents, Valley District and its regional partners envisioned a consolidated document that combines these two plans, merges the common elements, and creates a cohesive water resources planning framework for the future. The IRUWMP includes: Part 1, Regional Context; Part 2, Local Agency Urban Water Management Plans; Part 3, Regional Supporting Information; and Part 4, Urban Water Management Plan Agency Supporting Information. The IRWRP was adopted by the San Bernardino Valley Municipal Water District on June 15, 2021.

The Upper Santa Ana River Watershed Integrated Regional Water Management Plan and the San Bernardino Valley Regional Urban Water Management Plan were prepared in compliance with the requirements of Water Code Section 10610 through 10656 of the Urban Water Management Planning Act. The Urban Water Management Planning Act requires urban water suppliers that either provide 3,000 acre-feet per year (AFY) or serve 3,000 or more connections to assess the reliability of its water sources over a 20-year planning horizon and to update the data in the urban water plans every 5 years. In preparing their 20-year management plans, water suppliers must directly address the subject of future population growth. The suppliers must identify sources of supply to meet demand during normal, dry, and multiple dry years.

Per the 2020 IRUWMP for the East Valley Water District Table 6-5: DWR 4-2R Projected Demand for Water (AF), the projected water use for multi-family customer class is:

Year 2025: 3,497 acre-feet (AF)

Year 2030: 3,618 AF

Year 2035: 3,738 AF

Year 2040: 3,850 AF

Year 2045: 3,962 AF

Estimated Project Water Demand

Implementation of the proposed project would result in increased water demand when compared to the existing conditions of a vacant and undeveloped parcel. *Table 4.18-1, Estimated Project Water Demand*, quantifies the proposed project's estimated water demand.

TABLE 4.18-1 ESTIMATED PROJECT WATER DEMAND

Use	Dwelling Units or Acres	Factor	GPD	AFY
Proposed Project				
Multi-Family Residential - Total	220 DU	245 gpd/unit	53,900.0	60.42
Source: 1. East Valley Water District, *Development Guidelines and Procedures*, July 5, 2022				
Notes: DU = dwelling unit; AC = acres; GPD = gallons per day; AFY = acre-feet per year				

The residential water demand associated with the proposed project is anticipated to be approximately 53,900 gallons per day (gpd) or 60.42 acre-feet per year (AFY). All residential units would incorporate current requirements to reduce water consumption, including but not limited to low flow toilets and reduced flow shower heads.

Per the Landscape Plan, the proposed project incorporates drought tolerant planting. A minimum of 75 percent of the selected trees and shrubs are chosen from the Los Angeles County Drought Tolerant List and the State of California WUCOLS (Water Use Classification of Landscape Species) List, and are designated as either very low, low, or medium water use in the following percentages.

- Very Low Water Use – 5%

- Low Water Use – 75%
- Medium Water Use – 20%

No plants were selected from the high water use classification.

In addition, the Landscape Plan includes the following irrigation and landscape design notes:

1. Landscape shall adhere to the *City of Highland Municipal Code* 16.40
2. Irrigation shall be water conserving and conform to the State of California AB 1811 MWELO requirements
3. Plants shall be grouped into hydrozones utilizing the WUCOLS and 75 percent of the total plants shall be classified as low water used.
4. All landscape areas shall be either a 1-inch minimum layer of decomposed granite or decorative cobble, or be heavily mulched with a 3-inch minimum depth of shredded mulch at the end of construction.
5. Install high efficiency irrigation system with smart clock controls.
6. Turf areas are excluded from this site (0%) in favor or drought tolerant planting.

Based on the State of California Model Water Efficient Landscape Ordinance, the anticipated water use is below the 276,991 gallons per day or 0.85 AFY maximum allowed for this type and size of project. Additionally, the proposed project would be required to comply with *Highland Municipal Code* Chapter 16.40, General Development Standards.

The proposed projected would be constructed and operational before the Year 2030, and would represent 1.67 percent of 3,618 AF projected for the Year 2030. Thus, the growth associated with the proposed project is consistent with the 2020 IRUWMP for the East Valley Water District. In addition, the available water supply would meet projected demand during multiple dry years through 2045.

The operational activities associated with the proposed project are not anticipated to require a significant amount of water, and this water demand is not expected to have a significant impact on the local or regional supplies, as the growth under the proposed project has been accounted for in the 2020 IRUWMP for the East Valley Water District.

As such, the increase in water demand generated by implementation of the proposed project can be accommodated by the East Valley Water District. Thus, less than significant impacts would occur.

MITIGATION MEASURES

No mitigation measures are required.

C. WOULD THE PROJECT RESULT IN A DETERMINATION BY THE WASTEWATER TREATMENT PROVIDER, WHICH SERVES OR MAY SERVE THE PROJECT THAT IT HAS ADEQUATE CAPACITY TO SERVE THE PROJECT'S PROJECTED DEMAND IN ADDITION TO THE PROVIDER'S EXISTING COMMITMENTS?

LESS THAN SIGNIFICANT IMPACT

East Valley Water District

The East Valley Water District (EVWD) provides sewer (wastewater) collection services. EVWD's existing sewer system includes approximately 213 miles of pipeline ranging in size from 4 inches to 24

inches in diameter and 4,500 sewer manholes. The East Trunk Sewer is approximately 9 miles long ranging in size from 8 inches to 54 inches in diameter. EVWD's system, including the East Trunk Sewer, encompasses nine siphons to convey flows under creeks and flood control channels. EVWD has five diversion structures in its sewer collection system. Diversion structures are generally installed in manholes to divert flows along a specific route in case of a blockage in the system or during times of high flow. EVWD's sewer system does not include any lift stations or force mains. All flow is conveyed by gravity into the East Trunk Sewer.

Sterling Natural Resource Center

The San Bernardino Valley Municipal Water District (SBVMWD) worked in partnership with EVWD to construct a new groundwater recharge facility for water produced from the Sterling Natural Resource Center (SNRC) and the City of San Bernardino Municipal Water Department.

The SNRC is a state-of-the-art water recycling facility in the City of Highland that become operational in 2023 and would provide a sustainable new water supply to boost the region's water independence. The SNRC was constructed on a 14-acre parcel of land located at North Del Rosa Drive between East 5th Street and East 6th Street. The SNRC Treatment Facility is located on the eastern property, while the Administration Center is located on the western parcel. The recycled water conveyance pipelines were constructed along the existing rights-of-way within 6th Street. SNRC is be capable of treating up to 10 million gallons a day. The SNRC would produce Title 22 quality recycled water intended to go to groundwater recharge.

The existing EVWD sewer system conveys flows into the East Trunk Sewer, which then discharges to SNRC.

The EVWD Sewer System Master Plan (SSMP) was updated in 2019. Within the SSMP, a comprehensive 20-year Capital Improvement Plan (CIP) was developed that recommends both capacity- and condition-related capital projects and recommendations on further studies. SSMP Figure 3-7 outlines the Recommended Capacity Projects addressed in the SSMP, and SSMP Chapter 6 describes how the new interceptor sewer would direct flows to the SNRC, and as such would relieve flows from the pipelines associated with the projects outlined in SSMP Chapter 7.

Proposed Project

The proposed project would construct 220 multi-family residential units and install sewer infrastructure on a vacant and undeveloped parcel. The proposed project's sewer plans would be reviewed by the City Engineer and would be required to provide sufficient capacity and comply with City standards.

As shown on *Table 4.18-2, Estimated Project Sewer Flows*, the proposed project is estimated to generate 40,490 gallons per day (gpd) of wastewater. To determine peaking rates, a conservative value of 2.5 was multiplied to the 40,480 gpd of wastewater for a result of 101,200 gpd or 70.28 gallons per minute (gpm). This wastewater would require treatment by the existing wastewater treatment plants.

TABLE 4.18-2 ESTIMATED PROJECT SEWER FLOWS

Use Description	Dwelling Units	Flow Factor[1]	Average Flow (gpd)	Peaking Flow (gpd)	Peaking Flow (gpm)
Proposed Use					
Apartment	220	184 gpd/unit	40,480	101,200	70.28
		Total	**40,480**	**101,200**	**70.28**
Source: 1. East Valley Water District, *Development Guidelines and Procedures*, July 5, 2022					
Notes: 1440 minutes in 1 day gpd = gallons per day; gpm = gallons per minute					

Impact Conclusion

The project site is served by existing EVWD collection systems. As such, the existing wastewater transmission system, as well as the transmission system associated with the development of the SNRC are anticipated to have adequate capacities to accommodate development associated with the proposed project. The proposed project would not require or result in the relocation or construction of new or expanded wastewater treatment facilities. Thus, less than significant impacts would occur.

MITIGATION MEASURES

No mitigation measures are required.

D. WOULD THE PROJECT GENERATE SOLID WASTE IN EXCESS OF STATE OR LOCAL STANDARDS, OR IN EXCESS OF THE CAPACITY OF LOCAL INFRASTRUCTURE, OR OTHERWISE IMPAIR THE ATTAINMENT OF SOLID WASTE REDUCTION GOALS?

LESS THAN SIGNIFICANT IMPACT

Burrtec Waste Management (Burrtec), under contract with the City of Highland, provides residential, commercial, and industrial refuse collection. The proposed project would be required to comply with California Assembly Bill (AB) 1826 and Senate Bill (SB) 1383 relative to multi-family recycling and residential organics diversion.

Burrtec indicated that the proposed project can be incorporated into existing collection routes in the City of Highland, and identifies additional information below relative to proposed project.

All multi-family residential projects in the City of Highland are provided with trash, mixed recyclable, and residential organics collection services. The three material types are collected in separate front-load, 3-axle collection trucks.

All three materials are taken to East Valley Recycling & Transfer (East Valley) [SWIS 36-AA-0453], located at 1150 and 1250 Tippecanoe Avenue, San Bernardino. East Valley is a fully permitted Materials Recovery Facility & Transfer Station with a permitted capacity of 1,500 tons per day. Mixed recyclables are processed at East Valley.

Green waste and food waste are transferred to the Robert A. Nelson Transfer Station and Materials Recovery Facility (MRF) [SWIS 33-AA-0258] located at 1830 Agua Mansa Road, Riverside for composting.

Municipal solid waste is loaded into top-loading walking floor transfer trucks and transferred to either the San Timoteo Landfill [SWIS 36-AA-0087] or the Mid-Valley Sanitary Landfill (36-AA-0055). Both landfills are owned by San Bernardino County.

The San Timoteo Landfill [SWIS 36-AA-0087] is located at 31 Refuse Road, Redlands, and is permitted through December 1, 2039. The landfill permits a maximum throughput of 2,000 pounds per day. The remaining landfill capacity is 12,360,396 cubic yards as of April 30, 2019; the maximum permit capacity is 23,685,785 cubic yards.

The Mid-Valley Sanitary Landfill [36-AA-0055] is located at 2390 Alder Avenue, Rialto, and is permitted through April 1, 2045. The landfill permits a maximum throughput of 7,5000 tons per day. The remaining landfill capacity is 61,219,377 cubic yards as of June 30, 2019; the maximum permit capacity is 101,300,000 cubic yards.

Projected Weekly Waste Volumes

Based upon the project information provided to Burrtec, Burrtec estimated the proposed project would generate the following weekly volumes:

- Trash: 58 – 60 cubic yards/week
- Recyclables: 58 – 60 cubic yards/week
- Food Waste: 1,000 – 1,200 pounds/week

Based upon the generations rates identified above, Burrtec estimates the proposed project would, at a minimum, require the following level of service:

- Trash: Four 4-cubic yard bins picked up four times per week
- Recyclables: Four 4-cubic yard bins picked up four times per week
- Food Waste: Four 65-gallon carts picked up three times per week

Project Construction

Buildout of the proposed project includes the construction of 220 multi-family residential units on 6.77 acres. Site preparation (vegetation removal and grading activities) and construction activities would generate typical construction debris, including wood, paper, glass, metals, cardboard, and green wastes.

Non-salvaged construction waste would result in an incremental and intermittent increase in solid waste disposal at landfills and other waste disposal facilities utilized by the City. Construction-related solid waste could further impact landfills with insufficient capacity. However, according to the Solid Waste Information System, all landfills utilized by the City of Highland, have sufficient capacity to support a temporary increase in solid waste during construction of the proposed project.[21]

[21] CalRecycle, County of San Bernardino, Active & Permitted Disposal Sites, https://www2.calrecycle.ca.gov/SWFacilities/Directory/, accessed June 20, 2023.

Project Operations

Operation of the proposed project would generate solid waste from the 220 multi-family residential units. According to CalRecycle, the City of Highland has a disposal rate of 3.1 pounds per person per day in 2019.[22]

Using this rate, the proposed project's 770 residents would generate approximately 2,387 pounds of solid waste per day or 435.63 tons per year. The solid waste volume of 1.19 tons per day would be considered an acceptable amount of the daily capacity of the San Timoteo Landfill [SWIS 36-AA-0087] or the Mid-Valley Sanitary Landfill (36-AA-0055).

The proposed residential development is consistent with the growth projections in the San Bernardino County Projections, which are used by San Bernardino County in their long-term planning for landfill capacity. The County's landfill system has capacity in excess of the required 15-year threshold established by the California Integrated Waste Management Board (CIWMB). Based on the remaining capacity of the County's landfills and the County's long-term planning programs required to meet CIWMB's requirements, there would be adequate waste disposal capacity within the permitted County's landfill system to meet the needs of the proposed project.

Solid waste disposal within the City is subject to the requirements established in *Highland Municipal Code* Chapter 8.12, Integrated Waste Management. The proposed project would be required to comply with the *Highland Municipal Code*, which requires providing adequate areas for collecting and loading recyclable materials in concert with Countywide efforts and programs to reduce the volume of solid waste entering landfills. In addition, the location of recycling/separation areas is required to comply with all applicable Federal, State, public health, or local laws relating to fire, building, access, transportation, circulation, or safety. Compliance with all applicable State and San Bernardino County regulations for the use, collection, and disposal of solid and hazardous wastes is also mandated. It can be assumed that the proposed project would include adequate, accessible and convenient areas for collecting recyclable materials. Thus, less than significant construction and operational solid waste impacts would occur.

MITIGATION MEASURES

No mitigation measures are required.

E. WOULD THE PROJECT COMPLY WITH FEDERAL, STATE, AND LOCAL MANAGEMENT AND REDUCTION STATUTES AND REGULATIONS RELATED TO SOLID WASTE?

LESS THAN SIGNIFICANT IMPACT

State, County, and local agencies with regulatory authority related to solid waste include the California Department of Resources Recycling and Recovery, San Bernardino County Solid Waste Management Division, and the City of Highland.

The Integrated Waste Management Act, which requires every City and County in the State to prepare a Source Reduction and Recycling Element (SRRE) to its Solid Waste Management Plan, identifies how each jurisdiction would meet the State's mandatory waste diversion goal of 50 percent by and after the year 2000. The diversion goal has been increased to 75 percent by 2020 by SB 341.

Highland Municipal Code Chapter 8.12, Integrated Waste Management, stipulates standards and regulations for the collection and management of solid waste in the City, in accordance with the

[22] CalRecycle. Jurisdiction Diversion Post 2006, Highland, Jurisdiction Diversion/Disposal Rate Summary (ca.gov), accessed June 20, 2023.

Integrated Waste Management Act. *CalGreen Code* Section 4.408 requires preparation of a Construction Waste Management Plan that outlines ways in which the contractor would recycle and/or salvage for reuse a minimum of 50 percent of the nonhazardous construction and demolition debris. During the construction phase, the proposed project would comply with the *CalGreen Code* through the recycling and reuse of at least 50 percent of the nonhazardous construction and demolition debris from the project site.

The proposed project is a 220-unit multi-family residential development that does not have any unusual waste production characteristics, and thus, would not include any component that could conflict with State laws governing construction or operational solid waste diversion. The proposed project would comply with Federal, State, and local statutes and implementation requirements related to the management of solid waste. This includes the City's construction and demolition disposal and recycling requirements.

The proposed project's compliance with all applicable Federal, State, and local statutes and regulations related to solid waste, including the California Integrated Waste Management Act, San Bernardino County, and City of Highland recycling programs ensures no conflict with statues and regulations would occur. Thus, less than significant impacts would occur.

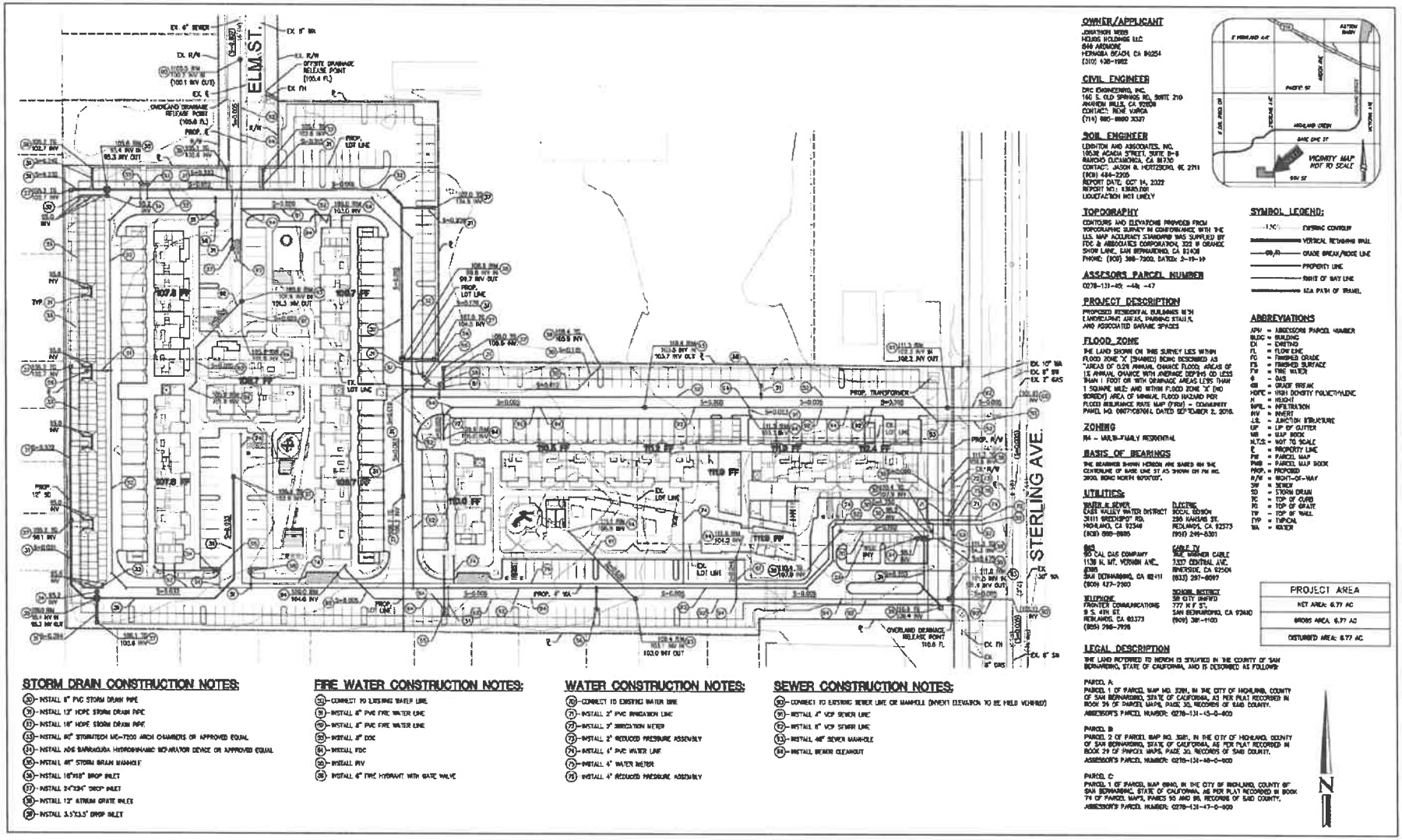
MITIGATION MEASURES

No mitigation measures are required.

CUMULATIVE IMPACTS

The proposed project would have a less than significant impact with respect to utilities and service systems. The proposed project would require water and wastewater infrastructure, as well as solid waste disposal for building operation. Development of public utility infrastructure is part of an extensive planning process involving utility providers and jurisdictions with discretionary review authority. The coordination process associated with the preparation of development and infrastructure plans is intended to ensure that adequate resources are available to serve both individual projects and cumulative demand for resources and infrastructure as a result of cumulative growth and development in the area. Each individual project is subject to review for utility capacity to avoid unanticipated interruptions in service or inadequate supplies. Coordination with the utility companies would allow for the provision of utility service to the proposed project and other developments. The proposed project and other planned projects are subject to connection and service fees to assist in facility expansion and service improvements triggered by an increase in demand. Because of the utility planning and coordination activities described above, less than significant cumulative utility impacts would occur.

EXHIBIT 4.18-1 CONCEPTUAL UTILITY PLAN



Source: DRC Engineering Inc. (April 2023)

4.19. WILDFIRE

Would the project:	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires?			✓	
If located in or near state responsibility areas or lands classified as high fire hazard severity zones, would the project:				
b. Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?			✓	
c. Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?			✓	
d. Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?			✓	

Sources Cited in Section 4.19

City of Highland, *The City of Highland General Plan*, March 2006, January 2012, August 2012, January 2022

City of Highland, *Highland Municipal Code*, Title 15, Buildings and Construction

California Department of Forestry and Fire Protection (CAL FIRE), *Highland Very High Fire Severity Zones in Local Responsibility Area [LRA] Map*, October 29, 2008

California Department of Forestry and Fire Protection (CAL FIRE), *San Bernardino County State Responsibility Area [SRA], Fire Hazard Severity Zones Map*, November 21, 2022

A. WOULD THE PROJECT EXPOSE PEOPLE OR STRUCTURES, EITHER DIRECTLY OR INDIRECTLY, TO A SIGNIFICANT RISK OF LOSS, INJURY OR DEATH INVOLVING WILDLAND FIRES?

LESS THAN SIGNIFICANT IMPACT

A majority of Highland and the surrounding jurisdictions are developed and urbanized, providing increased opportunities for structural fires within the City. Building density, building construction, and wind contribute to the spread of fire in an urban environment. Wildland fires represent potentially significant safety hazards within the City.

Wildland fires occur in large undeveloped areas and result from ignition of grass, brush, and other flammable vegetative materials. Wildland fires can burn large areas destroying vegetation leading to increased susceptibility to land or mudslides, and cause a great deal of damage to both structures and valuable open space land.

As indicated in the *Highland General Plan* Public Health and Safety Element Figure 6.6, Fire Hazards and Safety Overlay Areas, the northeastern and eastern portions of the City (east of I-210, SR-30, and SR-330), especially hillside areas, are most susceptible to wildfires due to the location of fire-prone vegetation, limited access for fire-fighting equipment, steep topography, and seasonal conditions that exacerbate fire

hazard conditions. Per *Highland General Plan* Public Health and Safety Element, the project site is not located within a fire severity zone; refer to *Exhibit 4.9-1, Fire Hazard Severity*.

The California Department of Forestry and Fire Protection (CDF) provides fire protection and emergency medical services to the City of Highland through a cooperative agreement. The CDF also provides wildland fire protection to the unincorporated State Responsibility Area (SRA) immediately adjacent to the eastern edge of the City. Additional wildland fire protection services are provided by the U.S. Forest Service on National Forest Lands adjacent to the City.

According to the *Highland General Plan* Public Health and Safety Element, the risk of wildfire is greatest in the north wilderness area and non-urbanized portion of the City where vegetation, varied topography, and slopes are all present. The southern urbanized area is exposed to the least amount of threat because of minimal exposure to fire prone vegetation, relatively flat topography, and developed character. The urban area is located in close proximity to fire stations and response times would be within the Highland Fire Department/CAL Fire desired range.

The project site and surrounding areas are predominately developed and no wildlands occur within or adjacent to the project site. Also, the proposed project would not involve the closure or alteration of any existing evacuation routes that would be important in the event of a wildfire. Also, refer to Response 4.11.C in Section 4.11 of this Initial Study for information regarding evacuation routes.

The proposed project would be analyzed for consistency with *Highland Municipal Code* Title 15, Buildings and Construction, inclusive of Chapter 15.06, California Fire Code, as part of the entitlement process, and would be required to implement any identified conditions, requirements, or design measures. Compliance with these specified fire prevention standards would provide the necessary limitations to reduce the exposure of people or structures to risk involving wildland fires. In addition, the proposed project would not conflict with access and/or circulation of emergency vehicles in response to an emergency and/or evacuation. Thus, less than significant impacts would occur.

MITIGATION MEASURES

No mitigation measures are required.

B. IF LOCATED IN OR NEAR STATE RESPONSIBILITY AREAS OR LANDS CLASSIFIED AS HIGH FIRE HAZARD SEVERITY ZONES,WOULD THE PROJECT, 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?

LESS THAN SIGNIFICANT IMPACT

The project site and adjacent properties are urbanized, and there are no areas of native or natural vegetation found within the immediately adjacent properties. The project site is not located within either a Local Responsibility Area or State Responsibility Area.

The proposed project may be exposed to criteria pollutant emissions generated by wildland fires within the northeastern and eastern portions of the City that are within a Local Responsibility Area or State Responsibility Area. These impacts would not be exclusive to the project site since criteria pollutant emissions from wildland fires may affect the entire City as well as the surrounding cities and unincorporated county areas. However, given the existing developed nature of the project area, it is not anticipated that the proposed project would increase the risk related to wildland fires. Thus, less than significant impacts would occur.

MITIGATION MEASURES

No mitigation measures are required.

C. IF LOCATED IN OR NEAR STATE RESPONSIBILITY AREAS OR LANDS CLASSIFIED AS HIGH FIRE HAZARD SEVERITY ZONES, WOULD THE PROJECT REQUIRE THE INSTALLATION OR MAINTENANCE OF ASSOCIATED INFRASTRUCTURE (SUCH AS ROADS, FUEL BREAKS, EMERGENCY WATER SOURCES, POWER LINES OR OTHER UTILITIES) THAT MAY EXACERBATE FIRE RISK OR THAT MAY RESULT IN TEMPORARY OR ONGOING IMPACTS TO THE ENVIRONMENT?

LESS THAN SIGNIFICANT IMPACT

The project site is not located within either a Local Responsibility Area or State Responsibility Area.

The proposed project includes the installation of new utility lines such as electric, gas, water, and sewer lines, etc. to service the development. These utilities lines would be located below ground surface on-site, which would reduce the likelihood of a fire igniting. As such, the proposed project would not require the installation or maintenance of infrastructure that would exacerbate fire risk resulting in temporary or ongoing impacts to the environment. Thus, less than significant impacts would occur.

MITIGATION MEASURES

No mitigation measures are required.

D. IF LOCATED IN OR NEAR STATE RESPONSIBILITY AREAS OR LANDS CLASSIFIED AS HIGH FIRE HAZARD SEVERITY ZONES, WOULD THE PROJECT EXPOSE PEOPLE OR STRUCTURES TO SIGNIFICANT RISKS, INCLUDING DOWNSLOPE OR DOWNSTREAM FLOODING OR LANDSLIDES, AS A RESULT OF RUNOFF, POST-FIRE SLOPE INSTABILITY, OR DRAINAGE CHANGES?

LESS THAN SIGNIFICANT IMPACT

The project site is not located within either a Local Responsibility Area or State Responsibility Area.

The project site and the surrounding properties are developed and urbanized. The proposed project has been designed by civil engineers and architects to ensure that the structural stability of development. As such, implementation of the proposed project is not expected to expose people or structures to flooding as a result of slope instability or drainage changes. Thus, less than significant impacts would occur.

MITIGATION MEASURES

No mitigation measures are required.

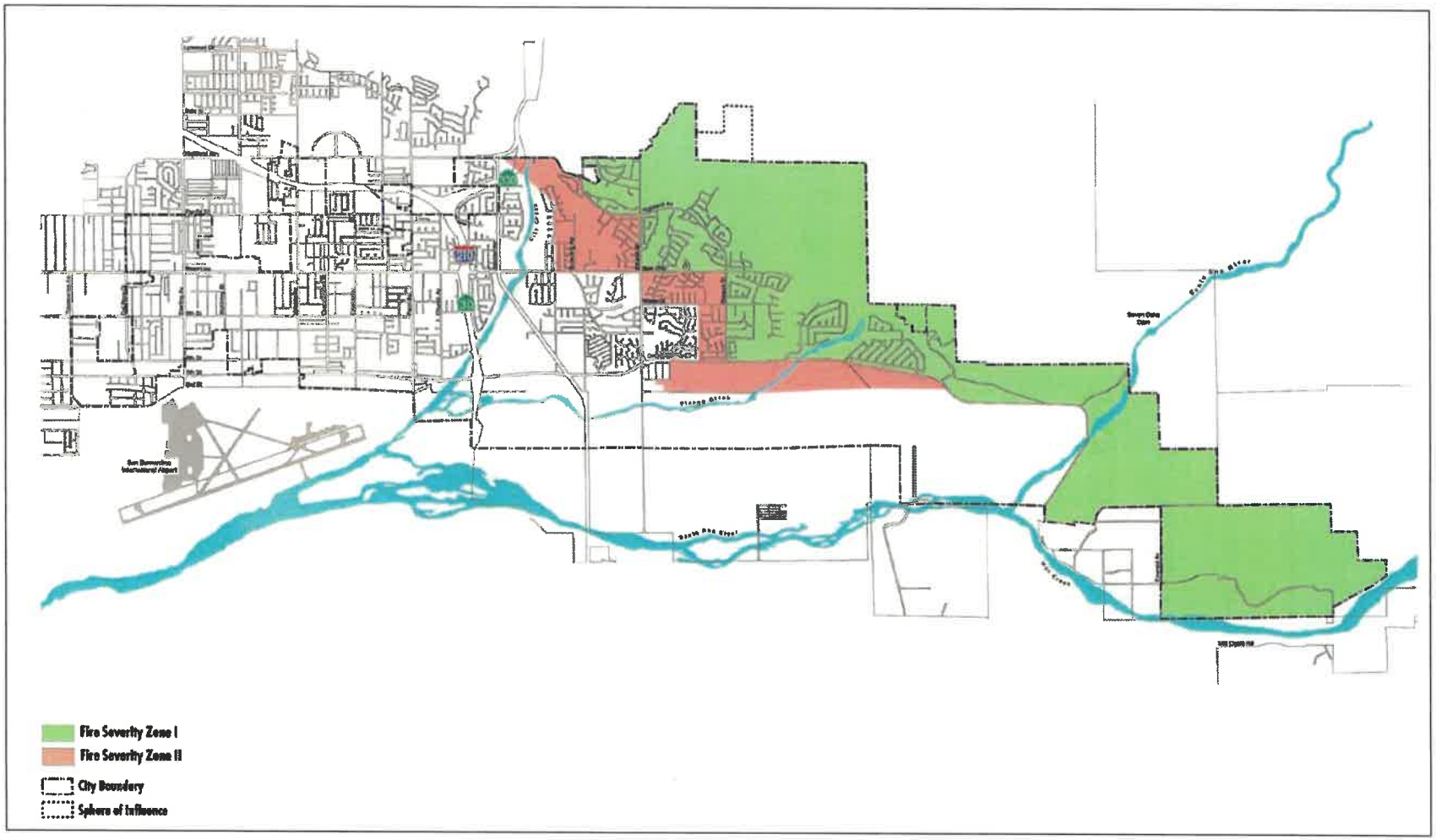
CUMULATIVE IMPACTS

Project-specific impacts would be reduced to less than significant. Buildout of the proposed project, in combination with present and reasonably foreseeable future development within the City, including development within Fire Hazard Severity Zones, has the potential to expose people or structures to wildland fires, expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire, expose people or structures to significant risks (i.e., downslope or downstream flooding or landslides), or require the installation of new or maintenance of existing infrastructure that could exacerbate fire risk.

However, new development would be required to comply with existing regulations, including but not limited to Highland *Municipal Code* Title 15, Buildings and Construction, inclusive of Chapter 15.06, California Fire Code, as part of the entitlement process, and would be required to implement any identified conditions, requirements, or design measures.

Compliance with these requirements would minimize wildland fire risks at individual construction sites. As such, less than significant cumulative impacts would occur.

EXHIBIT 4.19-1 FIRE HAZARD SEVERITY



★ Project Site

Source: *The City of Highland General Plan* (March 2006)

This page intentionally left blank.

4.20. MANDATORY FINDINGS OF SIGNIFICANCE

Would the project:	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Does the project have the potential to 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, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?		✓		
b. Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?			✓	
c. Does the project have environmental effects which would cause substantial adverse effects on human beings, either directly or indirectly?		✓		

A. DOES THE PROJECT HAVE THE POTENTIAL TO 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, 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 IMPACT WITH MITIGATION INCORPORATED

The project site is vacant and undeveloped, but is surrounded on all sides by urban development. The project site does not contain threatened or endangered species, sensitive habitats, or cultural or historical resources. However, the project site may have significance for b biological resources and (trees) and tribal cultural resources. Thus, there is the potential to degrade the environment with respect to biological resources and tribal cultural resources. Therefore, with implementation of Mitigation Measures BIO-1, CUL-1 and CUL-2, and TCR-1 through TCR-3, potential impacts to biological resources and tribal cultural resources would be reduced to less than significant.

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 IMPACT

Based on the analysis contained in this Initial Study, the proposed project would not have cumulatively considerable impacts with the implementation of identified mitigation measures. Implementation of

mitigation measures at the project-level would reduce the potential for the incremental effects of the proposed project to be considerable when viewed in connection with the effects of past projects, current projects, or probable future projects.

C. DOES THE PROJECT HAVE ENVIRONMENTAL EFFECTS WHICH WOULD CAUSE SUBSTANTIAL ADVERSE EFFECTS ON HUMAN BEINGS, EITHER DIRECTLY OR INDIRECTLY?

LESS THAN SIGNIFICANT IMPACT WITH MITIGATION INCORPORATED

Previous sections of this Initial Study reviewed the proposed project's potential impacts related to Air Quality; Biological Resources; Cultural and Tribal Cultural Resources; Geology and Soils; Hazards & Hazardous Materials; and Noise. As concluded in these previous discussions, the proposed project would result in less than significant environmental impacts with implementation of the recommended mitigation measures. Therefore, the proposed project would not result in environmental impacts that would cause substantial adverse effects on human beings.

4.21. REFERENCES

Refer to Section 4.1 through Section 4.19 for the listing of references utilized in the preparation of this Initial Study.

4.22. REPORT PREPARATION PERSONNEL

City of Highland (Lead Agency)
27215 Base Line
Highland, CA 92346

Ms. Kim Stater, Assistant Community Development Director
Mr. Ash Syed Kusch, Associate Planner
Mr. Matt Bennett, Assistant Public Works Director
Ms. Nancy Holland, Hernandez, Kroone & Associates (Traffic Consultant)

Morse Planning Group (CEQA Consultant)
145 N C Street
Tustin, California 92780

Ms. Collette L. Morse, AICP, Principal, Project Manager

Duke Cultural Resources Management (Cultural Resources)
18 Technology Drive, Suite 103
Irvine, CA 92618

Mr. Curt Duke, MA, RPA: Principal Archaeologist
Ms. Alexandria Bulato, BA, Archaeologist

DRC Engineering, Inc. (Drainage)
160 S Old Springs Road, Suite 210
Anaheim Hills, CA 92808

Mr. Drew Gates, RCE, Design Engineer

DRC Engineering, Inc. (Water Quality)
160 S Old Springs Road, Suite 210
Anaheim Hills, CA 92808

Mr. Drew Gates, RCE, Design Engineer

Leighton and Associates, Inc. (Geotechnical)
10532 Acacia Street, Suite B-6
Rancho Cucamonga, California 91730

Mr. Steven G. Okubo, PG, CEG, Associate Geologist
Mr. Jason D. Hertzberg, GE, Principal Engineer
Mr. Ronald A. Reed, GE, Associate Engineer

Leighton and Associates, Inc. (Hazardous Materials)
10532 Acacia Street, Suite B-6
Rancho Cucamonga, California 91730

Mr. Robert B. Hansen, PG, Associate Environmental Geologist
Ms. Tracy Roberts, Staff Geologist

MAT Engineering, Inc. (Traffic, Air Quality, Greenhouse Gases, and Noise)
17192 Murphy Avenue #14902
Irvine, CA 92623

Mr. Alex Tabrizi, PE, TE

5.0 CONSULTANT RECOMMENDATION

Based on the information and environmental analysis contained in the Initial Study/Environmental Checklist, we recommend that the City of Highland prepare a Mitigated Negative Declaration for the Halcyon 220-Unit Multi-Family Development at 7536 Sterling Avenue Project. We find that the proposed project could have a significant effect on a number of environmental issues, but that mitigation measures have been identified that reduce such impacts to a less than significant level. We recommend that the second category be selected for the City of Highland's determination (see Section 6.0, Lead Agency Determination).

July 31, 2023
Date

Collette L. Morse, AICP
Project Manager
Morse Planning Group

This page intentionally left blank.

6.0 LEAD AGENCY DETERMINATION

On the basis of this initial evaluation:

I find that the proposed use COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION would be prepared.

I find that although the proposal could have a significant effect on the environment, there would not be a significant effect in this case because the mitigation measures described in Section 4.0 have been added. A MITIGATED NEGATIVE DECLARATION would be prepared. ✓

I find that the proposal MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

I find that the proposal MAY have a significant effect(s) 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, if the effect is a "potentially significant impact" or "potentially significant unless mitigated." An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

Signature: 

Title: Associate Planner

Printed Name: Ash Syed

Agency: City of Highland

Date: July 31, 2023

This page intentionally left blank.

Exhibit 2:

Mitigation Monitoring and Reporting Program

7.0 MITIGATION MONITORING AND REPORTING PROGRAM

Initial Study/Mitigated Negative Declaration Section 4.0 identifies the mitigation measures that will be implemented to reduce the impacts associated with the Halcyon 220-Unit Multi-Family Development at 7536 Sterling Avenue Project. The *California Environmental Quality Act* (*CEQA*) requires a public agency to adopt a monitoring and reporting program for assessing and ensuring compliance with any required mitigation measures applied to proposed development. As stated in *Public Resources Code* Section 21081.6,

> *. . . the public agency shall adopt a reporting or monitoring program for the changes to the project which it has adopted, or made a condition of project approval, in order to mitigate or avoid significant effects on the environment.*

Public Resources Code Section 21081.6 provides general guidelines for implementing mitigation monitoring programs and indicates that specific reporting and/or monitoring requirements, to be enforced during project implementation, shall be defined prior to adoption of the Mitigated Negative Declaration.

The mitigation monitoring table that follow lists those mitigation measures that may be included as conditions of approval for the project. These measures correspond to those outlined in Section 4.0. To ensure that the mitigation measures are properly implemented, a monitoring program has been devised which identifies the timing and responsibility for monitoring each measure. The City of Highland will have the responsibility for implementing the measures, and the Applicant will have the primary responsibility for monitoring and reporting the implementation of the mitigation measures.

HALCYON 220-UNIT MULTI-FAMILY DEVELOPMENT AT 7536 STERLING AVENNUE PROJECT
INITIAL STUDY/MITIGATED NEGATIVE DECLARATION
MITIGATION MONITORING AND REPORTING PROGRAM

	Mitigation Measure	Monitoring Timing/Frequency	Monitoring Agency	Verification of Compliance		
				Initials	Date	Remarks
BIOLOGICAL RESOURCES						
BIO-1	If vegetation removal must be conducted during the nesting bird season. February 1 to August 31, a qualified biologist should first conduct a survey to determine whether any native birds are nesting in the area. If an active nest is found (i.e., a complete nest with at least one egg), the nest and an appropriate buffer, to be determined by the biologist, should be avoided until after all young have fledged from the nest. Alternatively, work may be monitored by a biologist to ensure against disruption of nesting.	Prior to Commencement of Demolition, Grading, or Construction Activities	City of Highland Planning Division, Building and Safety Division, and Engineering Department			
CULTURAL AND TRIBAL CULTURAL RESOURCES						
CUL-1	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 Mitigation Measure 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.	During Ground-Related Ground Disturbance Activities (Demolition, Grading, or Construction Activities)	City of Highland Planning Division, Building and Safety Division, and Engineering Department			
TCR-1	The Yuhaaviatam of San Manuel Nation Cultural Resources Department (YSMN) shall be contacted, as detailed in YSMN CUL-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	During Ground-Related Ground Disturbance Activities (Demolition, Grading, or Construction	City of Highland Planning Division, Building and Safety Division, and Engineering			

HALCYON 220-UNIT MULTI-FAMILY DEVELOPMENT AT 7536 STERLING AVENNUE PROJECT INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

MITIGATION MONITORING AND REPORTING PROGRAM

Mitigation Measure		Monitoring Timing/Frequency	Monitoring Agency	Verification of Compliance		
				Initials	Date	Remarks
	Tribal input with regards to significance and treatment. Should the find be deemed significant, as defined by CEQA (as amended, 2015), a cultural resources Monitoring and Treatment Plan shall be created by the archaeologist, in coordination with 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.	Activities)	Department			
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.	Pre-Construction During Construction	City of Highland Planning Division, Building and Safety Division, and Engineering Department			
CUL-2	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 Mitigation Measure TCR-1. The archaeologist shall monitor the remainder of the project and implement the Plan accordingly.	Pre-Construction During Construction	City of Highland Planning Division, Building and Safety Division, and Engineering Department			
CUL-3	If human remains or funerary objects are encountered during any activities associated with the project, work in the immediate vicinity (within a 100-foot buffer of the find) shall cease and the County Coroner shall be contacted pursuant to State Health and Safety Code Section 7050.5 and that code enforced for the duration of the project.	Pre-Construction During Construction	City of Highland Planning Division, Building and Safety Division, and Engineering Department			

HALCYON 220-UNIT MULTI-FAMILY DEVELOPMENT AT 7536 STERLING AVENNUE PROJECT INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

MITIGATION MONITORING AND REPORTING PROGRAM

Mitigation Measure		Monitoring Timing/Frequency	Monitoring Agency	Verification of Compliance		
				Initials	Date	Remarks
GEOLOGY AND SOILS						
GEO-1	Prior to the issuance of grading and/or building permits, the recommendations in Geotechnical Exploration Section 2.0 – Findings and Section 3.0 - Conclusions and Recommendations shall be confirmed or modified by a geotechnical engineer to ensure compliance with the California Building Code. The recommendations of the geotechnical engineer shall be implemented during site grading and construction, and project operations.	Prior to Issuance of Grading or Building Permits	City of Highland Planning Division, Building and Safety Division, and Engineering Department			
GEO-2	Prior to the issuance of grading permits, the City shall review all project plans for grading, foundation, structural, infrastructure, and all other relevant construction permits to ensure compliance with the applicable recommendations from the *Geotechnical Exploration* and other applicable Code requirements.	Prior to Issuance of Grading Permit	City of Highland Planning Division, Building and Safety Division, and Engineering Department			
GEO-3	Unanticipated Discovery of Paleontological Resources. If paleontological resources are discovered during project construction, all work in the area of the find shall cease and a qualified paleontologist shall be retained by the City to investigate the find and to make recommendations on its disposition.	Prior to Issuance of Grading or Building Permits	City of Highland Planning Division, Building and Safety Division, and Engineering Department			
HAZARDS AND HAZARDOUS MATERIALS						
HAZ-1	Prior to the issuance of grading permits, a determination shall be made by the City that the soil sample collected from a small soils pile on the southern site edge (eastern portion of site) as shown in Technical Appendix E, Photo 19 - Appendix B will either:	Prior to Issuance of Grading Permit	City of Highland Planning Division, Building and Safety Division, and Engineering			

HALCYON 220-UNIT MULTI-FAMILY DEVELOPMENT AT 7536 STERLING AVENNUE PROJECT INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

MITIGATION MONITORING AND REPORTING PROGRAM

	Mitigation Measure	Monitoring Timing/Frequency	Monitoring Agency	Verification of Compliance		
				Initials	Date	Remarks
	1) remove this soil from the site, or 2) use this soil in a location that is buried beneath a future structure.		Department			
HAZ-2	Prior to the issuance of grading permits, the Applicant shall coordinate with the San Bernardino County Environmental Health Services to officially abandon and destroy the on-site unused water supply well observed in the northeastern portion of the site in accordance with State of California well standards, as implemented by San Bernardino County Environmental Health Services.	Prior to Issuance of Grading Permit	City of Highland Planning Division, Building and Safety Division, and Engineering Department			
NOISE						
NOI-1	The project applicant shall prepare a Construction Noise Reduction Plan that outlines and identifies noise complaint measures, best management practices, and equipment noise reduction measures. The Construction Noise Reduction Plan specifications shall be included in construction documents, which shall be reviewed by the City prior to issuance of a grading permit. The Construction Noise Reduction Plan shall include, but is not limited to, the following actions: 1. The construction contractor shall limit construction activities adjacent to existing noise-sensitive uses to daylight hours between 7:00 am and 6:00 pm. Discourage construction on weekends or holidays except in the case of construction proximate to schools where these operations could disturb the classroom environment. 2. During all project site excavation and grading on-site, construction contractors shall equip all construction equipment, fixed or mobile, with properly operating and	Prior to Construction During Construction Periodic Site Inspections During Grading and Construction	City of Highland Planning Division, Building and Safety Division, and Engineering Department			

HALCYON 220-UNIT MULTI-FAMILY DEVELOPMENT AT 7536 STERLING AVENNUE PROJECT
INITIAL STUDY/MITIGATED NEGATIVE DECLARATION
MITIGATION MONITORING AND REPORTING PROGRAM

Mitigation Measure		Monitoring Timing/Frequency	Monitoring Agency	Verification of Compliance		
				Initials	Date	Remarks
	maintained mufflers, consistent with manufacturer standards. 3. The contractor shall place all stationary construction equipment so that emitted noise is directed away from the noise sensitive receptors nearest the project site. 4. Equipment shall be shut off and not left to idle when not in use. 5. The contractor shall locate equipment staging in areas that will create the greatest distance between construction-related noise/vibration sources and nearest school during all project construction activities. 6. The project proponent shall mandate that the construction contractor prohibit the use of music or sound amplification on the project site during construction. 7. The construction contractor shall limit haul truck deliveries to the same hours specified for construction equipment. 8. Jackhammers, pneumatic equipment and all other portable stationary noise sources shall be shielded, and noise shall be directed away from sensitive receptors. 9. For the duration of construction activities, the construction manager shall serve as the contact person should noise levels become disruptive to local residents. A sign should be posted on the project site with the contact phone number.					
NOI-2	The project applicant shall require in contract specifications that heavily loaded trucks used during construction would be routed away from residential streets to the extent feasible. Contract specifications shall be included in construction documents, which	Prior to Construction During Construction Periodic Site				

HALCYON 220-UNIT MULTI-FAMILY DEVELOPMENT AT 7536 STERLING AVENNUE PROJECT INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

MITIGATION MONITORING AND REPORTING PROGRAM

Mitigation Measure	Monitoring Timing/Frequency	Monitoring Agency	Verification of Compliance		
			Initials	Date	Remarks
shall be reviewed by the City prior to issuance of a grading permit. ▪ Ensure that construction equipment is properly muffled according to industry standards and be in good working condition. ▪ Place noise-generating construction equipment and locate construction staging areas away from sensitive uses, where feasible. ▪ Schedule high noise-producing activities between the daylight hours of 7:00 AM and 6:00 PM on any day except Sunday or a City-recognized holiday to minimize disruption on sensitive uses. ▪ Implement noise attenuation measures to the extent feasible, which may include, but are not limited to, temporary noise barriers or noise blankets around stationary construction noise sources. ▪ Use electric air compressors and similar power tools rather than diesel equipment, where feasible. ▪ Construction-related equipment, including heavy-duty equipment, motor vehicles, and portable equipment, shall be turned off when not in use for more than 5 minutes. ▪ Construction hours, allowable workdays, and the phone number of the job superintendent shall be clearly posted at all construction entrances to allow for surrounding owners and residents to contact the job superintendent. If the City or the job superintendent receives a complaint, the superintendent shall investigate, take appropriate corrective action, and report the action taken to the reporting party.	Inspections During Grading and Construction				

This page intentionally left blank.

STAFF REPORT

TO THE PLANNING COMMISSION

DATE: September 19, 2023

FROM: Lawrence A. Mainez, Community Development Director

PREPARED BY: Kim Stater, Assistant Community Development Director KS

SUBJECT: Specific Plan Revision (SPR 23-001) proposing an amendment to the Greenspot Village & Marketplace Specific Plan (SPR 06-001), to increase the maximum dwelling unit count from 946 to 1,218 dwelling units, and Design Review Application (DRA 23-009), proposing the construction of a 272-unit multi-family residential development.

LOCATION: Planning Area 3 of the Greenspot Village & Marketplace Specific Plan. Assessor's Parcel Number(s): 1201-351-28, 1201-351-14, 1201-351-15, 1201-351-16.

OWNER / APPLICANT: Rexco Development

RECOMMENDATION: Staff recommends the Planning Commission adopt Resolution No.____ recommending the City Council:

1) Make a finding under Public Resources Code Section 21166 and the corresponding CEQA Guidelines Section 15162 that there are no substantial changes or new information of substantial importance that would trigger the preparation of a subsequent EIR and further finding that the project is exempt from further environmental review under Government Code Section 65457;

2) Introduce Ordinance No.____ to amend the Greenspot Village & Marketplace Specific Plan (SPR 23-001); and

3) Adopt City Council Resolution No. 2023-____ to approve Design Review Application (DRA 23-009), subject to the Conditions of Approval and Findings of Fact.

Approved _____	Motion _____	Second _____	Agenda Item No. 7
Denied _____	Ayes _____		
	Noes _____		File No. _____
Continue _____	Abstain _____		
	Absent _____		

Recording Secretary

Community Development Director

FISCAL IMPACT: The Applicant submitted the required deposit fee for processing a Specific Plan Revision and Design Review Application. Staff time spent working on the applications will be charged to this fee.

PUBLIC NOTICE: As required by the City Council, a notice of the public hearing was posted at the City's three designated posting locations. In addition, the notice was posted on the City's website, mailed to property owners within three-hundred (300) feet of the project site, and published in the San Bernardino Sun Newspaper on September 8, 2023. No further notice is required.

DESCRIPTION OF SITE: The proposed apartment complex, "San Carlo Apartments II", will be located on a vacant site of approximately 12.6 acres, spanning four (4) parcels, just west of the Boulder Avenue and Webster Street intersection, within Planning Area 3 of the 104-acre Greenspot Village & Marketplace Specific Plan (Exhibit A – Area Map). Much of the land within Planning Area 3 had remained vacant for many years except for the small Real Estate Office and Day Spa lot and single-family residential structure, metal garage, structure, and small wood molding manufacturing business. Most recently, the property was rented to a small Classic BMW restoration business off of Webster Street. Rexco Development's own 200-unit residential apartment complex known as "San Carlo Apartments I" was approved in 2020 and commenced construction in 2022. Prior to the entitlement of the Greenspot Village & Marketplace Specific Plan, much of the vacant land was utilized for agricultural purposes that included a strawberry grove and poultry farm until the early 2000s.

Surrounding Land Uses

North: Vacant Land (546 Multi-family unit entitlement approved in 2022)
South: 200-Unit "San Carlo Apartments I" Residential Complex (nearing completion)
East: Beattie Middle School east of Boulder Avenue
West: Vacant Parcel

Location	General Plan	Zoning
North:	Planned Development (PD)	Greenspot Village & Marketplace Specific Plan (SPR 06-001) (PA 2)
South:	Planned Development (PD)	Greenspot Village & Marketplace Specific Plan (SPR 06-001) (PA 3)
East:	Public (P)	Public/Quasi-Public (P/Q)
West:	Planned Development (PD)	Greenspot Village & Marketplace Specific Plan (SPR 06-001) (PA 1)

BACKGROUND: In 2014, the Highland City Council approved the Greenspot Village & Marketplace (GVMP) Specific Plan, creating a zoning designation specific to the 104-acres located on the north side of Greenspot Road, between the SR210 Freeway and Boulder/Webster Avenues. The Specific Plan outlines the permitted land uses and

development standards for residential and commercial development within the three (3) established Planning Areas within GVMP.

On October 13, 2020, the City Council approved a Specific Plan Revision and Design Review Application for Rexco Development's 200-unit "San Carlo Apartments I" apartment complex at the southeast corner of Planning Area 3. This project is currently under construction.

On June 8, 2021, the City Council approved a Specific Plan Revision, Conditional Use Permit and Design Review Applications for TREH Partners, LLC for the development of an 85,316 square foot multi-tenant commercial and 200-unit apartment project in Planning Area 2.

On September 13, 2022, the City Council approved a Specific Plan Revision and Design Review Application for Alliance Residential California's development of a 546-unit apartment complex as well as an increase in the maximum number of residential units permitted within the Specific Plan from 800 to 946, per the adoption of Ordinance No. 455, across the remaining 25 acres of Planning Area 2.

PROJECT REVIEW/ANALYSIS: On April 27, 2023, Rexco Development (the Applicant) submitted land use applications to accommodate the development of the proposed multi-family residential project. Specifically, the Applicant is requesting approval of a Specific Plan Revision (SPR 23-001) to amend the Greenspot Village & Marketplace Specific Plan (SPR 06-001) to increase the total dwelling unit count within the Specific Plan from 946 dwelling units to 1,218 dwelling units (a 272 unit increase). They are also requesting the approval of Design Review Application (DRA 23-009) for the construction of the 272-unit apartment complex just east of the Boulder Avenue and Webster Street intersection and north of the approved "San Carlo Apartments I" townhome project within Planning Area 3 (Exhibit B – Site Plan).

The Greenspot Village & Marketplace Specific Plan establishes standards by which commercial and residential developments are constructed. These development standards allow various clusters of units, the mixing of land uses, and design criteria with respect to certain features or conditions affecting a site. With regard to residential developments within the Greenspot Village & Marketplace Specific Plan, the proposed project must include site designs and architecture consistent with the approved design guidelines within the Specific Plan.

Specific Plan Revision

When the Greenspot Village & Marketplace Specific Plan was adopted in 2014, the underlying zoning for Planning Area 3 was Mixed Use and the Land Use Plan depicted a variety of retail shops along the Greenspot Road frontage with potential for multi-family residential uses to the north.

Since then, with consideration to the effect of the COVID-19 pandemic on brick and mortar stores and the general public's overall shift to online retail shopping, the City Council approved the Applicant's proposal for a 200-unit residential complex within Planning Area 3, along the Greenspot Road frontage, per the adoption of Ordinance No. 443 in October 2020. The intent was that there would remain an opportunity for non-residential uses along the remainder of Planning Area 1 and the northerly part of Planning Area 3.

The Applicant has since conveyed to Staff that, while the COVID-19 pandemic has essentially passed, its negative effect on the demand for brick and mortar retail stores remains. The Applicant provided Staff with an economic opinion explaining that the buildout of the remainder of Planning Area 3, envisioned to be retail and commercial developments, would be better suited with an expansion of the Applicant's own approved "San Carlo Apartments I" residential development to the south (Exhibit C – Economic Opinion).

The Greenspot Village & Marketplace Specific Plan currently has a residential cap of 946 units. Further, there are 946 residential units already approved within the Specific Plan (200 units by Rexco Development, 200 units by TREH Partners, LLC, and 546 units by Alliance Residential California), totaling 946 and requiring the remaining acreage within Planning Area 3 to be completed with retail/professional office/hospitality uses, as envisioned by the Specific Plan. Thus, the Applicant has proposed raise the current cap on the overall residential unit count.

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

The following modifications to the Greenspot Village & Marketplace Specific Plan are being proposed. The "946 units" will be modified to "1,218 units" on pages 5, 19, 20, 21, 22, 23, 24, 25, 26, 29, 31, 72, and 269. Additionally, the "300 units" will be modified to "472 units" on page 20, 24, 26, and 31. And lastly, the conceptual site plan on page 33 will incorporate the proposed 272-unit residential complex in Planning Area 3.

Design Review Application

The Applicant proposes to utilize a combination of the Specific Plan's 'Single-Family Attached' and 'Multi-Family' housing standards, as referenced on pages 97 & 105 of the Greenspot Village & Marketplace Specific Plan. This proposed housing development offers the benefits of a single-family home with the attached garage while also offering the community amenities such as parks, courtyards, recreation areas, and communal guest parking. The objective of the project is to provide a high-quality planned

residential community that complements the surrounding commercial land uses while creating an attractive, cohesive combination of architectural styles and landscaping and provide amenities maintained by the management team that will satisfy the needs of it residents.

Layout and Floorplans

As depicted by the site plan, the layout of the proposed 272-unit residential complex is divided into thirty-four (34) buildings of eight (8) units. Overall, the site has a density of 23.2 dwelling units per acre. The residential complex comprises of one-, two-, and three-bedroom units. The one- and three-bedroom units are offered in single-type floorplans of 625 and 1,470 square feet, respectively. Meanwhile, the two-bedroom units are offered in three (3) distinct layouts of 1,040, 1,070, and 1,090 square feet (Exhibit D – Floorplans). The 4-foot wide walking path around the perimeter of the property provides easy access for exercise and walkability within the complex and offers shared social gathering areas amongst neighbors and connectivity to the recreation areas. As indicated on the proposed site and landscape plan, each cluster of residences meets the setback required by the Single-Family Attached development standard in the Greenspot Village & Marketplace Specific Plan.

Access and Circulation

Primary access to the development will be provided from Calhoun Road, a private street that will be signalized at Greenspot Road by the Applicant as conditioned by their own "San Carlo Apartments I" project. A secondary exit is proposed onto Boulder Avenue to the east. In addition, the installation of internal roads, curbs and gutters within the community will be in accordance with the Specific Plan standards for Single-Family Attached homes. The City of Highland will be responsible for maintaining public streets, street lighting and sidewalks within the public right-or-way along Boulder Avenue. Meanwhile, the residential complex management shall be responsible for the internal roads, common open spaces, landscape buffers, and community recreation areas.

Elevations

The Applicant has also submitted architectural plans for the proposed residences. The architecture consists of Spanish influence with arched front patios, a light-brown tone concrete "S" tile roof, and a two-tone stucco exterior. The front elevations are a lighter tan around the entrances and doorways while the portions of the building that are set back are a light brown tone. As depicted by the architectural elevations, the color patterns of the buildings help to provide both aesthetic variety from different angles but also the appeal of a cohesive development.

Additionally, as specified by the plans, a decorative 6-foot high tubular-steel fence with stone-faced pilasters will be placed around the perimeter of the development, a height that is compliant with the Specific Plan. Along the southeastern portion of the development is an existing Real Estate Office & Day Spa. While that development has already constructed a 6-foot tall CMU wall along its northern boundary and adjacent to the subject site, the Applicant will continue with the 6-foot tall steel fence on its side as to not break the clean aesthetic appeal of a continuous fence. All fences and pilasters shall be designed and constructed to incorporate design features and colors that complement the decorative accents on the building clusters for the overall cohesiveness (Exhibit E – Elevations).

Landscaping

Perimeter landscaping along the street-adjacent portions of the side of the development will feature groundcover that is comparable to the flora found along Boulder Avenue and the Greenspot Corridor. The western facing side along Calhoun Road will feature California Sycamore trees with Brisbane Box trees scattered within for aesthetic diversity. The southern boundary, along "San Carlo Apartments I", will feature large deciduous California Sycamore trees with Brisbane Box trees scattered within. The eastern facing side of the development along Boulder Avenue and Webster Street will feature more California Sycamore trees with African Sumac and Olive Trees scattered within to further continue with the pattern of deciduous trees with aesthetic variety. The primary entrance off Calhoun Road, along with the central common areas, will be accented with Purple Magic Crape Myrtle, Italian Cypress, and Dwarf Southern Magnolia trees accordingly. Lastly, the interior and alleys of the central courtyards will be planted with Desert Museum Palo Verde Multi-Trunk Trees as well as Marina Strawberry Trees. The proposed outdoor landscape area with underground water quality infiltration system by the Calhoun Road entrance shall be maintained directly by the management team.

The Applicant will be required to initiate the process of establishing a Community Facilities District (CFD) prior to occupancy for maintenance and upkeep of the landscaping along the Boulder Avenue frontage. The Owner/Applicant shall be required to provide the cost of the CFD. The proposed outdoor landscape area with underground water quality infiltration system shall be maintained by the development.

The Landscape Plan was reviewed by the City's Landscape Architect and found to be suitable for a multi-family residential complex as proposed. However, additional attention shall be given to complement the unique design character of the site, particularly along the drive aisles and near leasing office area (Exhibit F – Landscape Plan). Landscape Conditions have been included as part of the Planning Conditions of Approval.

Parking

As previously mentioned, the proposed project is designed to offer the privacy aspect of living in a Single-Family attached townhome while also offering the communal benefits of living in a Multi-Family complex, such as shared parking and recreation amenities. Please see the table below for the Parking Regulations:

Multi-Family Unit Size	**Required Number of Spaces**			
	Covered	Uncovered	Guest	**Total**
1 Bedroom (68 units)	1.0	0.4	0.2	**1.6**
2 Bedroom (170 units)	1.0	0.9	0.2	**2.1**
3 Bedroom (34 units)	1.0	1.1	0.2	**2.3**

The project provides 340 garage spaces and 205 unassigned spaces for a total of 545 parking spaces available in this 272-unit development. This translates to just about 2 total spaces allotted per unit. In compliance with the parking requirement for Multi-Family Residential homes, there are 1.61 spaces provided for the one-bedroom units, 2.11 spaces provided for the two-bedroom units, and 2.31 spaces provided for the three-bedroom units.

Amenities

The proposed development offers a variety of amenities for the residents. In addition to the walking trail that goes around the perimeter of the community, the complex offers a community pool and a gym inside the leasing office at the southwest corner of the property. Additionally, there is a bbq grill adjacent to the pool accompanied by a sitting area. There are also courtyards with picnic tables in the central areas of the building clusters. There is also common open space/playground area with seating/picnic tables as well as two (2) citrus gardens and game lawn areas toward the center of the complex.

Per the development standards for Multi-Family Attached dwellings, there is a requirement of 50 square feet of private open space per unit and an additional requirement for public open space measuring 40% of the respective setback distances. The proposed design of the residences satisfies this requirement by providing private decks and patios ranging in size from approximately 90 square feet to 135 square feet, depending on unit size, floorplan, and location. Regarding public open space around the perimeters of the building clusters, the Applicant has provided 15 feet of total landscaping along the parkways between each building and adjacent to the interior walkways of the complex, satisfying the requirement for 40% of the 20-foot setback areas to be landscaped.

Parcel Merger

Prior to the issuance of the grading permit, the Applicant will process and record a parcel merger to combine the four (4) parcels that comprise the 12.6 acre site into one (1). A condition of approval has been included as part of the Planning Conditions for this requirement.

ENVIRONMENTAL REVIEW: The Certified Environmental Impact Report (ENV 09-003) (State Clearinghouse Number 2008031058) and Supplemental Environmental Impact Report (19-002) prepared for the Greenspot Village & Marketplace Specific Plan certified by the City of Highland City Council on June 11, 2013 and June 25, 2019 respectively, anticipated the development of a medium-size, multi-family residential project in Planning Area 3 at a density level between 25 to 40 dwelling units per acre. The adoption of City Council Ordinance No. 443 on October 13, 2020 reduced the minimum density within Planning Area 3 to 18 du/ac. Thus, the project is exempt from further environmental review.

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

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

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

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

The Applicant seeks to amend the Specific Plan to increase the maximum dwelling unit count range from 100-**300** to 100-**472** within Planning Area 3 and increases the total buildout number from **946** to **1,218** for the whole Specific Plan. As aforementioned, the Applicant will be able to adequately size 272 dwelling units onto the 12.6 acre site and satisfy the 18-40 du/ac density range for Planning Area 3 of the Greenspot Village & Marketplace Specific Plan. The Applicant also provided Staff with a trip generation analysis determining the retail and commercial developments originally envisioned for Planning Area 3 and the proposed full residential buildout to be comparable (Exhibit G – Trip Generation Analysis).

As such, the scope of the project was previously analyzed and none of events identified in Public Resources Code Section 21666 or CEQA Guidelines Section 15162 have occurred that would trigger the need for further environmental review.

In compliance with the Mitigation Monitoring and Reporting Programs (MMRP) adopted concurrently with ENV 09-003 and ENV 19-002, a current project-specific Biological Resource Study and Noise Study shall be prepared prior to the issuance of grading permits and building permits, respectively, as required by the MMRPs to check for the presence of the San Bernardino Kangaroo Rat and to provide details on sound levels.

Noise Study

As required by the Greenspot Village & Marketplace Specific Plan Environmental Impact Report and Supplemental Environmental Impact Report, the Applicant will be required to conduct a site specific Noise Study prior to the issuance of building permits. Per the two (2) EIRs, short term impacts of project-related noise shall not exceed a 65 dBA CNEL noise standard outside the allotted construction hours of 7am to 6pm, excluding weekends and holidays. Additionally, no excessive ground-borne vibration or noise may be generated by the proposed residential development after completion.

Existing homes to the south and east of the project site may be temporarily affected by short-term noise impacts associated with the transport of workers, the movement of construction materials to and from the project site, ground clearing, excavation, grading, and building activities. Noise reduction mitigation measures to further reduce construction noises via limited construction hours, limited equipment idling times, and rattling noise prevention have also been addressed in the Greenspot Village & Marketplace Specific Plan Environmental Impact Reports and Mitigation Monitoring and Reporting Programs.

Biological Resource Study

The Greenspot Village & Marketplace Specific Plan Environmental Impact Report and Supplemental Environmental Impact Report had previously determined that the proposed development would not have a substantial impact on sensitive species including, but not limited to burrowing owl, California homes lark, or northwestern San Diego Pocket Mouse. The development would not pose a negative impact on the riparian habitat either. However, Biological Resource Mitigation Measure (MM 4-3) of the Supplemental Environmental Impact Report required the completion of a Small Mammal Trapping Survey to determine the presence of the San Bernardino Kangaroo Rat (SBKR) prior to the issuance of grading permits. On August 7, 2023, a SBKR presence/trapping study was conducted and the results were negative.

SUMMARY: The proposed project is a residential development that is designed to offer the privacy aspect of living in a Single-Family type unit while also offering the communal

benefits of living in a Multi-Family complex. Increasing the maximum dwelling count range from 100-**300** to 100-**472** within Planning Area 3 and the total buildout number from **946** to **1,218** for the whole Specific Plan will allow the Applicant to accommodate 272 dwelling units onto the 12.6 acre site and satisfy the 18-40 du/ac density range for Planning Area 3. This project complies with the Greenspot Village and Marketplace Specific Plan requirements and development standards for Single-Family Attached units and provides a superior level of Multi-Family residential amenities, a walking trail, and recreation amenities. Staff recommends the Planning Commission adopt a Resolution recommending the City Council approve Specific Plan Revision (SPR 23-001) and Design Review Application (DRA 23-009).

PUBLIC COMMENT: At the time of preparing this report, staff had not received any written comments.

EXHIBITS:

A) Area Map
B) Site Plan
C) Economic Opinion
D) Floorplans
E) Elevations
F) Conceptual Landscape Plan
G) Trip Generation Analysis

ATTACHMENTS:

1) Greenspot Village & Marketplace Specific Plan
2) Planning Commission Resolution No. 2023-____
    A) City Council Ordinance No.____ to amend the Greenspot Village & Marketplace Specific Plan (SPR 23-001)
        Exhibit 1: Proposed Specific Plan Amendments
    B) City Council Resolution No. 2023-____ to approve Design Review Application (DRA 23-009)
        Exhibit 1: Conditions of Approval (DRA 23-009)
        Exhibit 2: Mitigation Monitoring & Reporting Program

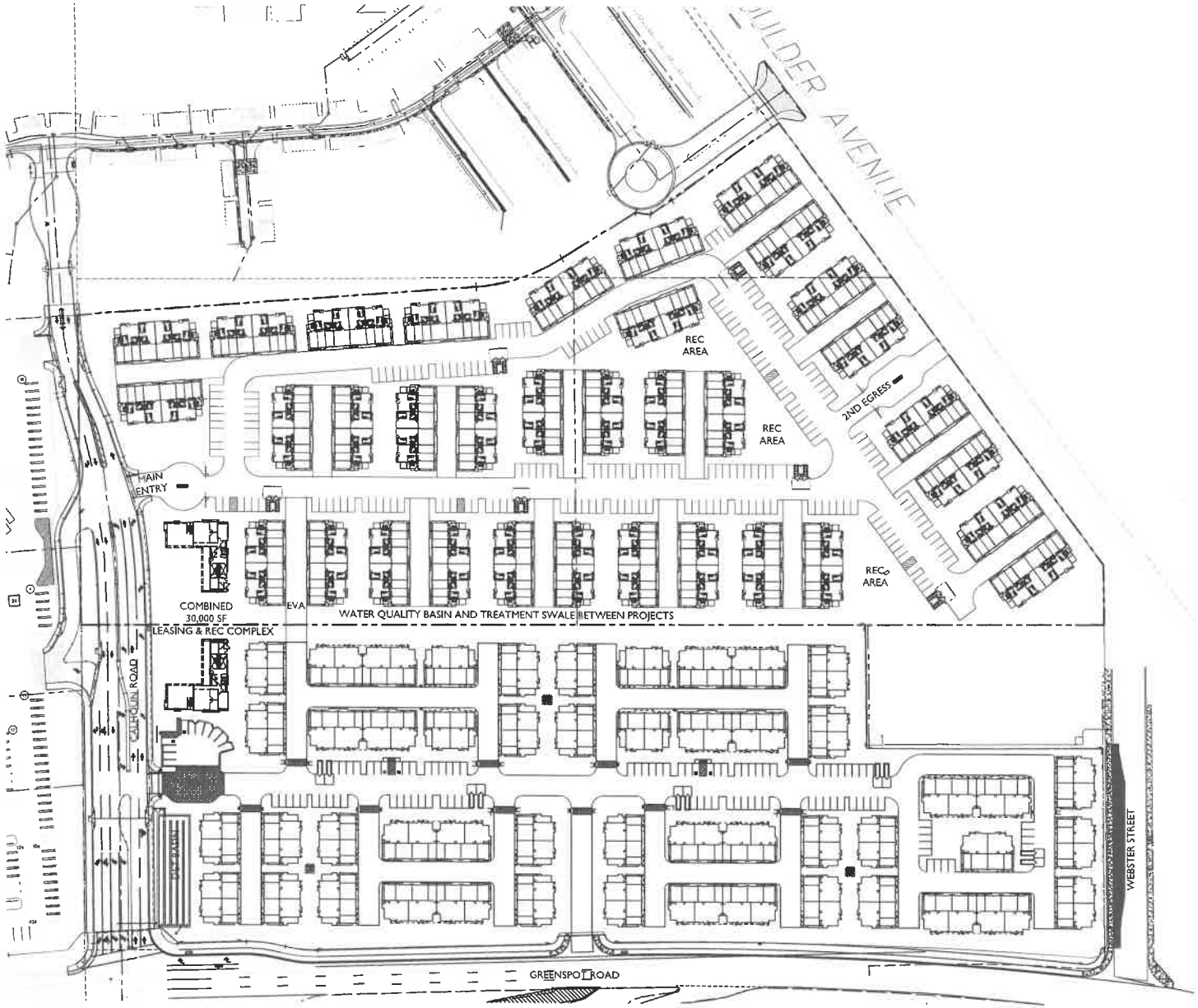
Exhibit A:

Area Map


Merridy Ave
Tonner Dr
Griffith Ave
Boulder Ave
Eucalyptus Ave
Calhoun Rd
Webster St
Wild Rose Ln
Sunflower St
Prarie Rose Way
Greenspot Rd
Greenspot Rd
Boulder Ave
N

Exhibit B:

Site Plan



PHASE 2 SUMMARY

2&3-STORY TOWNHOMES/FLATS

HOMES	272 UNITS
GROSS AREA	12.5 AC
NET AREA	11.7 AC
DENSITY	23.2 DU/AC

UNIT MIX

68	PLAN 1	1B/1B	625 SF
34	PLAN 2	2B/2.5B	1040 SF
68	PLAN 3	2B/2.5B	1070 SF
68	PLAN 4	2B/2.5B	1090 SF
34	PLAN 5	3B/2.5B	1470 SF

272 TOTAL

PARKING REQUIRED PER MULTIFAMILY ATTACHED

68 1BD X 1.6 SP =	109 SPACES
170 2BD X 2.1 SP =	357 SPACES
34 3BD X 2.3 SP =	78 SPACES
TOTAL	544 SPACES

PARKING PROVIDED

GARAGE	340 SPACES
OPEN	205 SPACES
TOTAL	545 SPACES

PHASE 1 SUMMARY

2-STORY TOWNHOMES

HOMES	200 UNITS
GROSS AREA	10.8 AC
NET AREA	10.1 AC
DENSITY	20 DU/AC

UNIT MIX

80	1 BED	800 SF
100	2 BED	1100 SF
20	3 BED	1200 SF

200 TOTAL

HIGHLAND, CA

HIGHLAND II TOWNHOME APTS

CONCEPTUAL SITE PLAN

REXCO DEVELOPMENT
2518 NORTH SANTIAGO BLVD.
ORANGE, CA. 92867
951.898.1502

APRIL 20, 2023

SCALE: 0 50 100 150

N

SUMMA ARCHITECTURE
5256 S. Mission Road, Ste 404
Bonsall, CA 92003
760.724.1198

Exhibit C:

Economic Opinion

RETAIL INSITE

DONALD R. MOSER | *License 00821359*

August 8, 2023

Larry Haupert
Rexco Development
1285 Corona Pointe Court
Corona CA 92879

Re: Greenspot Village, Highland CA

Dear Larry,

Per your request I have had our team look at the viability of retail for your Highland Greenspot Village. We are very active in the Inland Empire and represent a number of national retailers looking for locations throughout the region including Darden Restaurants (Olive Garden, Longhorn Steakhouse, Yard House), Shake Shack, Cava, Chick-Fil-A, Fox Restaurant Group and others. I have attached a copy of our resume for your review.

We don't see a retail viability for your Highland Greenspot Village given several factors:

1) Lack of frontage on Greenspot Road which is the dominant retail arterial.
2) Depth of the retail market in the area is limited given the Citrus Plaza project by majestic, downtown Redlands' resurgence, the proposed Target center at Arden/210 and the remaining land at Greenspot across from Lowes.
3) Retail that would face Boulder Ave. would lack significant synergy to support retail sales.
4) Pad users who can drive the development of a retail site with ground lease deals will prioritize other locations within the region for stronger opportunities.
5) Economics in the market (given cost) are making only very strong retail sites viable. The factors above would make this a secondary site.

Larry, look forward to discussing this with you in further detail.

Best,

RETAIL INSITE
Commercial Real Estate

Donald R. Moser | *License 00821359*
858.523.2087 | ***dmoser@retailinsite.net***

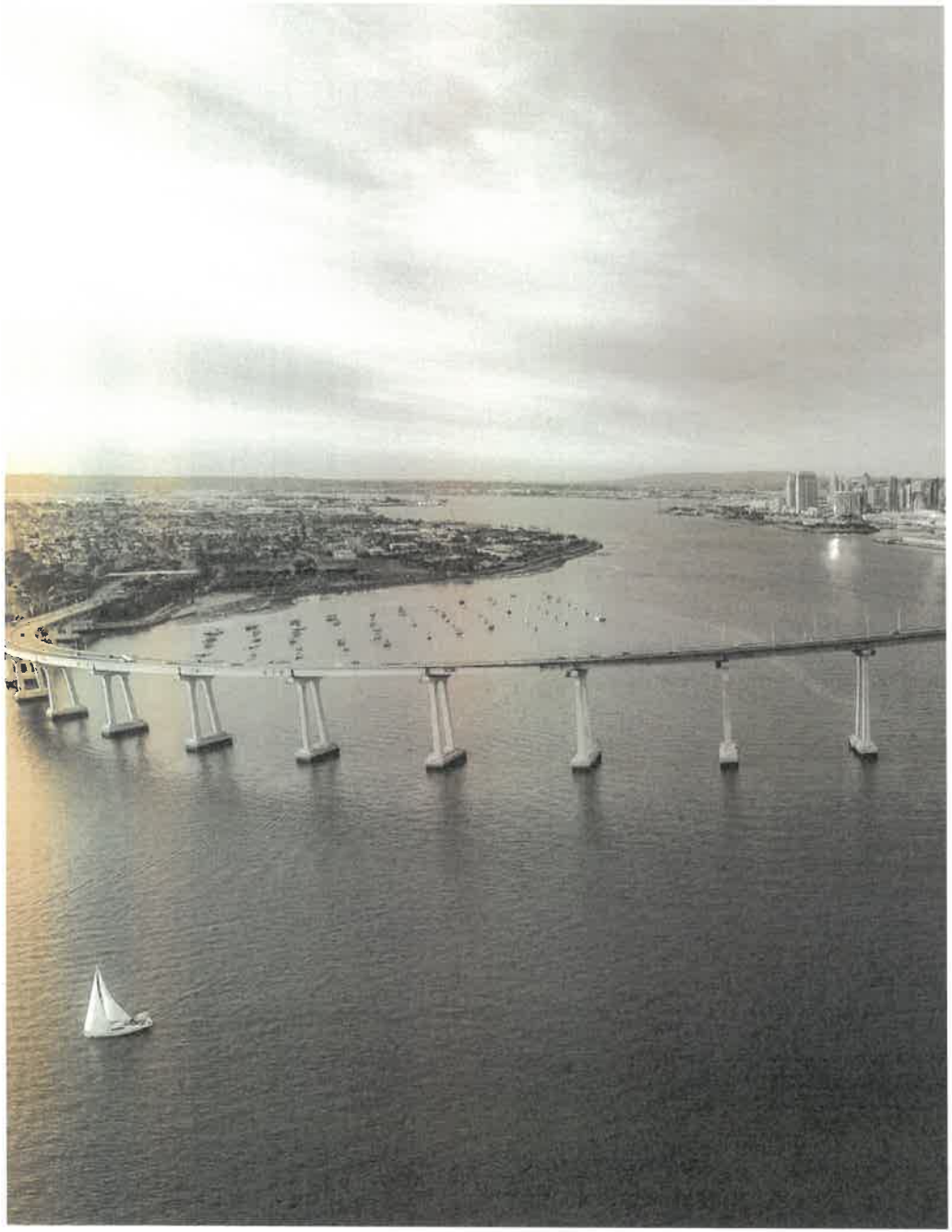
120 South Sierra Ave, Suite 110, Solana Beach, CA 92075
3565 7th Ave, First Floor, San Diego, CA 92103

P: 858.523.2090 | retailinsite.net | Corporate Lic #01206760



RETAIL INSITE

COMMERCIAL REAL ESTATE



RETAIL INSITE

Retail Insite (RI) was formed in 1996 to focus solely on providing retail solutions. RI is firmly committed to servicing retailers and retail landlords by intelligently and energetically working to meet the strategic objectives of their clients.

RI combines the entrepreneurial spirit of ten focused "retail-only" brokers with an experienced support team. We are all focused on the success of our clients by bringing passion, intelligence, and creativity to every assignment.

Retail Insite is a boutique commercial real estate firm with a passion for retail and people.

In 2002, RI was selected to become a part of ChainLinks Retail Advisors, which consists of the best independent brokerage companies in over 60 offices across North America. This association provides national marketing identity and national information sources of retail activity.

RI has had the privilege of working with many of the best retailers and developers in the industry and is committed to that standard of excellence in the future. As the name suggests, the Retail Insite team uses their *insight* in an ever-changing retail environment to assist clients with beneficial long-term strategies and decisions.

Retail is rapidly changing, and success requires a nimble team.



LANDLORD SERVICES

leasing

strategy advisor

co-tenancy planning

expert negotiator

regional + global marketing campaigns

innovative marketing design

data driven trend analysis

property repositioning

TENANT SERVICES

retail + restaurant expert lease negotiator

competitor analysis + mapping

demographic data

site selection

national connections

unparalleled market knowledge

knowledge of landlords + deal history

sales productivity of surrounding businesses

INVESTMENT SERVICES

providing an opinion of value

risk + return analysis

uncovering non-competitive acquisitions

capital markets (debt + equity) resources

exit planning for maximum value

urban high street acquisitions (globally)

raw land sales/acquisitions



OUR BROKERAGE TEAM



OUR SUPPORT TEAM

Experienced.
Dedicated.
Effective.



Don Moser
Co-Founder + Retail Partner

Lic. 00821359

Don is the co-founder of Retail Insite and has more than 30 years of experience in retail real estate brokerage in Southern California. Don started his career with CBRE, earning the title of Senior Vice President, and was ranked in the Top 10 nationwide consistently for CBRE retail brokers. Don has completed over 2,500 retail transactions, with total consideration in excess of $2.5 billion and is a consistent team leader.

Don has served on the Board of Directors for ChainLinks Retail Advisors, Santa Fe Christian Schools, Impact Driven America. He has been a panelist for ICSC, ULI and ChainLinks on emerging trends in the retail industry. He is a graduate of the University of San Diego with a degree in Business Administration.

Landlord representation has included:

- Dana Point Harbor (150,000 SF)
- The Summit Sierra in Reno (650,000 SF)
- Encinitas Ranch Town Center (650,000 SF)
- Palomar Commons (185,000 SF)
- Seaport Village Redevelopment (Retail Consulting)
- Escondido Promenade (700,000 SF)
- The Watermark (900,000 SF)
- The Beacon La Costa (120,000 SF)
- Gran Plaza Power Center (+/- 650,000 SF)
- Mira Mesa Market Center (487,807 SF)
- West Harbor (150,000 SF)

Tenant representation has included:

- Lowe's (14 stores)
- L Brands (7 stores)
- TJX Companies (9 stores)
- CarMax (4 facilities)
- Bed Bath & Beyond (4 stores)
- Chick-fil-A (25 stores)
- Wells Fargo Bank (250 acquisitions + dispositions)
- EōS Fitness
- Darden
- F21 Red
- Javier's
- Bevmo/Gopuff
- Bristol Farms/Lazy Acres



Ron Pepper
Co-Founder + Retail Partner

Lic. 00865929

Co-founder of Retail Insite, Ron has over 35 years of experience in retail real estate brokerage in San Diego. Prior to founding Retail Insite with Don Moser in 1996, Ron was with CBRE for over twelve years, where he ranked consistently in the Top 10 Western Region of the United States. He has completed over 2,000 retail transactions with total consideration in excess of $2.5 billion.

Ron was actively involved with Monarch Schools for the underprivileged and San Diego ICSC. He is currently on the NAIOP board and previously served for six years on the ChainLinks board. He is a graduate of San Diego State University with a Bachelor's Degree in Finance.

Landlord representation has included:

- Sweetwater Square (200,000 SF)
- Signature Pavillion (125,000 SF)
- Menifee Lakes Plaza (150,000 SF)
- The Orchard (500,000 SF)
- The Watermark (900,000 SF)
- Pacific Beach Plaza (75,000 SF)
- Santee Plaza (75,000 SF)
- Center Pointe Shopping Center (75,000 SF)
- Loma Square (200,000 SF)
- Genesee Plaza (520,000 SF)
- Grossmont (150,000 SF)

Tenant representation has included:

- Lowe's (14 stores)
- Kohl's (8 stores)
- Dick's Sporting Goods (7 stores)
- Staples (60 stores)
- PetSmart (13 stores)
- Fresh & Easy (40 stores)
- Whole Foods (2 stores)
- ULTA Beauty (14 stores)
- Five Below (12 stores)
- Wells Fargo Bank (400 locations; branches & disposition)
- Pier 1 Imports (15 stores)
- Buffalo Wild Wings (14 stores)
- Applebees (14 stores)

Investment Sales:

Ron has sold over 100 centers in his career, including the recent sale of Torrey Hills Center to First Washington Realty for just over $51 million. He has also sold over a 100 land parcels ranging from half an acre to over 20 acres.



Mike Moser
Retail Partner

Lic. 00977876

Michael Moser joined Retail Insite in 2015 as a principal owner after working for CBRE for more than 28 years. He joined what was then Coldwell Banker back in 1987 after forgoing entrance into medical school and pursuing a career in real estate—a life-changing decision and one that he is thankful for each and every day. Mike was a top first-year retail producer for the western region and grew into a consistent Top 10 producer in the region (and Top 20 nationwide) in retail for CBRE.

Hard work, focus, and ingenuity are trademarks of his approach to guiding real estate transactions to completion and helping his clients make the best informed decisions.

Mike has completed sale and lease transactions totaling over $4 billion during his career. He will be a valued asset to you and your team on any assignment undertaken.

Mike lives in Coronado with his wife, Colleen, and four children. He serves on the University of San Diego Leaders Board and Young Life Coronado Committees.

Numerous landmark projects and tenant rollouts have benefitted under his leadership including:

- Grossmont Center Mall
- College Grove Mall
- Santee Town Center
- Liberty Station (300-acre naval base redevelopment)
- General Dynamics' (100-acre redevelopment)
- Otay Ranch Town Center (Land Sale)
- Mira Mesa Market Center

Clients include:

- Invesco
- Brixton Capital
- Regency
- Stockbridge
- American Assets
- Hines
- Lennar
- DWS
- Kimco
- Federal Realty
- Related

Matt Moser
Retail Partner

Lic. 01772051



Matt specializes in landlord/tenant representation throughout Southern California. He brings high energy and enthusiasm to every assignment and is very active in the retail marketplace uncovering new opportunities for his clients.

Matt graduated from Westmont College in 2006 with a Bachelor's degree in Business Economics. He is a member of the International Council of Shopping Centers (ICSC).

Landlord representation has included:

- Asana Partners
- American Assets
- ShopCore
- Federal Realty Investment Trust
- Kilroy Realty
- Brixton Capital
- HP Investors
- Burnham Ward
- IQHQ
- Sunbelt Properties
- Hines
- Clarion
- Stockbridge

Tenant representation has included:

- Yeti
- Chick-fil-A
- Panera Bread
- Cava Grill
- Maple & Ash
- Telefèric Barcelona
- Nick's Restaurants
- Postino
- Serena & Lily
- Jenni Kayne
- Fox Restaurant Concepts
- HomeState
- Etta
- Philz Coffee
- Pacific Catch
- Rivian
- Saatva



Jeff Drew
Retail Partner

Lic. 00993435

Jeff has over 35 years of experience in retail brokerage and development in Southern California. He joined Retail Insite in 2002 and has represented National Retail and Restaurant Chains in addition to National and Regional Shopping Center Landlords and Developers. Prior to joining Retail Insite, Jeff spent over 7 years with Epsteen and Associates, specializing in retail tenant representation as a Senior Associate. Before concentrating his efforts on his career in brokerage, Jeff also spent 12 years as a partner with Environs West Development and was involved in the acquisitions, planning, construction, leasing, management, and sales of retail shopping centers throughout Southern California. Rounding out his experience in Commercial Real Estate, Jeff also gained critical knowledge in the position of Real Estate Manager for Chipotle Mexican Grill covering the southwest. Jeff has consistently worked with long-term clients by providing excellent and detailed support. His knowledge of the San Diego and Inland Empire markets is a tremendous asset to Retail Insite.

Landlord representation has included:

- Federal Realty Investment Trust
- DJM
- VEREIT
- Cross Development
- Citibank NA
- Rich Development
- Healy Family Trust
- TESCO
- Prolo Family Palm Desert
- Price Entities
- Pacific Summit Development
- The Kroger Company
- Tavistock LLC
- Euston Homes
- Barob Group
- A&B Properties

Jeff executed the initial rollout strategy and store expansions for (partial list):

- Banana Republic
- Old Navy
- CVS Pharmacy
- Burlington
- Jo-Ann Stores
- Texas Roadhouse
- McDonald's
- Panera Bread
- Chipotle
- Jamba Juice
- Red Robin
- Harbor Freight Tools
- Dollar General

Chris Hodgman
Retail Partner

Lic. 01881298



Chris specializes in retail tenant and landlord representation throughout San Diego, Orange, and Riverside Counties. He has played an active role in marketing and leasing retail centers by bringing an enthusiasm and passion to each assignment for landlords such as Kilroy Realty, Burnham-Ward Properties, Irvine Company, Regency Centers, KIMCO, Hines, TRC, Frontier Real Estate Investments and Pendulum Property Partners. Chris began his retail commercial real estate career with Strategic Retail Advisors in Newport Beach, California. Prior to joining the brokerage industry, Chris had a surf accessories supply business which gave him a first-hand dose of the retail business.

Chris graduated from Westmont College with a Bachelor of Arts degree in Business Economics and is a member of the International Council of Shopping Centers (ICSC), where he also serves on the ICSC San Diego Committee.

Landlord representation has included:

- Kilroy Realty – One Paseo, Del Mar
- Burnham-Ward – Dana Point Harbor, Dana Point
- ShopCore – One Colorado, Pasadena
- IQHQ – RaDD, San Diego
- Pendulum – Liberty Station, Point Loma
- Hines – Riverwalk, San Diego

Tenant representation has included:

- Barry's Bootcamp
- CAVA
- Darden
- Etta
- Fox Restaurants
- Harbour Outdoor
- Jenni Kayne
- LaserAway
- Maple & Ash
- Nick's Restaurants
- Philz Coffee
- Postino
- Rad Power Bikes
- Serena & Lily
- Sola Salon
- solidcore
- Squeeze Fitness
- Telefèric Barcelona
- Velvet



Brian G. Pyke
Retail Partner

Lic. 01506790

Brian G. Pyke is a retail specialist focusing on landlord and tenant representation as well as investor acquisitions and dispositions in San Diego, Inland Empire, Orange County, and Imperial Valley.

Brian also represents many national and regional retailers in Southern California, and has been involved in over 600 sales and lease transactions that total more than $425 million in consideration. Currently, Brian is responsible for the lease-up of properties totaling approximately 4,000,000 of retail space in Southern California.

Landlord representation has included:

- Pacific Castle
- Remarc Management
- Omninet Capital
- Haagen Co
- Flinn West
- Black Lion Development
- Red Mountain Group
- CBL & Associates, Inc.
- Brixton Capital
- DMP Properties
- Becker Properties
- Guggenheim Partners
- Sunbelt Investment Holdings

Tenant Representation has included:

- Skechers Shoes
- Hess Brewing Co.
- Oil Changers
- Wingstop
- The Beauty Institute
- Wendy's
- everbowl
- Evans Tire
- MySalon Suite
- Dirty Dogs
- The Joint Chiropractic
- FrontWave
- Eat the Frog Fitness
- Geico
- Tommy's Express Car Wash

Connor Stevens
Retail Partner

Lic. 02016996



Connor is a native Southern Californian, growing up in Orange County, CA. After moving to San Diego to attend SDSU, where he obtained a Bachelor's Degree in Business Management, Connor immediately joined the Retail Insite team.

Connor focuses on tenant/landlord representation throughout the San Diego and Orange County markets. He brings creativity to every project he takes on and his thorough, inquisitive approach lends itself well to the Retail Insite team along with all of his clients.

Landlord representation has included:

- Sudberry Properties
- LBA Realty
- Black Lion Investment Group
- Trammell Crow
- Dornin Investment Group
- Festival Companies
- Flinn West
- MDC Realty Advisors
- Toll Brothers

Tenant representation has included:

- Matthew Kenney Cuisine
- BISHOPS Barbershop
- SDCCU
- Wendy's
- Bruxie
- Docent Brewing
- Lounge Group
- Pearle Vision
- PNC Bank
- Hydration Room
- Capriotti's
- Shorehouse Kitchen
- F45



Allison Campbell
Retail Partner

Lic. 02072308

Allison's focus is in retail consulting, strategically assisting Tenants and Landlords with creativity and out of the box thinking. She specializes in high street Tenant and Property Advisory on a national and regional basis. Her ability to view retail properties through a multifaceted lens has enabled her to execute over 500 leases. Allison's fresh and innovative approach to retail has allowed her to solve complex issues that cannot be fixed only with additional leasing activity.

Over the past nine years, Allison has been responsible for repositioning, redeveloping and leasing more than 10 million square feet of real estate across the United States. Prior to joining Retail Insite, Allison was a Senior Leasing Executive with Simon Property Group where she focused on leasing and redevelopment of more than three million square feet of real estate.

Allison has had the pleasure of representing Landlords such as:

- Port of San Diego, Seaport Village, San Diego, CA
- IQHQ, RaDD, San Diego, CA
- The Ratkovich Company & Jerico Development, West Harbor, Los Angeles, CA
- Clarion Partners & HP Investors, Gaslamp Square, San Diego, CA
- Taconic Capital & Triangle Capital Group, Spreckels Building, San Diego, CA
- Oram Holdings, The Guild, San Diego, CA

She has completed transactions with Malibu Farms, Bark Social, F45, King & Queens, Mama Por Dios, Hopscotch, Gladstone, Yamashiro, The Win-Dow, Pitfire Pizza, and strong San Diego Local's such as Mike Hess Brewing, Mr. Moto Pizza, Spill the Beans, Crack Taco, Olala Crepes, Nectarine Grove, Zytoun Gourmet Mediterranean, Addendum Salon, Baked Bear, Wild Dove Boutique, Geppetto's, Verant Hospitality Group, SALT Hot Pilates, Capsyl Salon, Harbor Market, Bare Organic Tan, Bespoke Treatments, Sante Wellness, Lash Bar, Pumphouse Coffee, Coxinha, and many more.

Over the past nine years, Allison has been responsible for repositioning, redeveloping and leasing more than 10 million square feet of real estate across the United States. Prior to joining Retail Insite, Allison was a Senior Leasing Executive with Simon Property Group where she focused on leasing and redevelopment of more than three million square feet of real estate.

Allison received a Bachelor's Degree in Finance from Baylor University's Hankamer School of Business. She is a member of the International Council of Shopping Centers.

Jack Avarello
Retail Partner

Lic. 02081489



Jack is a native to Southern California, growing up in San Diego and attending college at UC Santa Barbara. Prior to starting with Retail Insite, he spent four years at Cushman and Wakefield specializing in retail Tenant and Landlord representation throughout San Diego and Orange County. Jack has a passion for deploying his creativity and ingenuity when tackling new assignments. He takes great pride in helping shape the neighborhoods he knows and loves. Jack is active in Orange County and San Diego markets.

While in college, Jack played for the Division I Men's Golf team and was a member of the Phi Sigma Kappa fraternity. Hard work, balance, and authentic relationships are the backbone of his personal and professional life.

Landlord representation has included:

- HP Investors
- Centennial Real Estate
- Festival Companies
- MC Strauss
- Zion Marketplace Redevelopment

Tenant representation has included:

- Wendy's
- Dave's Hot Chicken
- Cooper's Hawk
- Everytable
- Baked Bear
- Bassett Salon Solutions
- Pure Taco
- Bassett Salon Solutions
- Performance 360



Kristin Walseth
Retail Partner

Lic. 01770806

Kristin specializes in landlord and tenant representation in Orange County. She was Senior Director of Leasing at Irvine Company for the past 12 years, where she focused on regional box/power centers such as The Market Place in Tustin as well as lifestyle centers such as Corona Del Mar Plaza and Crystal Cove Shopping Center in Newport Beach.

Kristin has had the pleasure of working on over 40+ regional and neighborhood shopping centers and 4,000,000+ SF throughout the Irvine Company portfolio during her time there. She enjoyed the relationships she gained while working with a number of reputable tenants.

A partial list of tenants include:

- Alchemy 43
- Athleta
- Banana Republic
- Best Buy
- Chase Bank
- Chick fil A
- Chico's
- Chipotle
- Coastal Cool
- Fast 5 Car Wash
- Gap
- Hobby Lobby
- Jack's Surfboards
- Marmi
- Mathis Brothers
- McKee & Co.
- Mendocino Farms
- Natuzzi
- Orangetheory Fitness
- Pandor Bakery
- Petsmart
- Providence Health Center
- Ray Ban
- Sephora
- Snooze Eatery
- Starbucks
- Sunglass Hut
- Tidelli Outdoor Living
- Total Wine & More
- VICI
- Vinfast
- Yoga Six

Kristin has a client-specific focus and passion for merchandising. She uses a hands-on approach to merchant and site selection and enjoys building strong and communicative relationships with her clients.

Natalie Ward
Retail Partner

Lic. 02153954



Natalie is a native of Southern California with a passion for all things retail. A current resident of Newport Beach, Natalie is complementing the team with a drive and energy level that is contagious.

Natalie was a starting member of Notre Dame's women's varsity soccer team and team captain. Graduating with honors from Notre Dame with a Bachelor's of Administration in Finance, Natalie then went on to USC were she obtained her Master's of Science in Entrepreneurship and Innovation.

Natalie has deep roots in the retail world through the family business and brings an incredible perspective and work ethic to the Retail Insite team and her clients.

Natalie is an active Ironman participant and enjoys a fast paced active lifestyle.



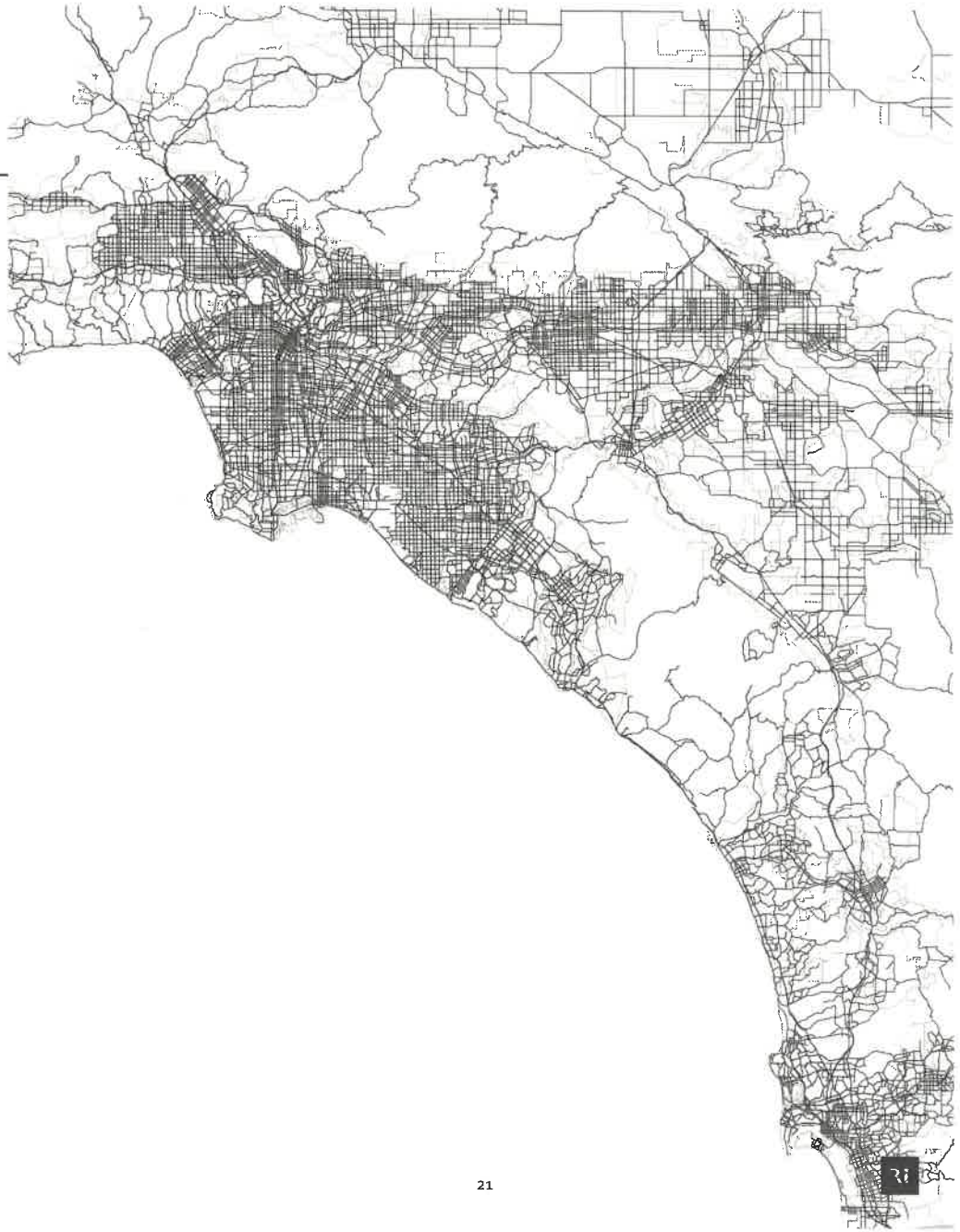
Blake Moser
Retail Consultant

Lic. 02154612

Blake is a Southern California native. Born and raised in Coronado, he knows the city of San Diego well. He has seen its incredible growth and development over his lifetime and following of the retail development world. He has developed a passion for the commercial real estate world and possesses the energy and strong work ethic to serve his clients well.

Blake graduated with honors in Business from St. Mary's College of California where he obtained his degree in Business Administration. He was recruited to play Division 1 Soccer at St. Mary's, but after a serious injury and subsequent foot surgery, he decided to rethink his college career path, and focus on his future in Business.

Blake is excited to have joined the incredible team at Retail Insite. He feels honored to be with working alongside an innovative team who eats, sleeps and breathes all things retail. Blake is excited to be serving landlords and tenants through San Diego, Orange and Riverside counties.



Our Team.



Bridgette Hill

Senior Executive Assistant



Candi Benavides

Marketing Associate



Bobbi Powell

Marketing Associate



Julie Greaux

Graphic Designer

Paula Hanan

Executive Assistant



Angela Salvo

Marketing Associate



Laura Barreiro

Director of Operations

Kristie Hill

GIS Manager







We're SoCal experts with national reach.



EXTENSIVE SCOPE OF SERVICES

- \+ Landlord Consulting
- \+ Retailer Representation
- \+ Shopping Center Leasing
- \+ Land Acquisition
- \+ Joint Venture + Sales
- \+ Ground-Up Development
- \+ Mapping Services
- \+ Tenant Merchandising
- \+ Assemblage
- \+ Research
- \+ Site Planning



RI is a member of ChainLinks -- the largest retail-only, full-service real estate organization providing a framework for its 600+ retail broker specialists to combine their local market expertise with trusted information and resources over national and international network in service to their clients.



10

Retail-Centric Partners

7+

Counties Covered in Southern California

160

National + Regional Tenants Represented

170+

Years of Combined Team Experience

17M

Square-Foot Leasing Portfolio



1996

Retail Insite was Founded

2002

Selected to Join ChainLinks Retail Advisors

2021

230+ Total Transactions

RECENT NOTABLE PROJECTS



1 3 5 7 9 11
2 4 6 8 10 12



13 15 17 19 21 23
14 16 18 20 22 24



25 27 29 31 33 35
26 28 30 32 34 36

Watermark	1	Scripps Ranch
Mission Village Center	2	San Juan Capistrano
Palomar Plaza	3	San Marcos
The Marketplace at Santee	4	Santee
Scripps Ranch Marketplace	5	Scripps Ranch
Sunbelt - Park Valley Center	6	Mission Valley
Gateway at Cedros	7	Solana Beach
Sorrento Court	8	Sorrento Valley
Yorba Linda Town Center	9	Yorba Linda
Mira Mesa Market Center	10	Mira Mesa
Encinitas Ranch	11	Encinitas
El Camino North	12	Oceanside
The Village at Orange	13	Orange
Old Towne Orange	14	Orange
Liberty Station Arts District	15	Point Loma
River Street	16	San Juan Capistrano
Pacific Station	17	Encinitas
Escondido Promenade	18	Escondido
Breakwater	19	Imperial Beach
The Beacon	20	La Costa
La Mesa Crossroads	21	La Mesa
Grossmont Shopping Center	22	La Mesa
La Mesa Springs	23	La Mesa
One Colorado	24	Pasadena
Carmel Mountain Plaza	25	Carmel Mountain
El Camino Real & Hwy 56	26	Carmel Valley
Palomar Commons	27	Carlsbad
Gateway Marketplace	28	Chula Vista
Clairemont Town Square	29	Clairemont
Coronado Island	30	Coronado
BRIC	31	Downtown-Waterfront
Fletcher Plaza	32	El Cajon
Dana Point Harbor	33	Dana Point
Costa Verde	34	UTC
Seaport Village	35	Downtown San Diego
The Press	36	Costa Mesa

Landlord Clients.

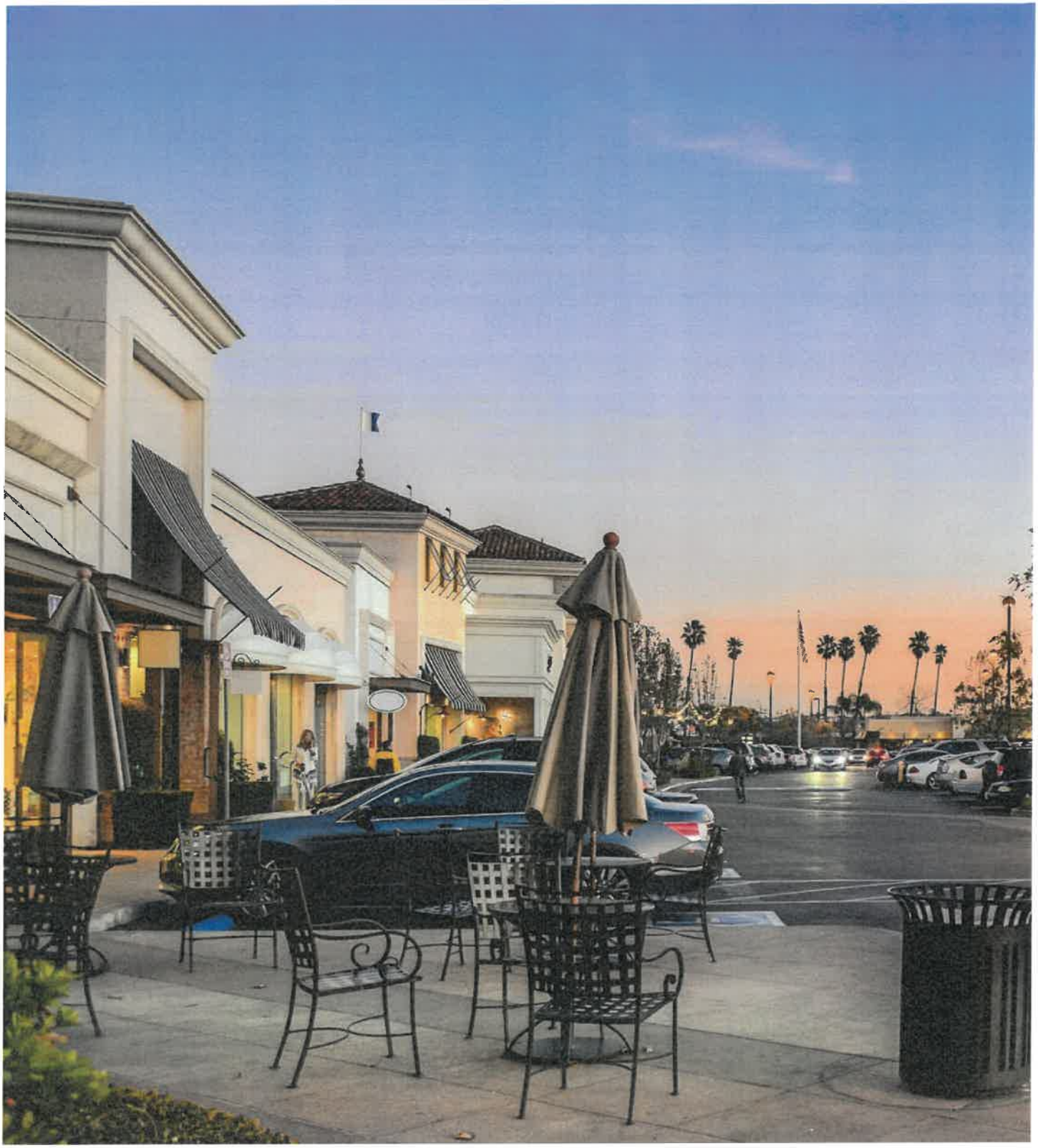
PARTIAL LIST



PARTIAL LIST

Tenant Clients.



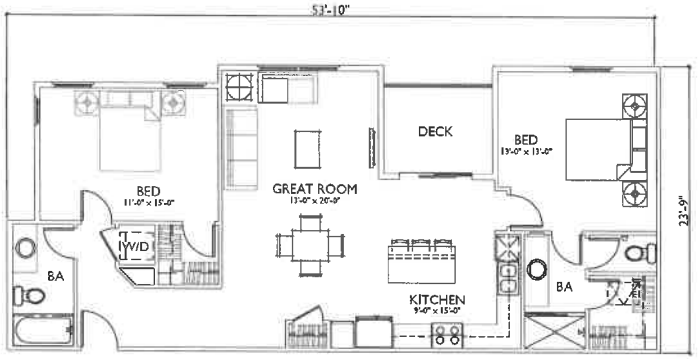


RETAIL INSITE

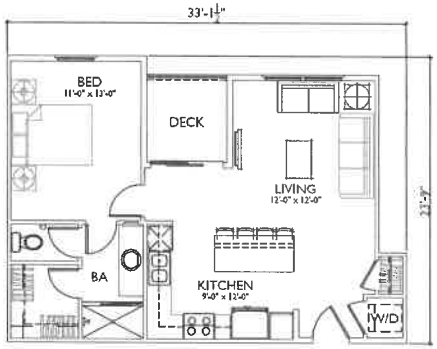
COMMERCIAL REAL ESTATE

Exhibit D:

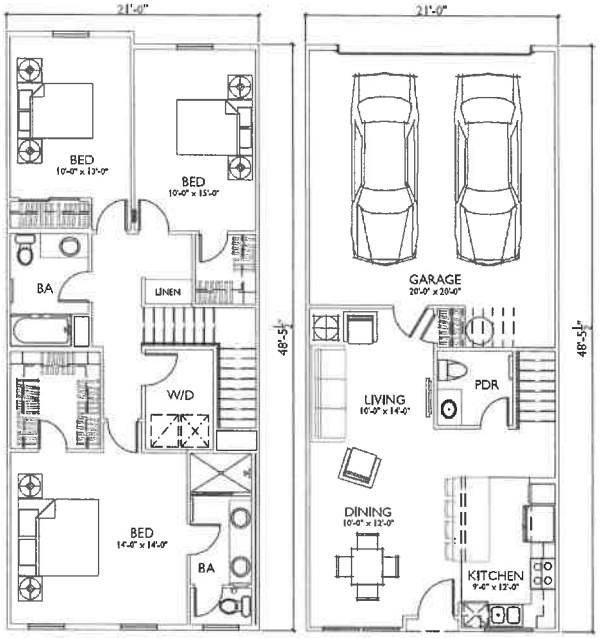
Floorplans



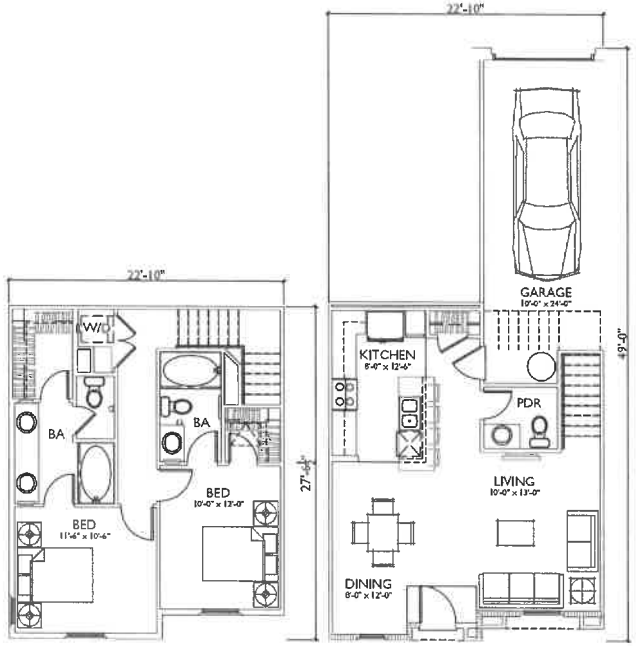
PLAN 4:	2BD/2BA
TOTAL	1090 S.F.



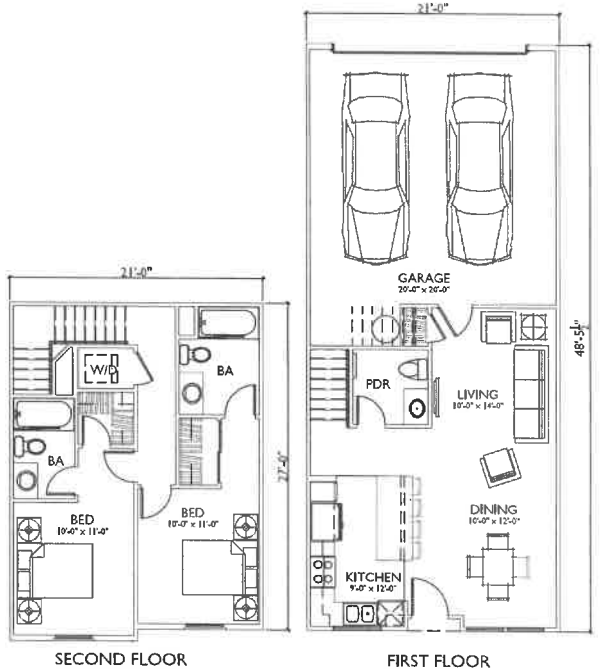
PLAN 1:	1BD/1BA
TOTAL	625 S.F.



PLAN 5:	3BD/2.5BA
1ST FLR -	510 S.F.
2ND FLR-	960 S.F.
TOTAL	1470 S.F.



PLAN 3:	2BD/2.5BA
1ST FLR -	510 S.F.
2ND FLR-	560 S.F.
TOTAL	1070 S.F.



SECOND FLOOR

FIRST FLOOR

PLAN 2:	2BD/2.5BA
1ST FLR -	510 S.F.
2ND FLR-	530 S.F.
TOTAL	1040 S.F.

HIGHLAND, CA

REXCO DEVELOPMENT
2518 NORTH SANTIAGO BLVD.
ORANGE, CA. 92867
951.898.1502

HIGHLAND II TOWNHOME APTS

JANUARY 20, 2023

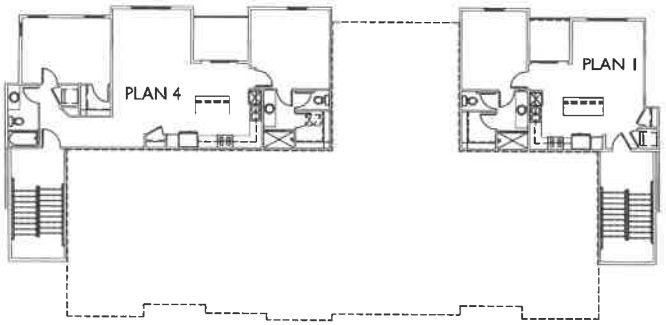
SCALE: 0 4 8 12

UNIT PLANS

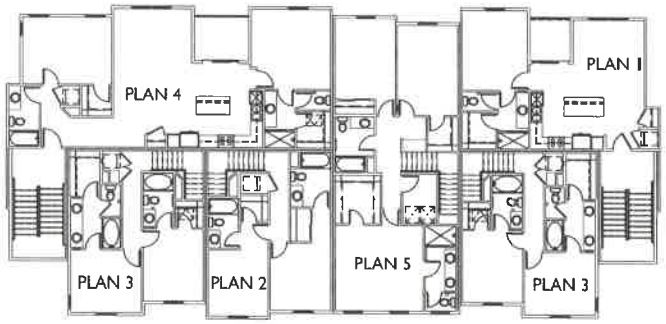
SUMMA ARCHITECTURE
5256 S. Mission Road, Ste 404
Bonsall, CA 92003
760.724.1198

Exhibit E:

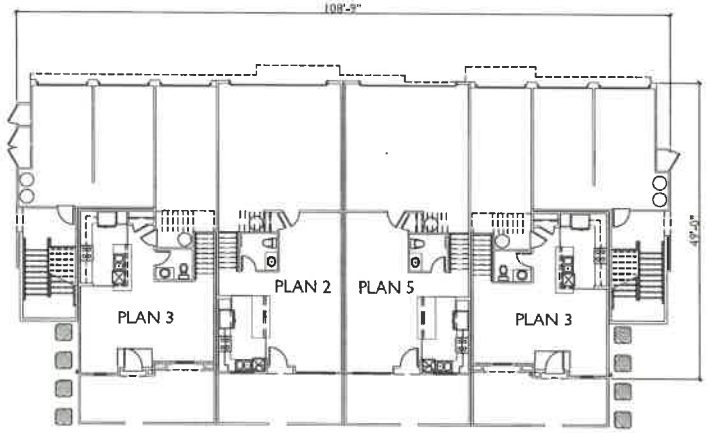
Elevations



THIRD FLOOR



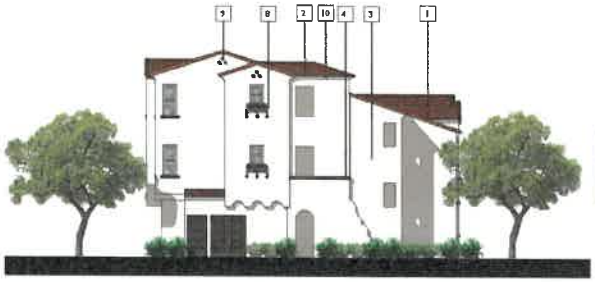
SECOND FLOOR



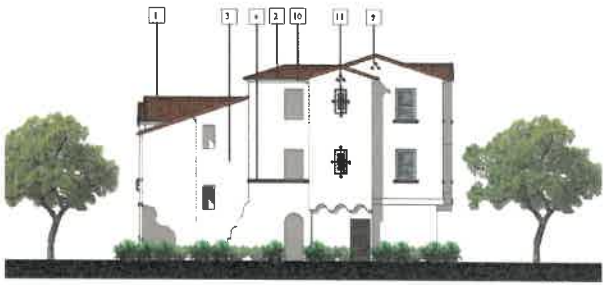
FIRST FLOOR



REAR



LEFT



RIGHT

MATERIAL SCHEDULE

1	ROOF - CONCRETE TILE
2	2X WOOD FASCIA
3	WALL - STUCCO
4	TRIM - 2X STUCCO OVER
5	METAL RAILING
6	DECORATIVE SHUTTERS
7	DECORATIVE AWNING
8	DECORATIVE POTSHELF
9	DECORATIVE GABLE END
10	DECORATIVE FOAM EAVE
11	DECORATIVE METAL GRILLE



FRONT

HIGHLAND, CA

REXCO DEVELOPMENT
2518 NORTH SANTIAGO BLVD.
ORANGE, CA. 92867
951.898.1502

HIGHLAND II TOWNHOME APTS

JANUARY 20, 2023

SCALE: 0 8 16 24

BUILDING COMPOSITE / ELEVATIONS

SUMMA ARCHITECTURE
5256 S. Mission Road, Ste 404
Bonsall, CA 92003
760.724.1198

Exhibit F:

Conceptual Landscape Plan



CONCEPT STATEMENT
LANDSCAPE CONCEPT:
THIS LANDSCAPE WILL CONSIST OF CLIMATE ADAPTIVE AND APPROPRIATE LOW AND MEDIUM WATER USE PLANTING CATEGORIES AS DESCRIBED BY THE WUCOLS SYSTEM. PLANT MATERIAL HAS BEEN CHOSEN TO PROVIDE SITE WIDE COVERAGE, SLOPE STABILIZATION, PARKING LOT SHADE AND ACCENTUATE ENTRIES TO THE SITE. MAINTENANCE AND LONGEVITY OF THE PLANT MATERIAL HAS BEEN TAKEN INTO CONSIDERATION. ROOT PANELS AND BARRIERS WILL BE PROVIDED ON ALL TREES NECESSARY, CONSISTENT WITH ALL STANDARDS AND SPECIFICATIONS. A 3" LAYER OF BARK MULCH WILL BE USED IN ALL LANDSCAPE AREAS. ALL LANDSCAPE AREAS WILL CONFORM TO CURRENT CITY PF CORONA LANDSCAPE GUIDELINES.

IRRIGATION CONCEPT:
THE IRRIGATION DESIGN WILL INCORPORATE THE LATEST IN SMART IRRIGATION TECHNOLOGIES. ALL NEW PLANTER AREAS WILL INCLUDE DRIP LINE. ALL PLANTERS WILL USE DRIP LINE WITH AN IRRIGATION EFFICIENCY OF .81. SLOPES WILL USE ROTORS WITH AN IRRIGATION EFFICIENCY OF .75. A SMART IRRIGATION CONTROLLER WITH A RAIN SHUT OFF DEVICE WILL ALSO BE INCORPORATED. BARK MULCH WILL BE USED TO RETAIN MOISTURE AND REDUCE EVAPORATION AND AN IRRIGATION SCHEDULE WILL BE PROVIDED TO PROGRAM THE CONTROLLER. TWO IRRIGATION SCHEDULES SHALL BE PREPARED, ONE FOR PLANT ESTABLISHMENT AND ONE FOR AFTER PLANT ESTABLISHMENT. ALL NEW IRRIGATION SYSTEMS WILL COMPLY WITH ALL CURRENT CITY OF HIGHLAND GUIDELINES.

VICINITY MAP



HIGHLAND TOWNHOME APTS II

L-1

NORTH 0' 40' 80' 120'

bmla
LANDSCAPE ARCHITECTURE
310 NORTH JOY STREET | CORONA, CA 92879
T: 951.737.1124 | F: 951.737.6551

OVERALL CONCEPTUAL LANDSCAPE PLAN

PREPARED FOR REXCO DEVELOPMENT
2518 NORTH SANTIAGO BLVD ORANGE,CA 92867 PH: (951) 898-1502
12/10/2020

PASEOS & BLDG PALETTE

TREE	BOTANICAL / COMMON NAME	SIZE	WUCOLS	QTY
	LAGERSTROEMIA X 'PURPLE MAGIC' PURPLE MAGIC CRAPE MYRTLE	36"BOX	M	49
	MAGNOLIA GRANDIFLORA 'LITTLE GEM' DWARF SOUTHERN MAGNOLIA	24"BOX	M	15
	OLEA EUROPAEA OLIVE TREE	15'x15', FIELD GROWN	L	52
	PARKINSONIA X 'DESERT MUSEUM' DESERT MUSEUM PALO VERDE MULTI-TRUNK	36"BOX	L	57
	PLATANUS RACEMOSA CALIFORNIA SYCAMORE	24"BOX	M	13
	QUERCUS AGRIFOLIA COAST LIVE OAK	24"BOX	L	3
	TRISTANIA CONFERTA BRISBANE BOX	24"BOX	M	92
SHRUBS	BOTANICAL / COMMON NAME	SIZE	WUCOLS	
	AGAVE DESMETIANA 'VARIEGATA' VARIEGATED AGAVE	5 GAL @ 36" O.C.	L	
	AGAVE X 'BLUE GLOW' BLUE GLOW AGAVE	5 GAL @ 36" O.C.	L	
	ALOE STRIATA CORAL ALOE	5 GAL @ 24" O.C.	L	
	CORDYLINE X 'BURGANDY SPIRES' BURGANDY SPIRE CORDYLINE	15 GAL	M	
	DIANELLA REVOLUTA 'VARIEGATED' VARIEGATED FLAX LILY	1 GAL @ 24" O.C.	L	
	DODONAEA VISCOSA 'PURPUREA' PURPLE LEAFED HOPSEED BUSH	15 GAL	M	
	HESPERALOE PARVIFLORA 'PERPA' BRAKELIGHT® RED YUCCA	5 GAL @ 24" O.C.	L	
	JASMINUM POLYANTHUM PINK JASMINE	15 GAL	M	
	CUPRESSUS SEMPERVIRENS 'MONSHEL' TINY TOWER® ITALIAN CYPRESS	24" BOX	L	
	PRUNUS CAROLINIANA 'MONUS' BRIGHT N' TIGHT CAROLINA LAUREL CHERRY	5 GAL @ 36" O.C.	M	
	RHAPHIOLEPIS INDICA 'BALLERINA' BALLERINA INDIAN HAWTHORN	1 GAL @ 36" O.C.	L	
	MYRTUS COMMUNIS 'COMPACTA' DWARF MYRTLE	15 GAL	M	
	PODOCARPUS MACROPHYLLUS 'MAKI' MAKI PODOCARPUS	15 GAL	M	
	ROSA FLORIBUNDA 'ICEBERG' ICEBERG ROSE	5 GAL @ 36" O.C.	M	

REC CENTER/COMMON AREA PALETTE

TREE	BOTANICAL / COMMON NAME	SIZE	WUCOLS	QTY
	ARBUTUS X 'MARINA' MARINA STRAWBERRY TREE	36"BOX	M	7
	CUPRESSUS SEMPERVIRENS ITALIAN CYPRESS	24"BOX	L	2
	MAGNOLIA GRANDIFLORA 'LITTLE GEM' DWARF SOUTHERN MAGNOLIA	36"BOX	M	4
	LAGERSTROEMIA INDICA 'TUSCARORA' CRAPE MYRTLE	36"BOX	M	11
	OLEA EUROPAEA OLIVE TREE	15'X15', FIELD GROWN	L	11
	PHOENIX DACTYLIFERA DATE PALM	12' BTH	L	21
	PARKINSONIA X 'DESERT MUSEUM' DESERT MUSEUM PALO VERDE MULTI-TRUNK	36"BOX	L	11
	PLATANUS RACEMOSA CALIFORNIA SYCAMORE	24"BOX	M	11
	TRISTANIA CONFERTA BRISBANE BOX	24"BOX	M	4
SHRUBS	BOTANICAL / COMMON NAME	SIZE	WUCOLS	
	AGAVE X 'BLUE FLAME' BLUE FLAME AGAVE	5 GAL @ 36" O.C.	L	
	ALOE BAINESII TREE ALOE	24" BOX	L	
	ALOE X 'BLUE ELF' BLUE ELF ALOE	1 GAL @ 24"O.C.	L	
	ANIGOZANTHOS X 'YELLOW GEM' YELLOW GEM KANGAROO PAW	5 GAL @ 36" O.C.	L	
	CARISSA MACROCARPA 'GREEN CARPET' GREEN CARPET NATAL PLUM	1 GAL @24"O.C.	M	
	DIANELLA REVOLUTA 'LITTLE REV' LITTLE REV FLAX LILY	1 GAL @ 24"O.C.	L	
	DIANELLA REVOLUTA 'VARIEGATED' VARIEGATED FLAX LILY	1 GAL @ 24" O.C.	L	
	DIETES IRIDIOIDES 'VARIEGATA' VARIEGATED FORTNIGHT LILY	5 GAL @ 24" O.C.	L	
	HESPERALOE PARVIFLORA RED YUCCA	1 GAL @ 36" O.C.	L	
	LIGUSTRUM JAPONICUM 'TEXANUM' WAX LEAF PRIVET	5 GAL @ 36"O.C.	M	
	PRUNUS CAROLINIANA 'MONUS' BRIGHT 'N TIGHT CAROLINA LAUREL	5 GAL @ 36"O.C.	M	
	MYRTUS COMMUNIS 'COMPACTA' DWARF COMMON MYRTLE	5 GAL @ 36"O.C.	M	
	ROSA BANKSIAE 'LUTEA' BANKSIA ROSE	15 GAL	M	
	ROSA X 'NOARE' FLOWER CARPET RED GROUNDCOVER ROSE	1 GAL @ 24" O.C.	M	
	STRELITZIA NICOLAI GIANT BIRD OF PARADISE	5 GAL @ 48"O.C.	M	
	CALLIANDRA HAEMATOCEPHALA PINK POWDERPUFF	5 GAL	M	

VEGETATED BIOSWALE PALETTE

TREE	BOTANICAL / COMMON NAME	SIZE	WUCOLS	QTY
	PLATANUS RACEMOSA CALIFORNIA SYCAMORE	24"BOX	M	21
SHRUBS	BOTANICAL / COMMON NAME	SIZE	WUCOLS	
	DIETES BICOLOR FORTNIGHT LILY	5 GAL @ 24" O.C.	M	
	JUNCUS PATENS CALIFORNIA GRAY RUSH	1 GAL @ 24" O.C.	L	
	LEYMUS CONDENSATUS 'CANYON PRINCE' NATIVE BLUE RYE	1 GAL @ 24" O.C.	L	
	MUHLENBERGIA RIGENS DEER GRASS	5 GAL @ 36" O.C.	M	

STREET TREE & ENTRY CORNER PALETTE

TREE	BOTANICAL / COMMON NAME	SIZE	WUCOLS	QTY
	OLEA EUROPAEA OLIVE TREE	15'X15', FIELD GROWN	L	10
	PLATANUS RACEMOSA CALIFORNIA SYCAMORE	24"BOX	M	26
	TRISTANIA CONFERTA BRISBANE BOX	24"BOX	M	20
SHRUBS	BOTANICAL / COMMON NAME	SIZE	WUCOLS	
	AGAVE AMERICANA CENTURY PLANT	15 GAL	L	
	AGAVE DESMETIANA 'VARIEGATA' VARIEGATED AGAVE	5 GAL @ 36" O.C.	L	
	BACCHARIS PILULARIS DWARF COYOTE BRUSH	1 GAL @ 48" O.C.	L	
	CALLISTEMON X 'LITTLE JOHN' DWARF CALLISTEMON	5 GAL @ 36" O.C.	L	
	LAURUS NOBILIS SWEET BAY	15 GAL	L	
	PRUNUS ILICIFOLIA LYONII CATALINA CHERRY	15 GAL	L	
	RHAPHIOLEPIS INDICA 'BALLERINA' BALLERINA INDIAN HAWTHORN	5 GAL @ 36" O.C.	M	
	ROSA X 'NOARE' FLOWER CARPET RED GROUNDCOVER ROSE	1 GAL @ 24" O.C.	M	
	ROSMARINUS OFFICINALIS 'PROSTRATUS' DWARF ROSEMARY	5 GAL @ 36" O.C.	L	
	SALVIA GREGGII AUTUMN SAGE	5 GAL @ 36" O.C.	L	
	SALVIA LEUCANTHA 'SANTA BARBARA' MEXICAN BUSH SAGE	5 GAL @ 48" O.C.	L	
	STRELITZIA NICOLAI GIANT BIRD OF PARADISE	15 GAL	M	

PARKING LOT PALETTE

TREE	BOTANICAL / COMMON NAME	SIZE	WUCOLS	QTY
	QUERCUS ILEX HOLLY OAK	36"BOX	L	15
	QUERCUS AGRIFOLIA COAST LIVE OAK	24"BOX	L	38
SHRUBS	BOTANICAL / COMMON NAME	SIZE	WUCOLS	
	AGAVE DESMETIANA 'VARIEGATA' VARIEGATED AGAVE	5 GAL @ 36" O.C.	L	
	CALLISTEMON X 'LITTLE JOHN' DWARF CALLISTEMON	5 GAL @ 36" O.C.	L	
	COTONEASTER APICULATUS 'TOM THUMB' TOM THUMB CRANBERRY COTONEASTER	1 GAL @ 36" O.C.	L	
	MUHLENBERGIA CAPILLARIS 'REGAL MIST' TM REGAL MIST PINK MUHLY GRASS	1 GAL @ 36" O.C.	L	
	SENECIO MANDRALISCAE 'BLUE CHALK STICKS' SENECIO	1 GAL @ 12" O.C.	L	


ARBUTUS X 'MARINA'
MARINA STRAWBERRY TREE


CUPRESSUS SEMPERVIRENS
ITALIAN CYPRESS


LAGERSTROEMIA X 'PURPLE MAGIC'
PURPLE MAGIC CRAPE MYRTLE


LAGERSTROEMIA INDICA 'TUSCARORA'
CRAPE MYRTLE


MAGNOLIA GRANDIFLORA 'LITTLE GEM'
DWARF SOUTHERN MAGNOLIA


OLEA EUROPAEA
OLIVE TREE


PARKINSONIA X 'DESERT MUSEUM'
DESERT MUSEUM PALO VERDE


PLATANUS RACEMOSA
CALIFORNIA SYCAMORE


QUERCUS ILEX
HOLLY OAK


QUERCUS AGRIFOLIA
COAST LIVE OAK


PHOENIX DACTYLIFERA
DATE PALM


TRISTANIA CONFERTA
BRISBANE BOX

HIGHLAND TOWNHOME APTS II

L-2

bmla
LANDSCAPE ARCHITECTURE
310 NORTH JOY STREET | CORONA, CA 92879
T: 951.737.1124 | F: 951.737.6551

PLANTING PALETTE
PREPARED FOR REXCO DEVELOPMENT
2516 NORTH SANTIAGO BLVD ORANGE,CA 92867 PH: (951) 898-1502
12/10/2020

Exhibit G:

Trip Generation Analysis

LINSCOTT LAW & GREENSPAN engineers

Engineers & Planners
Traffic
Transportation
Parking

Linscott, Law & Greenspan, Engineers
2 Executive Circle
Suite 250
Irvine, CA 92614
949.825.6175 T
949.825.6173 F
www.llgengineers.com

Pasadena
Irvine
San Diego
Woodland Hills

August 25, 2023

Mr. Patrick Tritz
Rexco Development
1285 Corona Pointe Court, Suite 102
Corona, CA 92879

LLG Reference: 2.23.4603.1

Subject: **Trip Generation Analysis for the Proposed Highland II Townhomes Project**
Highland, California

Dear Mr. Tritz:

Linscott, Law & Greenspan, Engineers (LLG) is pleased to submit the following Trip Generation Analysis for the proposed Highland II Townhomes Project on the site currently entitled for multifamily and senior attached housing within Greenspot Village Planning Area (PA) 3 located north of Highland Avenue between Boulder Avenue and Calhoun Road in the City of Highland, California. This analysis evaluates the trip generation comparison between the proposed residential Project and the remaining entitled development within Greenspot Village Planning Area 3. The proposed Rexco Project will consist of 272 mid-rise townhome dwelling units (DU) and the Project site is currently vacant. This trip generation analysis builds upon the *Greenspot Village Planning Area 2 Trip Generation Assessment, prepared by Urban Crossroads (January 28, 2022)*, which also assessed the 200 DU Rexco Highland I Apartments Project in PA 3 and identifies the remaining trip budget in PA 3 that is available for the proposed Highland II Townhomes Project.

PROJECT TRAFFIC CHARACTERISTICS

Trip Generation Forecast Comparison

Traffic generation is expressed in vehicle trip ends, defined as one-way vehicular movements, either entering or exiting the generating land use. Generation equations and/or rates used in the traffic forecasting procedure are found in the Eleventh Edition of *Trip Generation*, published by the Institute of Transportation Engineers (ITE) [Washington D.C., 2021].

Philip M. Linscott, PE (1924-2000)
Jack M. Greenspan, PE (Ret.)
William A. Law, PE (Ret.)
Paul W. Wilkinson, PE
John P. Keating, PE
David S. Shender, PE
John A. Boarman, PE
Clare M. Look-Jaeger, PE
Richard E. Barretto, PE
Keil D. Maberry, PE

An LG2WB Company Founded 1966

Table 1, attached, summarizes the trip generation rates used in forecasting the vehicular trips generated by the proposed Project and also presents the currently entitled remaining development in PA 3 and proposed Project's forecast peak hour and daily traffic volumes. As shown in the upper portion of *Table 1*, the trip generation potential of the proposed mid-rise apartment Project was estimated using ITE Land Use 221: *Multifamily Housing (Mid-Rise) Not Close to Rail Transit* trip rates whereas the currently entitled remaining development in PA 3 is based on the trip budget associated with the entitled 150 DU apartments and 140 DU senior attached housing, to be replaced by the proposed Project, as shown in Table 3 (Planning Area 3 Trip Generation Summary) on Page 4 of 7 of the excerpt of the *Greenspot Village Planning Area 2 Trip Generation Assessment, prepared by Urban Crossroads (January 28, 2022)*, attached. It should be noted that the PA 3 remaining trip budget used in this analysis consists of the "New PA 3 Total" at the bottom of Table 3 less the trip generation for the 200 DU Rexco Highland I Apartments Project.

Review of the middle of *Table 1* indicates that the proposed Project is forecast to generate 1,235 daily trips, with 101 trips (23 inbound, 78 outbound) produced in the AM peak hour and 106 net trips (65 inbound, 41 outbound) produced in the PM peak hour on a "typical" weekday.

Next, review of the following section of *Table 1* indicates that the entitled remaining development in PA 3 trip generation is 1360 daily trips, with 90 trips (20 inbound, 70 outbound) produced in the AM peak hour and 109 trips (70 inbound, 39 outbound) produced in the PM peak hour on a "typical" weekday.

Lastly, as shown on the last row of *Table 1*, the net trip generation potential of the proposed Project compared to the trip generation of the entitled remaining development in PA 3 is ***125 net fewer daily trips***, with ***11 net greater trips*** (+3 inbound, +8 outbound) produced in the AM peak hour and ***3 net fewer trips*** (-5 inbound, +2 outbound) produced in the PM peak hour on a "typical" weekday.

As a result, based on this trip generation analysis, the proposed Rexco Highland II Townhome Project can be developed within the remaining Greenspot Village Planning Area 3 trip budget.

LINSCOTT LAW & GREENSPAN engineers

We appreciate the opportunity to provide this Trip Generation Analysis. Should you need further assistance, or have any questions regarding this analysis, please call us at (949) 825-6175.

Very truly yours,
Linscott, Law & Greenspan, Engineers

Keil D. Maberry, P.E.
Principal

Attachments

REGISTERED PROFESSIONAL ENGINEER
KEIL D. MABERRY
No. 1802
Exp. 6/30/25
TRAFFIC
STATE OF CALIFORNIA

LINSCOTT LAW & GREENSPAN engineers

TABLE 1
PROJECT TRAFFIC GENERATION RATES AND FORECAST[1]
HIGHLAND II TOWNHOMES, HIGHLAND

ITE Land Use Code / Project Description	Daily 2-Way	AM Peak Hour			PM Peak Hour		
		Enter	Exit	Total	Enter	Exit	Total
Trip Generation Rates:							
▪ 221: Multifamily Housing Mid Rise Not Close to Rail Transit (TE/DU)	4.54	23%	77%	0.37	61%	39%	0.39
Proposed Project Trip Generation Forecast:							
▪ Highland II Townhomes (272 DU)	1,235	23	78	101	65	41	106
Entitled Remaining Planning Area 3 Trip Generation Forecast:							
▪ 150 MFMR DU and 140 Senior Adult Attached Housing DU	1,360	20	70	90	70	39	109
Net Project Trip Generation Forecast (Proposed Project vs. Entitled)	**-125**	**+3**	**+8**	**+11**	**-5**	**+2**	**-3**

Notes:
- TE/DU = trip end per dwelling unit
- MFMR = multifamily mid rise
- DU = dwelling unit

[1] Source: *Trip Generation*, 11th Edition, Institute of Transportation Engineers (ITE), Washington, D.C. (2021).

Attachment 1:

Greenspot Village & Marketplace Specific Plan

(Under Separate Cover)

Attachment 2:

Planning Commission Resolution No. 2023-____

RESOLUTION NO. 2023-____

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF HIGHLAND, CALIFORNIA, RECOMMENDING THE CITY COUNCIL 1) INTRODUCE AN ORDINANCE APPROVING SPECIFIC PLAN REVISION (SPR 23-001) TO INCREASE THE MAXIMUM DWELLING UNIT COUNT WITHIN THE GREENSPOT VILLAGE & MARKETPLACE SPECIFIC PLAN FROM 946 DWELLING UNITS TO 1,218 DWELLING UNITS, 2) ADOPT A RESOLUTION TO APPROVE DESIGN REVIEW APPLICATION (DRA 23-009) TO CONSTRUCT A 272-UNIT MULTI-FAMILY RESIDENTIAL COMPLEX ON A VACANT 12.6 ACRE SITE WITHIN PLANNING AREA 3, AND 3) MAKE A DETERMINATION THAT THE ADOPTION OF THE ORDINANCE IS EXEMPT FROM FURTHER CEQA REVIEW UNDER CEQA GUIDELINES SECTION 15162, PUBLIC RESOURCES CODE SECTION 21666 AND GOVERNMENT CODE SECTION 65457. ASSESSOR'S PARCEL NUMBERS: 1201-351-28, 1201-351-14, 1201-351-15, 1201-351-16.

APPLICANT: REXCO DEVELOPMENT

A. RECITALS

1. On April 27, 2023, Rexco Development submitted applications for a Specific Plan Revision (SPR 23-001) and Design Review Application (DRA 23-009) to increase the total dwelling unit count within the Greenspot Village & Marketplace Specific Plan from 946 to 1,218 dwelling units and construct 272 multi-family residential units, a leasing office, recreation areas, and outdoor courtyards on vacant site of approximately 12.6 acres, spanning four (4) parcels, just west of the Boulder Avenue and Webster Street intersection. Assessor's Parcel Number(s): 1201-351-28, 1201-351-14, 1201-351-15, 1201-351-16.

2. The Certified Environmental Impact Report (ENV 09-003) and Supplemental Environmental Impact Report (19-002) prepared for the Greenspot Village & Marketplace Specific Plan certified by the City of Highland City Council on June 11, 2013 and June 25, 2019, respectively, anticipated the development of a medium-size, multi-family residential project in Planning Area 3 at a density level between 25 to 40 dwelling units per acre. The adoption of City Council Ordinance No. 443 on October 13, 2020 reduced the minimum density within Planning Area 3 to 18 dwelling units per acre. This project shall thus comply with the Mitigation Monitoring and Reporting Programs (MMRP) adopted concurrently with ENV 09-003 and ENV 19-002. No further action is required.

3. On September 8, 2023, the City gave public notice by advertising in the San Bernardino Sun, a newspaper of general circulation within the City of Highland, and by mailing notices to property owners within 300-feet of the project site, of the holding of a public hearing at which the subject applications would be considered.

4. On September 19, 2023, the Planning Commission of the City of Highland conducted a duly noticed public hearing on the subject applications at which time

interested persons had an opportunity to provide comments in support of, or in opposition to, the subject applications.

5. All legal prerequisites to the adoption of this Resolution have occurred.

B. RESOLUTION

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

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

2. The City of Highland Planning Commission after due consideration, inspection, investigation and study made by itself and on its behalf, and after due consideration of all evidence and reports offered at said hearing, including the staff report to the Planning Commission dated September 19, 2023, which is incorporated herein by this reference, does find and determine the following facts:

   a. All necessary public hearings 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. Pursuant to CEQA Guidelines, a Certified Environmental Impact Report (ENV 09-003) (State Clearinghouse Number 2008031058) and Supplemental Environmental Impact Report (19-002) were prepared for the Greenspot Village & Marketplace Specific Plan which were certified by the City of Highland City Council on June 11, 2013 and June 25, 2019 respectively. The Specific Plan Revision was analyzed in compliance with CEQA.

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

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

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

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

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

Based on the Findings below, the Planning Commission recommends the City Council does herby find:

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

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

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

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

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

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

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

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

Response: The Applicant seeks to amend the Specific Plan to increase the maximum dwelling unit count from 100-**300** to 100-**472** within Planning Area 3 and increases the total buildout number from **946** to **1,218** for the entire Specific Plan. As aforementioned, this will allow the Applicant to accommodate 272 dwelling units onto the 12.6 acre site and satisfy the density range for Planning Area 3 as the buildout of the remainder of Planning Area 3, originally envisioned to be retail and commercial developments, would be better suited with an expansion of the approved "San Carlo Apartments I" residential development to the south. Considering that this proposed amendment will not affect the density of Planning Area 3, there will be no substantial increase to the estimated increase in residents/consumers and traffic within the project area. The scope of the project was previously analyzed and poses no potential environmental impacts.

5. Findings of Fact for **Design Review Application (DRA 23-009)**

Based on the Findings below and contingent on the City Council's approval of Specific Plan Revision (SPR 23-001), the Planning Commission herby finds:

a. That the proposed project is consistent with the related Specific Plan.

Response: The Greenspot Village & Marketplace Specific Plan currently has a residential cap of 946 units, per the adoption of Ordinance No. 455 in September 2022. Further, there are 946 residential units already approved within the Specific Plan (200 units by Rexco Development, 200 units by TREH Partners, LLC, and 200 units by Alliance Residential California), requiring the remaining acreage within Planning Area 3 to be completed with commercial and retail developments, as envisioned by the Specific Plan.

The Applicant conveyed that the buildout of the remainder of Planning Area 3, originally envisioned to be retail and commercial developments, would be better suited with an expansion of Rexco Development's approved "San Carlo Apartments I" residential project to the south. Thus, the Applicant has proposed raise the current cap on the residential unit count from 100-**300** to 100-**472** within Planning Area 3 and increases the total buildout number from

946 to **1,218** for the entire Specific Plan. This will allow the Applicant to accommodate 272 dwelling units onto the 12.6 acre site and satisfy the density range for Planning Area 3 of the Greenspot Village & Marketplace Specific Plan.

b. That the proposed use is in accordance with the objectives of this title (Title 16), and the purposes of the land use district in which the site is located.

Response: The objective of the project is to provide a high-quality planned residential community that compliments the surrounding land uses while creating an attractive, cohesive combination of architectural styles and landscaping and provide amenities maintained by the management team that will satisfy the needs of it residents. It will also build out Planning Area 3 of the Greenspot Village & Marketplace Specific Plan while maintaining the minimum density of 18 du/ac.

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

Response: The proposed Conceptual Landscape Plan presents a variety of drought-tolerant trees, shrubs and vines, as well as groundcovers planted throughout the perimeter of the buildings as well as the parking lot area. As conditioned, the landscape plan will comply with the City's drought tolerant landscaping regulations and complement the other developments within the Greenspot Village & Marketplace Specific Plan.

The development will be required to initiate the process of establishing a Community Facilities District (CFD) prior to occupancy for maintenance and upkeep of the landscaping along the Boulder Avenue frontage. The complex's residents shall be required to provide the cost of the CFD. The proposed outdoor landscape area with underground water quality infiltration system shall be maintained directly by the development.

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 Certified Environmental Impact Report (ENV 09-003) (State Clearinghouse Number 2008031058) and Supplemental Environmental Impact Report (19-002) prepared for the Greenspot Village & Marketplace Specific Plan certified by the City of Highland City Council on June 11, 2013 and June 25, 2019 respectively, anticipated the development of a medium-size, multi-family residential project in Planning Area 3 at a density level between 25 to 40 dwelling units per acre. The adoption of City Council Ordinance No. 443 on October 13, 2020 reduced the minimum density within Planning Area 3 to 18 du/ac. The proposed project satisfies all anticipated development criteria.

6. Based on the Findings of Fact and Conclusions set forth above, the Planning Commission recommends the City Council approve Specific Plan Revision (SPR 23-001) and Design Review Application (DRA 23-009).

Attachment A includes the City Council Ordinance No.____ to amend the Greenspot Village & Marketplace Specific Plan (SPR 23-001)

Attachment B includes City Council Resolution No. 2022-____ to approve Design Review Application (DRA 23-009)

C. ADOPTION OF RESOLUTION

The City Clerk shall certify the adoption of this Resolution and shall cause the same to be published or posted in the manner prescribed by law.

PASSED, **APPROVED** and **ADOPTED** this 19th day of September 2023.

ATTEST:

Randall Hamerly, Chairman Planning Commission	Lawrence A. Mainez Community Development Director

Attachment A:

City Council Ordinance No.____ to amend the

Greenspot Village & Marketplace

Specific Plan (SPR 23-001)

ADMINISTRATIVE DRAFT

ORDINANCE NO. ____

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

APPLICANT: REXCO DEVELOPMENT

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

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

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

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

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

Section 1. Findings and Intent

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

Section 2. General Plan Consistency Finding

The Specific Plan Revision is consistent with the General Plan as the General Plan designation for this area is Planned Development. The proposed Specific Plan Revision to the overlaying Greenspot Village & Marketplace Specific Plan increases the

maximum dwelling unit count range from 100-**300** to 100-**472** within Planning Area 3 and increases the total buildout number from **946** to **1,218** for the whole Specific Plan to adequately size 272 dwelling units onto the 12.6 acre site and satisfy the 18-40 du/ac density range for Planning Area 3.

Section 3. Specific Plan Revision

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

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

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

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

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

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

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

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

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

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

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

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

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

Response: The Applicant seeks to amend the Specific Plan to increase the maximum dwelling unit count from 100-**300** to 100-**472** within Planning Area 3 and increases the total buildout number from **946** to **1,218** for the entire Specific Plan. As aforementioned, this will allow the Applicant to adequately size 272 dwelling units onto the 12.6 acre site and satisfy the density range for Planning Area 3 as the buildout of the remainder of Planning Area 3, originally envisioned to be retail and commercial developments, would be better suited with an expansion of the approved "San Carlo Apartments I" residential development to the south. Considering that this proposed amendment will not affect the density of Planning Area 3, there will be no change to the estimated increase in residents/consumers and traffic within the project area as disclosed in the certified EIR and supplemental EIR.

Section 5. Environmental Review

On May 14, 2013, the City Council adopted Resolution No. 13-008, certifying the Environmental Impact Report for the Greenspot Village & Marketplace Specific Plan (ENV 09-003). The City Council more recently adopted Resolution No. 19-036 on June 25, 2019, certifying the Supplemental Environmental Impact Report for the Greenspot Village & Marketplace Specific Pan (ENV 19-002). The City Council adopted Findings of

Fact, the Mitigation Monitoring Reporting Program, and Statement of Overriding Considerations at the same time that it adopted the EIR and Supplement EIR. Resolutions No. 13-008 and 19-035 are incorporated herein by this reference as though set forth in full.

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

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

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

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

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

The Applicant seeks to amend the Specific Plan to increase the maximum dwelling unit count range from 100-**300** to 100-**472** within Planning Area 3 and increases the total buildout number from **946** to **1,218** for the whole Specific Plan. As aforementioned, the Applicant will be able to accommodate 272 dwelling units onto the 12.6 acre site and satisfy the 18-40 du/ac density range for Planning Area 3 of the Greenspot Village & Marketplace Specific Plan. Considering that this proposed amendment will not affect the density of Planning Area 3, there will be no substantial increase to the estimated increase in residents/consumers and traffic within the project area. As such, the scope of the project was previously analyzed and none of events identified in Public Resources Code Section 21666 or CEQA Guidelines Section 15162 have occurred that would trigger the need for further environmental review.

Section 6. Publication and Posting

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

Section 7. Execution

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

Exhibit 1 attached includes the Proposed Specific Plan Amendments

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

_____
Larry McCallon, Mayor

ATTEST:

_____
Betty Hughes, MMC
City Clerk

APPROVED AS TO FORM:

_____
Maricela E. Marroquin
City Attorney

Exhibit 1:

Proposed Specific Plan Amendments

1.4. Specific Plan Summary

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

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

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



2. LAND USE PLAN

2.1. Introduction

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

2.2. Residential Dwelling Unit Limitation

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

2.3. Summary of Land Uses

2.3.1. Planning Area 1 - Highland Marketplace

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





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



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



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

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

2.3.2. Planning Area 2 - Residential Villages

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

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

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

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

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

2.3.3. Planning Area 3 - Village Center

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

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

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



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

2.3.4. Village Paseo

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

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

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

2.4. Land Use Plans

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

2.4.1. Conceptual Land Use Plan – Scenario One

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

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

Planning Area	Land Uses	Approximate Acreage	Density Range (du/ac)	Maximum Dwelling Units*	Approximate Non-Residential Gross Square Feet
1	Highland Marketplace	34.8	N/A	N/A	507,600 sf
2	Residential Villages Open Space / Parks	38.6	20 – 30 du/ac	500-746 du	N/A
3	Village Center	30.6	18 – 40 du/ac	100-472 du	174,000 sf
TOTAL		**104 acres**		**Total shall not exceed 1,218 units**	**681,600 sf**

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

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

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

2.4.2. Planning Area 1 - Highland Marketplace

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

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

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

2.4.3. Planning Area 2 - Residential Villages

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

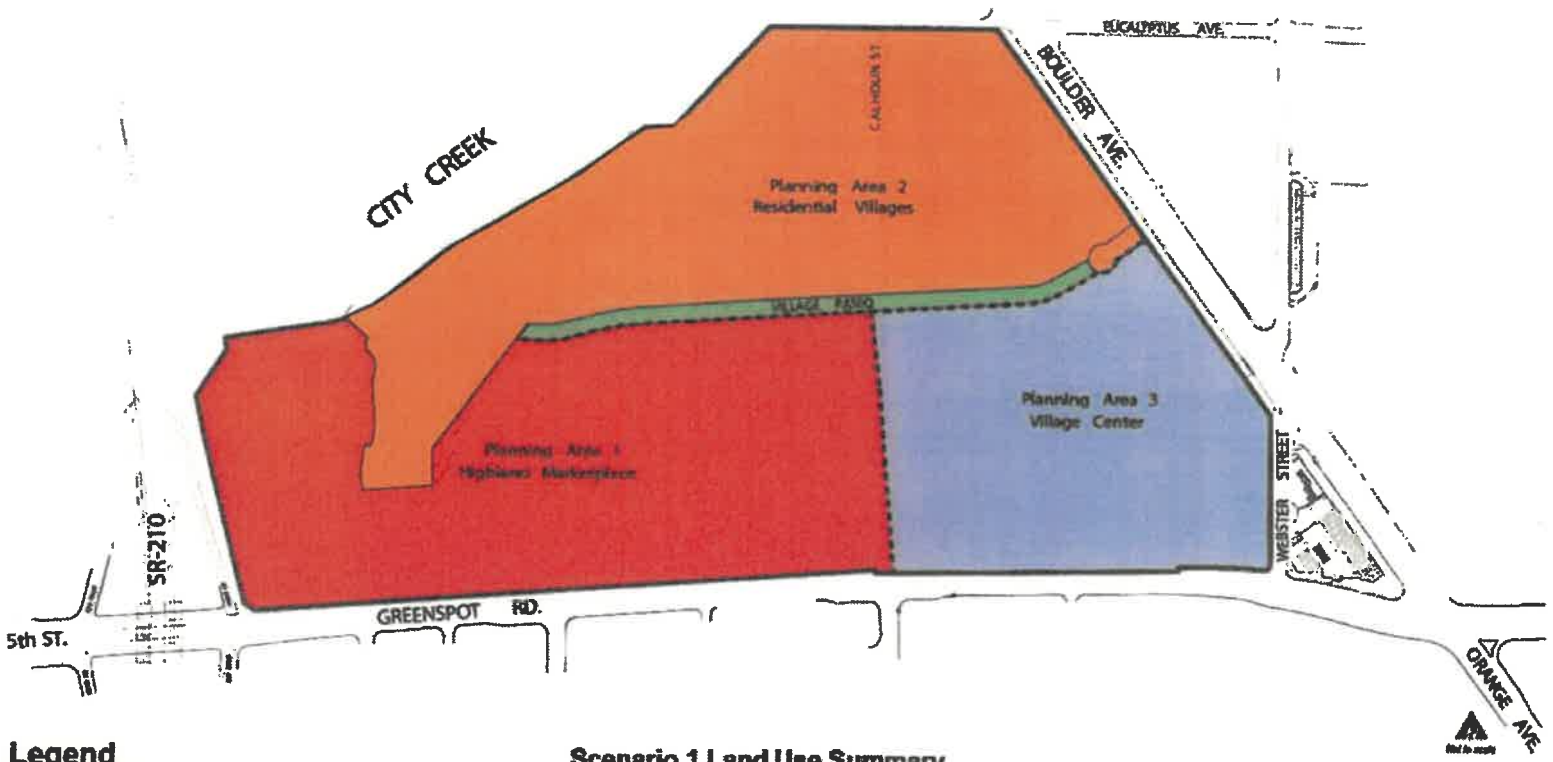
maximum number of units to be developed in the entire Specific Plan area shall not exceed 1,218 units. For example, if 746 units are developed in Planning Area 2, then the total number of units developed in Planning Area 3 cannot exceed 1,218 units. Please refer to Exhibit 2-3, Conceptual Site Plan,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

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

2.4.4. Planning Area 3 - Village Center

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

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



Legend

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

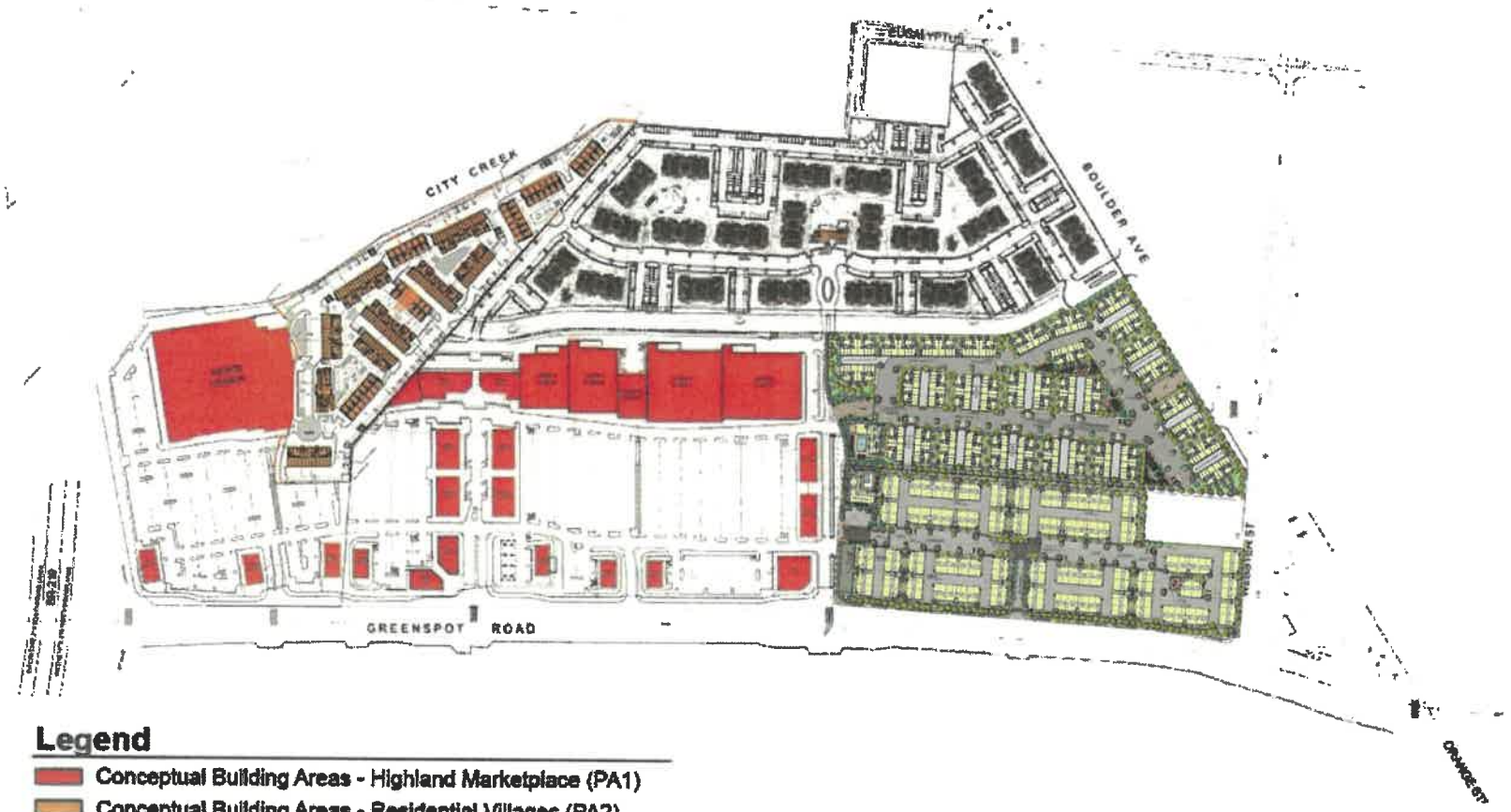
Source: Architects Orange

Scenario 1 Land Use Summary

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

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

Exhibit 2-3: Conceptual Site



Legend

- Conceptual Building Areas - Highland Marketplace (PA1)
- Conceptual Building Areas - Residential Villages (PA2)
- Conceptual Building Areas - Village Center (PA3)
- Planning Area Boundary
- Specific Plan Area

Source: Architects Orange

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

5.4.1. Building Shells

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

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

A. Plan check

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

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

9.2.2. Major Modifications

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

9.2.3. Appeals

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

Attachment B:

City Council Resolution No. 2023-____ to approve

Design Review Application (DRA 23-009)

ADMINISTRATIVE DRAFT

RESOLUTION NO. 2023 – _____

A RESOLUTION OF THE HIGHLAND CITY COUNCIL APPROVING DESIGN REVIEW APPLICATION (DRA 23-009) TO CONSTRUCT A 272-UNIT MULTI-FAMILY RESIDENTIAL COMPLEX WITH A LEASING OFFICE, RECREATION AREAS, AND OUTDOOR COURTYARDS ON A VACANT 12.6 ACRE SITE WITHIN PLANNING AREA 3 OF THE GREENSPOT VILLAGE & MARKETPLACE SPECIFIC PLAN. ASSESSOR'S PARCEL NUMBERS: 1201-351-28, 1201-351-14, 1201-351-15, 1201-351-16.

APPLICANT: REXCO DEVELOPMENT

A. RECITALS

1. On April 27, 2023, the Applicant submitted a Design Review Application (DRA 23-009) to construct 272 multi-family residential units, a leasing office, recreation areas, and outdoor courtyards on vacant site of approximately 12.6 acres, spanning four (4) parcels, just west of the Boulder Avenue and Webster Street intersection.

2. The Site has a Land Use Designation of Mixed Use, per Planning Area 3 of the Greenspot Village Specific Plan.

3. On September 8, 2023, the City gave public notice by advertising in the San Bernardino Sun, a newspaper of general circulation within the City of Highland, and by mailing notices to property owners within 300-feet of the project site, of the holding of a public hearing at which the subject applications would be considered.

4. On September 19, 2023, the Planning Commission held a duly noticed public hearing at which interested parties had an opportunity to testify in support of, or in opposition to, the Design Review Application (DRA 23-009). At the close of the public hearing, the Planning Commission adopted Resolution No. 22-___, recommending that the City Council approve and Design Review Application (DRA 23-009).

5. On October 10, 2023, the City Council held a duly public hearing at which interested parties had an opportunity to testify in support of, or in opposition to, Design Review Application (DRA 23-009).

6. All legal prerequisites to the adoption of this Resolution have occurred.

B. RESOLUTION

NOW THEREFORE, the City Council of the City of Highland does resolve, determine, find, and order as follows:

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

2. The City of Highland City Council after due consideration, inspection, investigation and study made by itself and on its behalf, and after due consideration of all evidence and reports offered at said hearing, including the staff report to the City Council dated October 10, 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. Pursuant to CEQA Guidelines, a Certified Environmental Impact Report (ENV 09-003) (State Clearinghouse Number 2008031058) and Supplemental Environmental Impact Report (19-002) were prepared for the Greenspot Village & Marketplace Specific Plan which were certified by the City of Highland City Council on June 11, 2013 and June 25, 2019 respectively. The Specific Plan Revision was analyzed in compliance with CEQA. It is hereby determined that the project is exempt from further environmental review.

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

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

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

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

   The Applicant seeks to amend the Specific Plan to increase the maximum dwelling unit count range from 100-**300** to 100-**472** within Planning Area 3 and increase the total buildout number from **946** to **1,218** for the whole Specific Plan. As aforementioned, the Applicant will be able to adequately size 272 dwelling units onto the 12.6 acre site and satisfy the 18-40 du/ac density range for Planning Area 3 of the Greenspot Village & Marketplace Specific Plan. Considering that this proposed amendment will not affect the density of Planning Area 3, there will be no substantial change to the estimated increase in residents/consumers and traffic within the project area. As such, the scope of

the project was previously analyzed and none of events identified in Public Resources Code Section 21666 or CEQA Guidelines Section 15162 have occurred that would trigger the need for further environmental review.

4. Findings of Fact for **Design Review Application (DRA 23-009)**

a. That the proposed project is consistent with the related Specific Plan.

Response: The Greenspot Village & Marketplace Specific Plan currently has a residential cap of 946 units, per the adoption of Ordinance No. 455 in September 2022. Further, there are 946 residential units already approved within the Specific Plan (200 units by Rexco Development, 200 units by TREH Partners, LLC, and 200 units by Alliance Residential California), requiring the remaining acreage within Planning Area 3 to be completed with commercial and retail developments, as envisioned by the Specific Plan.

The Applicant conveyed that the buildout of the remainder of Planning Area 3, originally envisioned to be retail and commercial developments, would be better suited with an expansion of Rexco Development's approved "San Carlo Apartments I" residential project to the south. Thus, the Applicant has proposed raise the current cap on the residential unit count from 100-**300** to 100-**472** within Planning Area 3 and increases the total buildout number from **946** to **1,218** for the entire Specific Plan. This will allow the Applicant to accomodate 272 dwelling units onto the 12.6 acre site and satisfy the density range for Planning Area 3 of the Greenspot Village & Marketplace Specific Plan.

b. That the proposed use is in accordance with the objectives of this title (Title 16), and the purposes of the land use district in which the site is located.

Response: The objective of the project is to provide a high-quality planned residential community that compliments the surrounding land uses while creating an attractive, cohesive combination of architectural styles and landscaping and provide amenities maintained by the management team that will satisfy the needs of it residents. It will also build out Planning Area 3 of the Greenspot Village & Marketplace Specific Plan while maintaining the minimum density of 18 du/ac.

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

Response: The proposed Conceptual Landscape Plan presents a variety of drought-tolerant trees, shrubs and vines, as well as groundcovers planted throughout the perimeter of the buildings as well as the parking lot area. As conditioned, the landscape plan will comply with the City's drought tolerant landscaping regulations and complement the other developments within the Greenspot Village & Marketplace Specific Plan.

The development will be required to initiate the process of establishing a Community Facilities District (CFD) prior to occupancy for maintenance and upkeep of the landscaping along the Boulder Avenue frontage. The complex's residents shall be required to provide the cost of the CFD. The proposed outdoor landscape area with underground water quality infiltration system shall be maintained directly by the development.

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 Certified Environmental Impact Report (ENV 09-003) (State Clearinghouse Number 2008031058) and Supplemental Environmental Impact Report (19-002) prepared for the Greenspot Village & Marketplace Specific Plan certified by the City of Highland City Council on June 11, 2013 and June 25, 2019 respectively, anticipated the development of a medium-size, multi-family residential project in Planning Area 3 at a density level between 25 to 40 dwelling units per acre. The adoption of City Council Ordinance No. 443 on October 13, 2020 reduced the minimum density within Planning Area 3 to 18 du/ac. The proposed project satisfies all anticipated development criteria.

5. Based on the Findings of Fact and Conclusions set forth above, the City Council approves Design Review Application (DRA 22-004) to construct a 546-unit multifamily residential complex in Planning Area 2 of the Greenspot Village Specific Plan, subject to the conditions of approval attached.

Exhibit 1 includes the Design Review Application (DRA 23-009) Conditions of Approval

Exhibit 2 includes the Mitigation Monitoring & Reporting Program for the Supplemental Environmental Impact Report (ENV 19-002)

C. ADOPTION OF RESOLUTION.

The City Clerk shall certify 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 10th day of October 2023.

_____
Larry McCallon, Mayor

ATTEST:

_____
Betty Hughes, MMC
City Clerk

APPROVED AS TO FORM:

_____
Maricela E. Marroquin
City Attorney

Exhibit 1:

Conditions of Approval (DRA 23-009)

CITY OF HIGHLAND
PLANNING DIVISION CONDITIONS OF APPROVAL

Date: September 19, 2023
Applicant: Rexco Development
File/Index: Design Review Application (DRA 23-009) [Related Entitlement(s): Specific Plan Revision (SPR 23-001)]
Proposal: Construction of a 272-unit multi-family apartment complex in Planning Area 3 of the Greenspot Village Specific Plan – San Carlo Apartments II
Location: A 12.6 acre site located just west of the Boulder Avenue and Webster Street intersection. Assessor's Parcel Number(s): 1201-351-28, 1201-351-14, 1201-351-15, 1201-351-16.

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 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.

Design Review Application (DRA 23-009) 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. These entitlements 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 Design Review Application 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 proposed Design Review is for the construction of a 272-unit multi-family residential complex, a leasing office, recreation amenities, and outdoor courtyards. Submittal includes a site plan, architectural elevations, grading plans, and landscaping plans.

3. The operator and recorded owner of the property shall submit to the Planning Division a signed "Acknowledgement Form" agreement with all conditions of this approval before the approval becomes effective. Plan check shall not 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, and Fire 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. The subject property shall be developed in accordance with plans and materials approved by the Planning Commission and City Council, on file with the City of Highland Planning Division, and shall be in compliance with all conditions of approval contained herein.

7. 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.

8. If the property will remain undeveloped for longer than 18 months after initial grading has been completed, the Applicant shall submit an interim landscape plan, consisting of temporary measures for screening, hydro-seeding, and dust control. Such plans shall include the timing of installation of necessary measures and shall be approved by the Community Development Director.

9. 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.

10. 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.

11. The Boulder Avenue frontage and perimeter landscaping, wrought iron fencing, recreational amenities, and club house shall be completed prior the release of the first residential unit Certificate of Occupancy.

12. All walls and fences shall be designed and constructed to incorporate design features such as tree planter wells, variable setback, split-block face, columns, or other such decorative features to provide visual and physical relief along the face of the wall and fence.

13. Landscape and irrigation specifications within the public right-of-way and included within the Community Facilities District (CFD) shall adhere to the adopted Engineering/Public Works Standards as may be amended from time to time and approved by the City's Landscape Architect.

14. Enhanced paving shall be installed at the Calhoun Road primary entry and Boulder Avenue secondary entry for consistency with the Greenspot Village Specific Plan and as approved with the San Carlo I development, or as approved by the City Council.

15. Sidewalks along Boulder Avenue and Webster Street shall feature a landscaped parkway so that sidewalks are not directly adjacent to the street and vehicle traffic

16. Secondary access onto Boulder Avenue must have clear line of sight as approved by both the City Engineer and City's Landscape Architect. Tree canopy needs to be high enough to not obstruct any view.

17. Trash enclosures need to be screened with a trellis or solid roof.

18. There must be designated pedestrian walkways across the main drive aisle through the development.

19. All heating, venting and air conditioning (HVAC) units shall be ground mounted and shall incorporate sufficient structural or landscape screening with shrubs and bushes, to the satisfaction of the Community Development Director and Landscape Architect.

20. Lighting shall be directed downward in order to minimize glare nuisances to surrounding properties. Fixtures shall be decorative and compatible with the overall project design theme and consistent with the fixtures used for San Carlo I development.

21. Onsite parking shall be free of charge to all tenants and guests.

22. City Development Impact Fees, as may be amended from time to time, shall be paid in accordance with City policy.

23. The Project shall comply with the City's Inclusionary Housing Ordinance, per Section 16.50 of the Highland Municipal Code.

24. The Project shall comply with the 2013 and 2019 Mitigation Monitoring and Reporting Programs.

25. A final photometric plan shall be provided to Staff for review prior to the issuance of building permits.

26. Security system/camera plan shall be submitted to the city and reviewed by the city's Police Department for adequacy prior to the issuance of occupancy for the club house and the first residential unit.

27. To avoid fragmentation of ownership and maintenance, the residential development shall be tied and remain under common ownership or subject to the establishment of an overall management entity responsible for enforcement of CC&Rs and maintenance requirements. Should the residential development designated on the site plan be proposed to change from a "for rent" product to a "for sale" product (i.e. condominiums), the Applicant shall first submit a Design Review Amendment Application for Planning Commission and City Council review and approval prior to the conversion. Density of residential development shall remain consistent with the Greenspot Village & Marketplace Specific Plan.

28. The project shall be and always remain a Gated Community.

29. Entry Statements and signage at Calhoun Road and Boulder Avenue entrances shall be reviewed by Staff for consistency/compliance with the Specific Plan standards prior to submittal of a sign permit with the Building & Safety Department.

Landscape Conditions

30. Applicant shall adjust walkways to reach the curb face or consider providing a means for such crossings to occur without causing trampling of plants.

31. Calhoun Road entrance is well articulated but lacks proportionally sized trees to establish a dominant hierarchy from surrounding areas. Applicant shall provide a minimum 48" box specimen size trees at the accentuated entry and include at least 16' Date Palms.

32. Applicant shall provide larger sizes of street tree and parking lot palette trees to increase shading and better match the scale against 3 story structures. Overall

make up shall be 24" box- 50% of total, 36" box 30% of total, and 48" box 20% of total. Accent Holly Oaks at corners shall be upsized to 48" and 36" per the above percentages.

33. Applicant shall add landscape coverage calculations including overall percentage of landscape versus total lot size to planting concept.

34. Applicant shall provide mow curbs or other form of separation at all property boundaries to clearly identify where maintenance responsibilities end or start between properties.

35. Applicant shall coordinate the landscape plan layout with the project's Water Quality Management Plan to ensure that the landscape layout aligns with the required Best Management Practices (BMP) facilities including the proposed basin and treatment swale on the southern boundary.

36. The proposed playground is located directly in front of multiple units with limited buffer between play equipment area and unit entries/ courtyards. Additional treatments for screening and separation between playground edges and private spaces shall be added.

City of Highland

Engineering Department
Conditions of Approval
DRA 23-009, SPR 23-001 San Carlo II Townhome Apartments
Rexco Development – Greenspot Rd, Webster St, and Boulder Ave

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 soils engineer and grading engineer, to the City Engineer.

STREET IMPROVEMENT

E* 14. Submit engineering plans for the **Boulder Avenue** and **Calhoun Road (Private East Road)** frontages, including street improvements and signing, striping and pavement markings to the City Engineer for review and approval. Indicate the location of any existing utility/facility which would affect construction on plans and profiles. Comply with the City design standards as shown on the street and storm drain improvement checklist. Provide ADA access to site from right of way.

C* 15. Construct new street improvements along **Boulder Avenue** project frontage including, but not limited to:

a) Parkway landscape improvements.
b) 5-foot wide sidewalk per City Std 208 Type A.
c) 10-foot wide multi-purpose trail with split rail fencing, 6-inch wide and 8-inch deep flush concrete mow strips, decomposed granite surface with soil binder and trail signage as approved by the City Engineer and Community Development Director.
d) Raised median landscaping along Project frontage.
e) 54-inch tall wrought iron fencing along the centerline of the median from the intersection of Eucalyptus Avenue and Boulder Avenue to the intersection of Webster Street and Boulder Avenue.
f) (1) commercial drive approach (per City Std. 213) per the Conceptual Grading Plan. Install on-site signage to permit right-out vehicle movements only. Install median signage for one way only. Minimum driveway width for vehicle parking ingress/egress is 26 feet.
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.

C* 16. If the following improvements for **Calhoun Road (Access "C")** have not been constructed by other development projects prior to issuance of building permits, the project applicant shall construct, in accordance with the City's Greenspot Road Master Plan and Greenspot Village and Market Place Specific Plan:

a) Construct and maintain the private street aligned with Access "C" (Calhoun Road) improvements from Street Station 11+02 (existing Greenspot Road R/W) to the southerly boundary of APN 1201-341-33 (PA 2) Street Station 19+15. Improvements

include, but are not limited to, asphalt concrete pavement with a structural section designed for a 20 year life, concrete curb and gutter, stamped concrete, a raised landscaped median, and a private lighting system per Calhoun Road (Private East Road) with plot date August 24, 2023 prepared by Madole And Associates, Inc. and as Calhoun Private Road Construction Agreement.

b) Submit traffic signal plans and construct a traffic signal utilizing a video detection system at the intersection of Greenspot Road and Access "C" (Calhoun Road), as approved by the City Engineer. Connect to the fiber optic interconnect system on Greenspot Road to connect the traffic signals on Greenspot Road at the freeway ramps, the westerly access, Access "A" (Lowes Ctr.), Access "C" (Calhoun Road), and Boulder Avenue signals. Install any necessary hardware and software. Provide a coordinated timing analysis.

C 17. Design and construct public improvements including sidewalk, access road entrances, 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. Submit "Record Revisions" to all plans to reflect the improvements as constructed, and any changes made during construction.

WATER QUALTIY/ DRAINAGE

E 19. 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.

C* 20. Construct and implement site design BMPs specified in the project approved F-WQMP including, but not limited to, underground infiltration system, pretreatment devices, and raised curb landscaped areas and parking lot islands. Alternate site design BMPs which are equally effective may be submitted for review and approval by the City Engineer.

E 21. Include the project grading plan, landscape plan and utility plan with the first submittal of the F-WQMP.

C 22. 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* 23. 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 24. At the underground infiltration system location proposed by the Final WQMP, conduct at least two new infiltration tests using a double-ring infiltrometer. The tests shall be conducted at the proposed underground infiltration system subgrade elevation, prior to the submittal of the F-WQMP. After obtaining the results from the two tests, the engineer and geotechnical engineer shall determine if additional testing is required.

C 25. Register the underground chambers with EPA as a Class V Injection Well.

E 26. 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. If entire site does not drain to the southwest then demonstrate how drainage conveyance offsite will replicate predevelopment flow path, discharge quantity, and intensity. Demonstrate adequate drainage away from proposed buildings. Design the total peak discharge from Planning 2 and 3 into Lateral U (48" RCP) such that it does not exceed 50 cfs, which is the design flow rate used in the hydrology study of the existing storm drain in Greenspot Road constructed and stubbed out by the City at the southwest corner of this project.

C 27. 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 28. Submit engineering plans for public and private drainage systems to the City Engineer for review and approval. Comply with the City design standards as shown on the street and storm drain improvement checklist.

DEDICATION/ ANNEXATION

C* 29. Apply to the City to annex the project into the City's Consolidated Landscape Maintenance District (LMD) for potential City maintenance of parkway and frontage landscaping along **Boulder Avenue**. The City will maintain parkway and frontage landscaping utilizing LMD revenue only if the City determines that adequate maintenance is not being provided by the property owner. The potential future amount of assessment will include the estimated on-going maintenance cost and one-time construction cost to convert the privately maintained system to the City-maintained system.

C* 30. Apply to the City to annex the Project into the City's Consolidated Landscape Maintenance District (LMD) for maintenance of the median landscaping along the Project's Boulder Avenue frontage. Sign the ballots prepared by the City agreeing to the annexation and amount of assessment. Landscaping within the median shall be maintained by the City.

B* 31. Dedicate an irrevocable offer of dedication via separate instruments:

a) (1) 10-foot wide minimum landscape easement across the Boulder Avenue frontage for City to access and maintain landscape in the event the private landscape maintenance system becomes a City-maintained system.

b) (1) temporary construction easement granting permission for the City to enter the property to construct and restore landscaping. The exact dimensions of the landscape easement will be determined at the time on-site improvement plans have been prepared.

B* 32. Obtain City approval of a Lot Merger to merge (4) existing parcels (APNs 1201-351-28, 1201-351-14, 1201-351-15, 1201-351-16) into one parcel in accordance with the following:

a) Submit grant deeds, to be signed (notarized) by the property owner, accompanied by legal descriptions and plats, which describes the boundary of the new parcel. Legal descriptions and plats shall be prepared by a Professional Engineer or Land Surveyor. The grant deeds shall include the following statement:

"This document is being recorded pursuant to Parcel Merger No. _____, 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 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 33. At the time of Parcel Merger 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 benchmarks 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 parcel merger documents and forward copies to the applicant.

B 34. Apply for City vacation of ingress and egress access rights at the proposed Boulder Avenue project entrance as approved by the City Engineer. Reserve utility rights within the portion of Boulder Avenue right-of-way proposed to be vacated. City vacation is addressing prior relinquished Abutter's Rights of ingress and egress from street or highway recorded in Book 2267, Page 127, Original Record.

B* 35. Acquire a private easement across Planning Area 1, 2 and/or 3 if needed for construction and maintenance and offsite drainage facilities and private drives.

D* 36. In accordance with the Greenspot Village and Marketplace Specific Plan, grant a reciprocal private easement in favor of the parcels within Planning Area 1 and 2, and Planning Area 3 southerly adjoining property, for pedestrian, vehicular and emergency access.

D* 37. If the site is ever subdivided in the future, record a reciprocal private easement for drainage, and utilities.

FEES/ PERMITS/ BONDING

C* 38. Pay Post 2030 fair share traffic mitigation fees for all locations inside or outside of the City of Highland impacted by development of the Specific Plan as identified in the traffic study prepared for the Specific Plan. The amount of mitigation fees required of the Specific Plan shall be based on (1) the percentage of project traffic as calculated in the traffic study, and (2) cost estimates of the improvements as initially calculated and periodically updated by the City. The amount of traffic mitigation fee applicable to each phase of development shall be calculated based on the area within that phase as a percentage of area within the entire Specific Plan, regardless of land use designation of said phase. Pay the traffic mitigation fee for the entire phase prior to occupancy of the first building located in that phase. Provide, for City review, updated tables in the traffic study showing the locations of the mitigation

improvements and the project fair share percentage. Also include the Eucalyptus Avenue and Boulder Avenue intersection future traffic signal in the fair share calculation.

E 39. Pay development impact fees, engineering fees for district annexation, plan check, WQMP review, hydrology study review, structural calculation review, on-site and off-site inspection, utility excavation permits, GIS plan update, microfilming and storage of plans, and other required fees.

D 40. Obtain a permit from Engineering prior to any on-site construction or construction within the public right-of-way.

D 41. Obtain permission/permits from EVWD, MWD, and SCE prior to any construction within or impacting their easement areas or facilities.

E 42. Post a deposit for erosion control which shall not be released prior to completion of all on-site construction.

E 43. Bond for all required grading, street, storm drain, and landscape maintenance district improvements in accordance with City Development Code.

UTILITIES/ CONSTRUCTION

E* 44. Obtain written permission from adjoining property owners prior to start of any grading, removal or construction work located within the affected private properties.

B 45. Coordinate temporary fencing and construction with the adjacent property owners. Install construction fencing and screening in accordance with Building and Safety Division Policy 335.

C 46. Reconstruct existing public improvements removed or damaged during construction. Pavement repair, which may include A.C. overlay, T-cut trench repair and/or slurry seal after removal of existing striping shall be across all or a portion of damaged pavement caused by this project as determined by the City Engineer.

C* 47. Coordinate, and where necessary, pay for the relocation of any existing public utilities as necessary.

C 48. Provide all utility services to each building, including sanitary sewers, water, electric power, gas, cable TV, internet, and telephone. All utilities listed under Highland Municipal Code Section 16.40.380 (A) are to be underground per Ordinance 315.

E 49. Comply with applicable requirements of the National Pollutant Discharge Elimination System (NPDES) permit program. Provide written verification from the Regional Water Quality Control Board specifying the projects WDID number.

B 50. Destroy any abandoned wells on the property or similar structures that might result in contamination of underground waters in a manner approved by the City Engineer.

B 51. All underground structures, except those desired to be retained, must be broken in, backfilled, and inspected before covering.

B 52. Remove all existing on-site utility poles per Ordinance 315. Coordinate relocation of electrical drop for affected offsite properties.

B 53. Install onsite and offsite traffic control signs and pavement markings with locations and types approved by the City Engineer.

D 54. Comply with the prevailing City design and construction standards and requirements at the time of permit issuance.

B 55. Design and construct trash enclosures per City Standard 700 or trash facilities per the approved Waste Management Plan, as approved by the Public Works Director.

C 56. 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* 57. Submit a Composite Utility Plan for the purposes of coordinating, maintaining and improving landscaping in City right-of-way. Indicate the location of all above ground and flush mount water, electric, cable TV, internet, street lights, traffic signal, and telephone utility structures prior to City issuance of utility permits.

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

DATE : May 9, 2023

APPLICANT : Rexco Development

ADDRESS : Planning Area 3 Greenspot Village & Marketplace Specific Plan

SITE LOCATION: 12-351-28, 1201-351-14, 1201-351-15, 1201-351-16

FILE / INDEX No.: SPR 23-001 DRA 23-009 TPM 23-002

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

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

Fire Department Review of all projects is required.

ALL CONSTRUCTION (New and renovations to existing) SHALL COMPLY WITH THE CALIFORNIA FIRE CODE Along with amendments as adopted within the Highland Municipal Code (Ord. #411).

Note: All weather access roads (CFC) and fire hydrant/water system installations shall be in place, inspected and approved, **PRIOR** to combustible material being brought on site.

Note: The City of Highland has 2 areas within the '**FIRE SAFETY OVERLAY DISTRICT**' designated as **FR-1** and **FR-2.** Both areas may border or overlap areas identified by the State/CalFire as '**High Fire Severity Zone**' or '**Very High Fire Severity Zone**'. See **HMC** for construction requirements.

GENERAL.

1. **HF3:** A fuel break of one hundred (100) feet (brush and weed clearance) is required prior to construction. The clearance shall be maintained on a year-round basis. **CFC & HMC**

2. **HF31:** Approved fire hydrant pavement markers (blue dots) shall be installed at every hydrant.

3. **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. **HF53:** A one-hour, solid core, self-closing and latching door (minimum 1-3/8 inch) shall be installed between an attached garage and living space. **CBC**

7. **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.

8. Exit signs shall be internally or externally illuminated by two lamps or shall be of the self-luminous type. **CFC; CBC**

9. **HF47:** For each chimney, used in conjunction with any fireplace or heating appliance, in which solid or liquid fuel is used, an approved spark arrester shall be installed and visible from the ground. Spark arrester shall be of stainless steel, copper or brass, woven galvanized wire mesh, twelve (12) gauge, and minimum of 3/8" to ½" maximum openings. **CFC; CBC; CMC**

10. **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.

11. **HF48:** A class "A" roof covering structure with "bird stops" shall be installed.

ACCESS:

12. **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**

13. **HF8:** All access roads, public, private streets and residential driveways shall maintain a minimum vertical clearance of thirteen (13) feet-six (6) inches. **CFC**

14. **HF9:** Residential driveways shall be paved (asphalt/concrete) and shall provide a minimum width of twelve (**12**) feet. Driveways of this standard shall serve no more than two single family dwellings and shall not exceed 10% in grade. **HMC**

15. **HF10:** Driveways exceeding 150 feet shall have a fire department approved turn-around at the terminus. **CFC / APPENDIX D**

16. **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**

17. **HF12:** Fire department access roadway(s); public/private street(s) and driveways shall not exceed 12% grade. **CBC / APPENDIX D, HMC**

18. **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**

19. **HF14:** In **FR-1/FR-2** areas, streets ending in a cul-de-sac shall not exceed **350** feet, in all other areas, non-circulating streets shall not exceed **600** feet in length and shall provide an approved cul-de-sac. **HMC**

20. **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**

21. **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**

22. **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**

23. **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**

24. **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:

25. **HF25:** Minimum required fire flow, as determined by i.s.o. formula, is as follows:
RESIDENTIAL; GPM =1500; at 20 psi residual; for 2 hour duration.
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.

26. **HF29:** Fire hydrant spacing shall be:

Single family residential:	600 FEET
Multi-family residential:	300 FEET
High density residential:	300 FEET
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.

27. **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**

28. **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**

29. **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**

30. **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**

31. **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**

32. **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:

33. **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

34. **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**

35. **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**.

36. **HF18:** Street name signs shall be installed prior to construction on any roadway or phase. Temporary signs may be used as approved by the fire marshal. **CFC**
Note: Permanent signage shall meet City standards as required by Planning.

37. **HF17:** The public and/or private roadways serving this project shall be identified with **city** approved names. **CFC**

FIRE PROTECTION & ALARM SYSTEMS:

38. **HF35:** Automatic fire sprinklers shall be installed according to **NFPA 13R** 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**

39. **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**

40. **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**

41. **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**

42. **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**

43. **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**

44. **HF46:** **SMOKE DETECTORS,** hard wired in series with battery back-up, shall be installed in all sleeping areas and in all hallways and areas/rooms leading to sleeping areas. Smoke detectors shall be installed at the top of all stairways. At least one smoke detector shall be installed on the first floor level. **CARBON MONOXIDE DETECTORS** shall be installed per manufacturer's instructions minimum one per floor where fuel fired appliances and/or an attached garage is present. Units also to be hard wired in series with corresponding smoke detectors **CFC; CBC**

45. **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.

46. **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.

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

Building and Safety Division Conditions of Approval

Date:	July 10, 2023
Project:	272-Unit, 3-Story Apartment Complex
Applicant:	Rexco Development
Site Location:	Planning Area 3 of the Greenspot Village & Marketplace Specific Plan
Project Numbers:	**SPR 23-001, DRA** 23-009, **TPM** 23-002
APN(s):	1201-351-27, 1201-351 14, 1201-351-15, 1201-351-16

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
   (3) Site Disabled Access Plan
   (3) Temporary Construction Fence Plan
   (3) Fire Department access and Fire water
   Please include in plans and mark "FOR REFERENCE ONLY"
   (3) Precise Grading Plans
   **Grading, Photometric, or Landscape Plans: Please mark "FOR REFERENCE ONLY"*
   (3) Project Condition of Approval from all departments:
   To be included in Architectural plan set at plan submittal
   (2) Engineered Truss Calculations – as applicable
   (2) Title 24 Energy Calculations
   (2) Soils Report
   (2) Structural Calculations
   (1) Fire Flow Test - with hydrant location dimensioned on the site plan.

2. All structures shall be designed in accordance with the current version of the California Building Codes at the time of submittal (Currently the 2022 codes),

including the California Green Building Standards Code. Design all structures to Risk Category II at exposure "C" (ASCE7-22), and Energy Climate Zone 10.

3. All onsite utilities are to be underground. As approved by the Planning Division, utility cabinets and transformers are exempt.

4. 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)

5. 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.

6. All dead and removed trees and foliage is to be properly removed from the site.

7. Demolition permits shall be obtained for all structures to be demolished.

8. 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

9. Community pool plans shall be reviewed and approved by the San Bernardino County Health Department in addition to the City of Highland Building and Safety Division.

10. Separate structures (i.e. club house, guard shacks, entry gates structures, walls, patios) shall be submitted for plans review, approvals and permitted separately.

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. The building(s) is/are to be connected to the public sewer system.

13. All deferred plan items & required deputy inspections are to be identified on the plans cover sheet.

14. Plans should include a Map Directory for Building addressing and signage for reference. HMC 15.06.100 - A lighted directory site map shall be installed and maintained at each driveway entrance to multiple unit residential projects where the total number of units in the project exceeds fifteen (15).

15. 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.

    1. All common areas, which includes fire pits, BBQ areas shall be accessible. CBC sec. 1110A.1(2), sec. 1110A.3.

    2. Play area ground surfaces shall comply with ASTM standards. CBC sec. 11B-1008.2.6

    3. Trash enclosure(s) shall be accessible to persons with disabilities and located on an accessible route. The accessible route shall extend from the trash enclosure(s) to the building(s) it/they serves. Detail accessible route on plans. (CBC Section 11B-206.2.2)

16. 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.

17. 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.

18. 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.

19. 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 District)

20. Prior to issuance of building permits, provide Building and Safety with a Sewer and Water availability Letter from East Valley Water District. (909) 889-9501

21. 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.

22. 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.

23. 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.

24. 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.

25. 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.

26. 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.

27. Prior to final inspection, provide Building & Safety with a flash disk of the approved plans and documents.

28. 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.

29. 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.

Exhibit 2:

Mitigation Monitoring & Reporting Program

Table 3-1
Mitigation Monitoring Requirements

	Mitigation Measure	Responsibility for Implementation and Reporting	Timing	Responsibility for Monitoring	Monitor (Signature Required) (Date of Compliance)
5.1 AESTHETICS					
1-1	In conjunction with the submittal of a site plan for any phase of the proposed project, the project applicant shall submit a lighting and photometric plan for that phase for review and approval by the City of Highland Planning Division. The lighting plan shall include the amount, location, height, and intensity of street and parking-area lighting limited to the minimum necessary for public safety in order to reduce potential for light and glare and incidental spillover into adjacent properties and/or roadways. The lighting plan shall also include a description and details of the proposed lighting fixtures.	Project Applicant	Prior to the approval of a site plan for any phase of the project	City of Highland Planning Division in coordination with Building and Safety/Building Official	
1-2	Perimeter lighting fixtures proposed along State Route 210 (SR-210) shall be consistent with the Illuminating Engineering Society of North America "sharp cut-off" fixtures, and shall be fitted with flat glass lenses and internal and external shielding. Flood lighting shall not be permitted to spill onto SR-210.	Project Applicant	Prior to the approval of a site plan for development in Planning Area 1	City of Highland Planning Division in coordination with Building and Safety/Building Official	
1-3	The lighting levels within the commercial (Planning Area 1) and mixed-use (Planning Area 3) areas shall be appropriately designed to fall within the Illuminating Engineering Society of North America recommendations for retail commercial centers.	Project Applicant	Prior to the approval of a site plan for development in Planning Areas 1 and 3	City of Highland Planning Division in coordination with Building and Safety/Building Official	
1-4	Site lighting systems shall be grouped into control zones to allow for open, closing, and night light/security lighting schemes. All control groups shall be controlled by an automatic lighting control system utilizing components such as a time clock, photocell, and low-voltage relays.	Project Applicant	Prior to the approval of a site plan for any phase of the project	City of Highland Planning Division in coordination with Building and Safety/Building Official	
5.3 AIR QUALITY					
3-1	**Fugitive Dust** Ongoing during demolition, grading, and construction, the construction contractor shall implement the following measures in addition to the existing requirements for fugitive dust control under South Coast Air Quality Management District Rule 403 to further reduce PM_{10} and $PM_{2.5}$ emissions. To assure compliance, the City shall verify compliance that these measures have been implemented during normal construction site inspections:	Project Applicant/Construction Contractor	Ongoing during demolition, grading, and construction activities	City of Highland Public Works Department/City Engineer	

Table 3-1
Mitigation Monitoring Requirements

Mitigation Measure	Responsibility for Implementation and Reporting	Timing	Responsibility for Monitoring	Monitor (Signature Required) (Date of Compliance)
• During all grading activities, the construction contractor shall reestablish ground cover on the construction site through seeding and watering as quickly as possible. This would achieve a minimum control efficiency for PM_{10} of 5 percent. • During all construction activities, the construction contractor shall sweep streets with Rule 1186 compliant PM_{10}-efficient vacuum units on a daily basis if silt is carried over to adjacent public thoroughfares or occurs as a result of hauling. • During active demolition and debris removal and grading, the construction contractor shall suspend demolition and grading operations when wind speeds exceed 25 miles per hour. This would achieve an emissions control efficiency for PM_{10} under worst-case wind conditions of 98 percent. • During all construction activities, the construction contractor shall maintain a minimum 24-inch freeboard on trucks hauling dirt, sand, soil, or other loose materials and tarp materials with a fabric cover or other suitable means. This would achieve a control efficiency for PM_{10} of 91 percent. • During all construction activities, the construction contractor shall water exposed ground surfaces and disturbed areas a minimum of every three hours on the construction site and a minimum of three times per day. This would achieve an emissions reduction control efficiency for PM_{10} of 61 percent. • During active demolition and debris removal the construction contractor shall apply water to disturbed soils at the end of each day. This would achieve an emissions control efficiency for PM_{10} of 10 percent. • During all construction activities, the construction contractor shall limit on-site vehicle speeds on unpaved roads to no more than 15 miles per hour. This would achieve a control efficiency for PM_{10} of 57 percent.				

Table 3-1
Mitigation Monitoring Requirements

	Mitigation Measure	Responsibility for Implementation and Reporting	Timing	Responsibility for Monitoring	Monitor (Signature Required) (Date of Compliance)
	• The construction contractor may apply chemical soil stabilizers to reduce wind erosion. This would achieve a control efficiency of up to 80 percent. The construction contractor shall apply water every four hours to the area within 100 feet of a structure being demolished to reduce vehicle trackout. This would achieve a control efficiency of 36 percent.				
3-2	**Exhaust Emissions** Ongoing during demolition, grading and construction, the construction contractor shall implement the following measures to further reduce construction exhaust emissions of NO_x, PM_{10} and $PM_{2.5}$. To assure compliance, the City shall verify compliance that these measures have been implemented during normal construction site inspections: • The construction contractor shall use construction equipment rated by the United States Environmental Protection Agency as having Tier 2 or higher exhaust emission limits for construction equipment with engines over 50 horsepower. Tier 3 engines are available for 2006 to 2008 model year construction equipment. A list of construction equipment by type and model year shall be maintained by the construction contractor onsite and verified by the City of Highland. A copy of each unit's certified tier specification shall be provided at the time of mobilization of each applicable unit of equipment. • The construction contractor shall ensure that all construction equipment is properly serviced and maintained to the manufacturer's standards to reduce operational emissions. The construction contractor shall limit nonessential idling of construction equipment to no more than five consecutive minutes.	Project Applicant/Construction Contractor	Ongoing during demolition, grading, and construction activities	City of Highland Public Works Department/City Engineer	
3-3	**Architectural Coatings** The construction contractor shall use paints with a volatile organic compound (VOC) content of 100 grams/liter or less for all exterior and interior surfaces in order to minimize VOC emissions from painting.	Project Applicant/ Construction Contractor	Ongoing during construction activities	City of Highland Building and Safety/Building Official	

Table 3-1
Mitigation Monitoring Requirements

	Mitigation Measure	Responsibility for Implementation and Reporting	Timing	Responsibility for Monitoring	Monitor (Signature Required) (Date of Compliance)
3-4	**Energy Efficiency** Prior to the issuance of a building permit for residential, commercial, or office structures, development plans for these structures shall be required to demonstrate that buildings exceed the 2008 Building and Energy Efficiency Standards (Title 24) for energy efficiency by 25 percent. Design strategies to meet this standard may include maximizing solar orientation for daylighting and passive heating/cooling, installing appropriate shading devices and landscaping, utilizing natural ventilation, and installing cool roofs. Other techniques include installing insulation (high R value) and radiant heat barriers, compact fluorescent and/or light emitting diode light bulbs, low-e window glazing or double-paned windows, and specifying energy-efficient appliances (e.g., EnergyStar® appliances).	Project Applicant/ Construction Contractor	Prior to issuance of building permits	City of Highland Planning Division in coordination with Building and Safety/Building Official	
3-5	Development plans for residential, commercial, or office structures shall include roofing systems, such as "cool" roofs, that reduce roof temperatures significantly during the summer and therefore reduce the energy requirement for air conditioning. Building permits shall not be issued until such plans meet the satisfaction of the City. A list of energy-efficient building materials and suppliers can be found at http://eetd.lbl.gov/CoolRoofs/.	Project Applicant/ Construction Contractor	Prior to issuance of building permits	City of Highland Planning Division in coordination with Building and Safety/Building Official	
3-6	Development plans for residential, commercial, or office structures shall include cool pavement materials such as lighter-colored pavement materials, porous materials, or permeable or porous pavement for all roadways and walkways not within the public right-of-way, excluding frequently traveled access-ways, to minimize the absorption of solar heat and subsequent transfer of heat to its surrounding environment. Building permits shall not be issued until such plans meet the satisfaction of the City. A list of cool pavement materials is available at http://www.epa.gov/heatisld/images/extra/level3_pavingproducts.html.	Project Applicant/ Construction Contractor	Prior to issuance of building permits	City of Highland Planning Division in coordination with the City's Public Works Department/City Engineer	
3-7	**Water Conservation and Efficiency** In order to increase energy efficiency and therefore reduce off-site emissions, all toilets, urinals, sinks, showers, and other water fixtures installed on-site shall be low-flow fixtures.	Project Applicant/ Construction Contractor	Prior to issuance of building permits	City of Highland Planning Division in coordination with Building and Safety/Building Official	

Table 3-1
Mitigation Monitoring Requirements

	Mitigation Measure	Responsibility for Implementation and Reporting	Timing	Responsibility for Monitoring	Monitor (Signature Required) (Date of Compliance)
3-8	**Land Use** Prior to the issuance of a building permit for residential, commercial, or office structures, landscape plans for these building types shall include water-efficient shade trees strategically located near building structures, including along the south-facing building façade, in order to reduce energy usage at residential, commercial, and office buildings. The location and number of trees shall be determined by the landscape architect.	Project Applicant	Prior to issuance of building permits	City of Highland Planning Division in coordination with the City's Landscape Architect	
3-9	**Transportation and Motor Vehicles** The applicants of future commercial, office, and retail development within the specific plan area shall provide the following features to reduce project-related mobile-source air pollutant emissions: • Preferential parking for carpools and vanpools. • Preferential parking for alternative-fuel vehicles (e.g., compressed natural gas [CNG] or hydrogen). • Secure bicycle parking and storage facilities for employees and visitors. • Commuter information boards indentifying bicycle paths and public transit routes and schedules.	Project Applicant	Prior to the execution of respective lease agreements	City of Highland Planning Division in coordination with the City's Public Works Department/City Engineer	
5.4 BIOLOGICAL RESOURCES					
4-1	Night lighting shall be sized (light standard height), located, oriented, and shielded to avoid any light spillover into the adjacent creek channel. A lighting plan shall be submitted to the City for review and approval that demonstrates light from night lighting on the property will not spill over into the adjacent creek channel.	Project Applicant/Engineer in coordination with the Project Biologist	Prior to the approval of a site plan for development in Planning Area 1 or 2 that is adjacent to the creek channel	City of Highland Planning Division in coordination with Building and Safety/Building Official	
4-2	Fencing shall be installed between the project site and the creek channel. A minimum eight-foot brick wall, combined berm and brick wall, or wrought iron view fence shall be installed. Access through the fence shall meet safety requirements, but shall minimize access to the channels for people and domestic animals. The fence design shall be submitted to and approved by the City, and any alternative acceptable to the City that provides access control to the Creek can be implemented.	Project Applicant/Engineer in coordination with the Project Biologist and California Department of Fish and Game	Prior to the approval of a site plan for development in Planning Area 1 or 2 that is adjacent to the creek channel	City of Highland Planning Division in coordination with Building and Safety/Building Official	

Table 3-1
Mitigation Monitoring Requirements

	Mitigation Measure	Responsibility for Implementation and Reporting	Timing	Responsibility for Monitoring	Monitor (Signature Required) (Date of Compliance)
5.5 CULTURAL RESOURCES					
5-1	If buried cultural materials are discovered during any earth-moving activities associated with the project, all work within 100 feet of the find shall be halted or diverted until a qualified archaeologist can evaluate the nature and significance of the finds. Specimens shall be identified, curated, and placed into a repository with permanent retrievable storage. A report of findings, including an itemized inventory of recovered specimens, shall be prepared upon completion of the steps outlined above. The report shall include a discussion of the significance of all recovered specimens. The report and inventory, when submitted to the City of Highland, would signify completion of the program to mitigate impacts to cultural resources.	Project Applicant/ Construction Contractor in coordination with the Project Archaeologist	During excavation and grading activities	City of Highland Public Works Department/City Engineer	
5-2	The excavation of areas identified as likely to contain paleontologic resources shall be periodically monitored by a qualified paleontological monitor. Monitoring shall be restricted to Pleistocene alluvial sediments. The monitor shall be prepared to quickly salvage fossils as they are unearthed to avoid construction delays. The monitor shall also remove samples of sediments that are likely to contain the remains of small fossil invertebrates and vertebrates. The monitor shall have the power to temporarily halt or divert grading equipment to allow for removal of abundant or large specimens. Collected samples of sediments shall be washed to recover small invertebrate and vertebrate fossils. Recovered specimens shall be prepared so that they can be identified and permanently preserved. Specimens shall be identified, curated, and placed into a repository with permanent retrievable storage. A report of findings, including an itemized inventory of recovered specimens, shall be prepared upon completion of the steps outlined above. The report shall include a discussion of the significance of all recovered specimens. The report and inventory, when submitted to the City of Highland, would signify completion of the program to mitigate impacts to paleontologic resources.	Project Applicant/ Construction Contractor in coordination with the Project Archaeologist/ Paleontologist	During excavation and grading activities	City of Highland Public Works Department/City Engineer	

Table 3-1
Mitigation Monitoring Requirements

	Mitigation Measure	Responsibility for Implementation and Reporting	Timing	Responsibility for Monitoring	Monitor (Signature Required) (Date of Compliance)
5.6 GEOLOGY AND SOILS					
6-1	The project applicant shall comply with the recommendations in the geotechnical investigation completed by Moore Twining Associates on February 19, 2008, the Addendum No. 1 to the Geotechnical Engineering Investigation Report completed by Moore Twining Associates on April 29, 2008, as well as the Geologic/Geotechnical Impact Investigation completed by CHJ on September 14, 2005; subject to approval by the City of Highland City Engineer. The reports of these investigations, including recommendations, are included in Appendix I.	Project Applicant/ Construction Contractor in coordination with the Geotechnical Consultant	Prior to issuance of grading permits and during excavation and grading activities	City of Highland Public Works Department/City Engineer	
6-2	During project design, the project applicant shall provide data from corrosivity tests to manufacturers or suppliers of materials that would be in contact with soils, such as pipes and other copper or ferrous metal objects, to assist in the selection of such materials and corrosion protection for those materials. If the manufacturers or suppliers cannot determine if materials are compatible with the soil corrosion conditions, then the applicant shall consult a professional corrosion engineer to assist in selection of materials and of corrosion protection.	Project Applicant/ Construction Contractor	Prior to issuance of grading permits and during excavation and grading activities	City of Highland Public Works Department/City Engineer	
5.7 HAZARDS AND HAZARDOUS MATERIALS					
7-1	Prior to issuance of demolition permits, the developer shall demonstrate compliance with South Coast Air Quality Management District (SCAQMD) Rule 1403. The SCAQMD rule specifies work practice requirements to limit asbestos emissions from building demolition and renovation activities, including the removal and associated disturbance of asbestos-containing materials (ACM). The requirements for demolition and renovation activities include asbestos surveying, notification, ACM removal procedures and time schedules, ACM handling and clean-up procedures, and storage, disposal, and landfill disposal requirements for asbestos-containing waste materials. In addition, the developer shall adhere to the requirements of Title 17 California Code of Regulations, Division 1, Chapter 8, which identifies procedures for accreditation, certification and work practices for lead-based paint and lead hazards.	Project Applicant/ Construction Contractor	Prior to issuance of demolition permits	City of Highland Building and Safety/Building Official	

Table 3-1
Mitigation Monitoring Requirements

	Mitigation Measure	Responsibility for Implementation and Reporting	Timing	Responsibility for Monitoring	Monitor (Signature Required) (Date of Compliance)
5.8 HYDROLOGY AND WATER QUALITY					
8-1	The project applicant/developer and City of Highland shall confirm that documentation for a Letter of Map Revision (LOMR) has been submitted by the San Bernardino County Flood Control District (SBCFCD) to the Federal Emergency Management Agency (FEMA) to redesignate the portion of the project site designated as Zone A to Zone D, thereby removing the proposed development area from a designated flood hazard area. If not submitted by SBCFCD, the applicant shall submit the necessary LOMR documentation to FEMA. Prior to the issuance of grading permits for Scenarios One or Two, the City shall confirm that the requested LOMR has been approved by FEMA and that no development area within the project site is located within a 100-year flood hazard area.	Project Applicant/Engineer in coordination with the City's Public Works Department/City Engineer and San Bernardino County Flood Control District	Prior to issuance of grading permits and during excavation and grading activities	City of Highland Public Works Department/City Engineer	
5.11 NOISE					
11-1	Individual project applicants proposing commercial/retail uses within the regional commercial center in the immediate vicinity of existing and/or proposed residential developments shall retain a qualified acoustic engineer to design project acoustical features to limit noise generated by activity within the proposed project site to levels that are below 55 dBA L_{eq} between 10 PM and 7AM and below 60 dBA L_{eq} between 7 AM and 10 PM.	Project Applicant in coordination with future tenants	Prior to issuance of building permits	City of Highland Planning Division in coordination with Building and Safety/Building Official	
11-2	Prior to the approval of final building plans, the applicant shall demonstrate that the exterior noise level at sensitive residential outdoor areas (i.e., backyards) shall not exceed 65 dBA CNEL and interior noise levels in habitable rooms (residential, hotel rooms, and offices) shall not exceed 45 dBA CNEL, as defined by the California Building Code. Balconies on multifamily residential units are exempt from the City's 65 dBA CNEL noise compatibility standards. Acoustical design features incorporated into the proposed project design, which may include exterior features to reduce noise, such as berms/walls or architectural features such as Sound Transmission Class rated windows, doors, and attic baffling, shall be shown on all building plans and shall be incorporated into construction of the proposed project. City inspectors shall verify compliance with the noise mitigation report.	Project Applicant/ Construction Contractor	Prior to approval of final building plans	City of Highland Planning Division in coordination with Building and Safety/Building Official	

Table 3-1
Mitigation Monitoring Requirements

	Mitigation Measure	Responsibility for Implementation and Reporting	Timing	Responsibility for Monitoring	Monitor (Signature Required) (Date of Compliance)
11-3	The construction contactor shall properly maintain and tune all construction equipment to minimize noise emissions.	Project Applicant/ Construction Contractor	Prior to and during construction and grading activities	City of Highland Planning Division in coordination with Building and Safety/Building Official	
11-4	The construction contractor shall fit all equipment with properly operating mufflers, air intake silencers, and engine shrouds no less effective than as originally equipped by the manufacturer to minimize noise emissions.	Project Applicant/ Construction Contractor	Prior to and during construction and grading activities	City of Highland Planning Division in coordination with Building and Safety/Building Official	
11-5	The construction contractor shall locate all stationary noise sources (e.g., generators, compressors, staging areas) as far from noise-sensitive receptors as is feasible.	Project Applicant/ Construction Contractor	Prior to and during construction and grading activities	City of Highland Planning Division in coordination with Building and Safety/Building Official	
11-6	Material delivery, soil haul trucks, and equipment servicing, shall be restricted to the hours set forth in the City of Highland Municipal Code, Title 15, Building and Construction, Chapter 15.48, Section 15.48.030.	Project Applicant/ Construction Contractor	Prior to and during construction and grading activities	City of Highland Planning Division in coordination with Building and Safety/Building Official	
11-7	The rock crusher shall be placed a minimum of 150 feet from occupied noise-sensitive land uses.	Project Applicant/ Construction Contractor	Prior to issuance of grading permits and during construction and grading activities	City of Highland Public Works Department/City Engineer	
5.12 PUBLIC SERVICES					
12-1	The primary land management entity shall provide on-site private security personnel and equipment throughout the proposed project's construction phase(s), implement a surveillance camera system installed at various appropriate locations throughout the construction site, and submit a plan to the HPD Police Chief to coordinate security efforts in order to minimize crime related to construction activities.	Project Applicant/Construction Contractor in coordination with the Highland Police Department	Prior to issuance of grading permits and during construction and grading activities	City of Highland Police Department in coordination with the City's Planning Division	
5.13 TRANSPORTATION/ TRAFFIC					
Improvements On-Site and adjacent to the Project Site					
13-1	Prior to approval of final landscape and street improvement plans, the sight distance at each project entrance shall be reviewed to ensure compliance with standard Caltrans/County/City sight distance standards.	Project Applicant/ Construction Contractor in coordination with the Project Engineer and Landscape Architect	Prior to approval of final landscape and street improvement plans	City of Highland Public Works Department/City Engineer	

Table 3-1
Mitigation Monitoring Requirements

	Mitigation Measure	Responsibility for Implementation and Reporting	Timing	Responsibility for Monitoring	Monitor (Signature Required) (Date of Compliance)
13-2	Prior to building occupancy, on-site traffic signing and striping shall be implemented in conjunction with detailed construction plans for the project site.	Project Applicant/ Construction Contractor in coordination with the Project Engineer	Prior to issuance of building occupancy permits	City of Highland Public Works Department/City Engineer	
13-3	*Scenario One Mitigation Measures* Prior to building occupancy for each phase of the project, the project applicant shall either construct the following circulation and on- and off-site intersection improvements for each project phase, if such improvements have not been constructed by other development projects or by the City, or prior to issuance of building permits, the project applicant shall pay project fair share for such improvements as set forth in the traffic study, and/or City development impact fees for the project: • Construct Greenspot Road adjacent to the project (from the western project boundary to Webster Street) at its ultimate half-section width as a Primary Arterial (6D) in conjunction with the development. • For the intersection of Westerly Access at Greenspot Road, construct a signal in conjunction with the detailed construction plans for the project site. It should be aligned with the access for the development south of Greenspot Road. Based on the 95th percentile queuing analysis, about 200 feet of eastbound left turn pocket and 350 feet of southbound through/right turn pocket are needed. • For the intersection of Access A at Greenspot Road, construct a signal in conjunction with the detailed construction plans for the project site. It shall be aligned with the access for the development south of Greenspot Road. Based on the 95th percentile queuing analysis, about 125 feet of eastbound left turn pocket, 150 feet of southbound left turn pocket, 200 feet of westbound left turn pocket, and 275 feet of southbound right turn pocket are needed. • For the intersection of Access B at Greenspot Road, construct a left/right-in and right-out only access. Based on 95th percentile, about 100 feet of eastbound left turn pocket, 75 feet of westbound left turn pocket, and 275 feet of southbound right turn pocket are needed.	Project Applicant	Prior to issuance of building occupancy permits or prior to issuance of building permits for each phase of the project	City of Highland Public Works Department/City Engineer	

Table 3-1
Mitigation Monitoring Requirements

Mitigation Measure	Responsibility for Implementation and Reporting	Timing	Responsibility for Monitoring	Monitor (Signature Required) (Date of Compliance)
• For the intersection of Access C at Greenspot Road, construct a signal in conjunction with the detailed construction plans for the project site. It shall be aligned with the access for the future development south of Greenspot Road. Based on the 95th percentile queuing analysis, about 200 feet of eastbound left turn pocket, 150 feet of southbound left turn pocket, and 250 feet of southbound right turn pocket are needed. • For the intersection of Access D at Greenspot Road, construct a left/right-in and right-out only access. Based on the 95th percentile queuing analysis, about 100 feet of eastbound left turn pocket and 100 feet of westbound left turn pocket are needed. • For the intersection of Webster Street at Greenspot Road, construct a left/right-in and right-out only access. Based on the 95th percentile queuing analysis, about 25 feet of eastbound left turn pocket and 425 feet of southbound right turn pocket are needed. • Install "Keep Clear" signing and striping for the intersections at Greenspot Road and at key on-site intersections (3) on Figure 5.13-10 of the DEIR. • Construct Boulder Avenue adjacent to the project (from Eucalyptus Avenue to Webster Street) at its ultimate half-section width as a Modified Primary Arterial (4D) in conjunction with the development. • For the intersection of Webster Street at Boulder Avenue, close Webster Street's existing north leg, realign Webster Street with Access G, and move its current traffic signal. Webster Street south leg access shall be converted to right turn in/out only access. Also provide a minimum of 400 feet of northbound left turn pocket. • For the intersection of Access E/Eucalyptus at Boulder Avenue, construct a traffic signal with exclusive eastbound and westbound left turn lanes and eastbound/westbound shared through right turn lanes. The northbound left turn pocket shall be a minimum of 100 feet to accommodate 95th percentile queuing requirements.				

Table 3-1
Mitigation Monitoring Requirements

Mitigation Measure	Responsibility for Implementation and Reporting	Timing	Responsibility for Monitoring	Monitor (Signature Required) (Date of Compliance)
• For Boulder Avenue at Access F, the northbound left turn pocket shall be at least 25 feet based on 95th percentile queuing requirements. *Scenario Two Mitigation Measures* The following improvement would not be required for Scenario Two: • For the intersection of Westerly Access at Greenspot Road, construct a signal in conjunction with the detailed construction plans for the project site. It should be aligned with the access for the development south of Greenspot Road. Based on the 95th percentile queuing analysis, about 125 feet of eastbound left turn pocket, 75 feet of southbound right turn pocket, and 300 feet of southbound left turn/through pocket are needed. Changes to the turn pocket lengths have been modified for the following improvements for Scenario Two: • For the intersection of Access A at Greenspot Road, construct a signal in conjunction with the detailed construction plans for the project site. It shall be aligned with the access for the development south of Greenspot Road. Based on the 95th percentile queuing analysis, about 200 feet of eastbound left turn pocket, 125 feet of southbound left turn pocket, and 200 feet of separate right turn pocket are needed. • For the intersection of Access C at Greenspot Road, construct a signal in conjunction with the detailed construction plans for the project site. It should be aligned with the access for the future development south of Greenspot Road. Based on the 95th percentile queuing analysis, about 175 feet of eastbound left turn pocket, 225 feet of southbound left turn pocket, and 200 feet of southbound right turn pocket are needed.				

Table 3-1
Mitigation Monitoring Requirements

	Mitigation Measure	Responsibility for Implementation and Reporting	Timing	Responsibility for Monitoring	Monitor (Signature Required) (Date of Compliance)
Off-Site Improvements					
	The project applicant shall either: construct improvements within a quarter mile of the project needed to mitigate direct, project-related impacts for the interim year; or pay the project's fair share contributions toward improvements within a quarter mile of the project included in the traffic study; and/or pay the City development impact fee for the project. A direct project impact has been defined as an improvement required for with-project conditions that is not necessary for without-project conditions for the same time frame (interim year or post-2030). Interim year is defined as buildout of the proposed project, and for purposes of the EIR and traffic report has been assumed to be 2017. The project applicant shall contribute toward the cost of improvements needed to mitigate direct project impacts: 1) in the interim year for locations more than a quarter mile from the project and 2) post-2030 for all locations impacted by the project. The project applicant shall contribute on a fair-share or "pro rata" basis by paying fair-share contributions toward improvements included in the traffic study, and City development impact fees for locations not included in the traffic study.				
13-4	*Scenario One Mitigation Measures* Direct Impact Mitigation–2017 Prior to building occupancy, the project applicant shall either construct the following improvements within a quarter mile of the project as determined by the City, if such improvements have not been constructed by the City or other development project, or, prior to the issuance of building permits, the project applicant shall pay the project fair share traffic mitigation fee, and/or City development impact fees • SR-210 Southbound Ramps (NS) at 5th Street (EW) o Southbound – Restripe the two existing southbound approach lanes to provide one exclusive Left Turn Lane, and a shared Left, Through, Right Turn Lane. • SR-210 Northbound Ramps (NS) at Greenspot Road (EW) o Northbound – Construct a 2nd Exclusive Left Turn Lane (part of City Capital Improvement Project) o Eastbound – Provide a 3rd Through Lane to Provide 100 feet of Storage • Boulder Avenue (NS) at Greenspot Road (EW) o Northbound – Construct 2nd Exclusive Left Turn Lane o Southbound – Remove/Decommission Existing Right Turn Overlap Signal Phase (to allow U-turns for the cumulative	Project Applicant	Prior to issuance of building occupancy permits or prior to issuance of building permits for each phase of the project	City of Highland Public Works Department/City Engineer in coordination with Caltrans	

Table 3-1
Mitigation Monitoring Requirements

	Mitigation Measure	Responsibility for Implementation and Reporting	Timing	Responsibility for Monitoring	Monitor (Signature Required) (Date of Compliance)
	project located on the southwest corner of this intersection) o Eastbound – Construct 2nd Exclusive Left Turn Lane and 3rd Through Lane o Westbound- Construct 3rd Through Lane Prior to the issuance of building permits, the project applicant shall contribute toward the cost of improvements needed to mitigate direct project impacts in the interim year for locations more than a quarter mile from the project. The project applicant shall contribute on a fair-share or "pro-rata" basis by paying fair-share contributions toward improvements included in the traffic study for this improvement, and/or City development impact fees for the project: • SR-210 Northbound Ramps (NS) at San Bernardino Avenue (EW) o Westbound – Construct 3rd Through Lane (this improvement is not required if minimum green times of 10 seconds are used, resulting in less than 20 seconds of green time for the westbound through movement)				
13-5	Direct Impact Mitigation – Post-2030 Prior to issuance of building permits for each phase, the project applicant shall pay the fair share traffic mitigation fee, and/or pay City Development Impact Fees for the following improvements as determined by the City: • Tippecanoe Avenue (NS) at 3rd Street (EW) o Northbound – Construct 3rd Through Lane • SR-210 Northbound Ramps (NS) at Greenspot Road (EW) o Westbound – Construct 1st Exclusive Right Turn Lane (also identified as a 2017 direct project impact) • Boulder Avenue (NS) at Greenspot Road (EW) o Southbound – Construct 2nd Exclusive Left Turn Lane (also identified as a 2017 direct project impact) o Southbound – Construct 2nd Through Lane (also identified as a 2017 direct project impact)	Project Applicant	Prior to issuance of building permits for each phase of the project	City of Highland Public Works Department/City Engineer in coordination with Caltrans	

Table 3-1
Mitigation Monitoring Requirements

	Mitigation Measure	Responsibility for Implementation and Reporting	Timing	Responsibility for Monitoring	Monitor (Signature Required) (Date of Compliance)
13-6	Cumulative Project Impacts – 2017 Prior to building occupancy, the project applicant shall either construct the following improvements within a quarter mile of the project as determined by the City, or prior to issuance of building permits, pay project fair share traffic mitigation fee and/or City development impact fees for the project: • SR-210 Southbound Ramps (NS) at 5th Street (EW) o Southbound – Construct 1st Exclusive Left Turn Lane • SR-210 Northbound Ramps (NS) at Greenspot Road (EW) o Northbound – Construct 1st Exclusive Left Turn Lane o Northbound – Construct 2nd Exclusive Right Turn Lane o Westbound – Construct an additional Through Lane. o Eastbound - Construct an additional Through Lane.	Project Applicant	Prior to issuance of building occupancy permits or prior to issuance of building permits for each phase of the project	City of Highland Public Works Department/City Engineer in coordination with Caltrans	
13-7	Cumulative Project Impacts – 2017 Prior to issuance of building permits for each phase, the project applicant shall pay the fair share traffic mitigation fee, and/or pay City Development Impact Fees for the following improvements as determined by the City: • Tippecanoe Avenue (NS) at 3rd St (EW) o Eastbound – Construct 3rd Through Lane • Palm Avenue (NS) at 5th St (EW) o Northbound – Provide a right turn overlap signal for the Right Turn Lane • Palm Avenue/Alabama Street (NS) at San Bernardino Avenue (EW) o Northbound – Construct 3rd Through Lane o Eastbound – Construct 2nd Through Lane o Westbound – Construct 3rd Through Lane • SR-210 Southbound Ramps (NS) at San Bernardino Avenue (EW) o Southbound – Construct 2nd Left Turn Lane o Southbound – Construct Exclusive Right Turn Lane with overlap phase	Project Applicant	Prior to issuance of building permits for each phase of the project	City of Highland Public Works Department/City Engineer in coordination with Caltrans	

Table 3-1
Mitigation Monitoring Requirements

Mitigation Measure	Responsibility for Implementation and Reporting	Timing	Responsibility for Monitoring	Monitor (Signature Required) (Date of Compliance)
o Eastbound – Construct 2nd and 3rd Through Lanes o Westbound – Construct 2nd Through Lane • SR-210 Northbound Ramps (NS) at Base Line (EW) o Westbound – Construct 1st Exclusive Right Turn Lane • SR-210 Northbound Ramps (NS) at San Bernardino Avenue (EW) o Northbound – Construct 2nd Left Turn Lane o Northbound – Construct 1st Exclusive Right Turn Lane o Southbound – Construct 2nd Left Turn Lane o Southbound – Construct 1st Exclusive Right Turn Lane o Eastbound – Construct 2nd Through Lane o Westbound – Construct 2nd Through Lane • Orange Street (NS) at Lugonia Avenue (EW) o Northbound – Construct 2nd Through Lane o Westbound – Construct 2nd Through Lane • Weaver Street (NS) at Greenspot Road (EW) o Install a traffic signal • Boulder Avenue (NS) at Greenspot Road (EW) o Southbound – Construct 2nd Exclusive Left Turn Lane and 2nd Through Lane o Westbound – Construct 2nd Exclusive Left Turn Lane • Widen 5th Street/Greenspot Road between SR-210 ramps to accommodate the three added lanes under the overcrossing. Make additional improvements on the ramps and adjacent roadway to bring the interchange to the City's Master Plan Configuration (Appendix N).				

Table 3-1
Mitigation Monitoring Requirements

	Mitigation Measure	Responsibility for Implementation and Reporting	Timing	Responsibility for Monitoring	Monitor (Signature Required) (Date of Compliance)
13-8	Cumulative Project Impacts – Post-2030 Prior to issuance of building permits for each phase, the project applicant shall pay the fair share traffic mitigation fee, and/or pay City Development Impact Fees for the following improvements as determined by the City: • Tippecanoe Avenue (NS) at 3rd St (EW) o Northbound – Construct 2nd Exclusive Left Turn Lane o Northbound – Add right turn overlap phase o Southbound – Construct 1st Exclusive Right Turn Lane o Eastbound – Construct 3rd Through Lane (also identified as a 2017 cumulative project impact) o Eastbound – 1st Exclusive Right Turn Lane o Westbound – Construct 2nd Exclusive Left Turn Lane o Westbound – Construct 3rd Through Lane • Palm Avenue (NS) at 5th St (EW) o Southbound – Construct 2nd Exclusive Left Turn Lane o Westbound – Construct 2nd Exclusive Left Turn Lane • Palm Avenue (NS) at 3rd St (EW) o Northbound – Construct 2nd Exclusive Left Turn Lane o Eastbound – Reconstruct existing Right Turn Lane as a free Right Turn Lane • Palm Avenue/Alabama Street (NS) at San Bernardino Avenue (EW) o Northbound – Construct 3rd Through Lane (also identified as a 2017 cumulative project impact) o Northbound – Construct 2nd Exclusive Left Turn Lane o Northbound – Add right turn overlap phase o Southbound – Construct 2nd Exclusive Left Turn Lane o Southbound – Construct 3rd Through Lane o Eastbound – Construct 2nd Through Lane (Also identified as a 2017 cumulative project impact) o Eastbound – Construct 2nd Exclusive Left Turn Lane o Eastbound – Construct 3rd Through Lane	Project Applicant	Prior to issuance of building permits for each phase of the project	City of Highland Public Works Department/City Engineer in coordination with Caltrans	

Table 3-1
Mitigation Monitoring Requirements

Mitigation Measure	Responsibility for Implementation and Reporting	Timing	Responsibility for Monitoring	Monitor (Signature Required) (Date of Compliance)
○ Westbound – Construct 2nd Left Turn Lane (and 2nd receiving lane) • Church Avenue (NS) at 5th Avenue (EW) ○ Northbound – Construct free Right Turn Lane (3rd Street Extension) ○ Eastbound – Construct a free Right Turn Lane (3rd Street Extension) ○ Eastbound – Construct a 2nd Through Lane • SR-210 Southbound Ramps (NS) at 5th Street (EW) ○ Southbound – Construct a Left Turn Lane and restripe the southbound approach to provide a Left Turn Lane, a shared Left, Through, Right Turn Lane, and a Right Turn Lane (also identified as a 2017 cumulative project impact) ○ Eastbound – Construct 2nd Exclusive Right Turn Lane and 2 additional Through Lanes (also identified as a 2017 direct project impact) • SR-210 Southbound Ramps (NS) at San Bernardino Avenue (EW) ○ Northbound – Construct 1st Exclusive Right Turn Lane ○ Southbound – Construct 2nd Left Turn Lane (also identified as a 2017 cumulative project impact) ○ Southbound – Construct Exclusive Right Turn Lane with overlap phase (also identified as a 2017 cumulative project impact) ○ Eastbound – Construct 2nd and 3rd Through Lanes (also identified as a 2017 cumulative project impact) ○ Eastbound – Construct 2nd Exclusive Left Turn Lane (and 2nd receiving lane) ○ Westbound – Construct 2nd Through Lane (also identified as a 2017 cumulative project impact) and 3rd Through Lane • SR-210 Northbound Ramps (NS) at Base Line (EW) ○ Westbound – Construct free Right Turn Lane ○ Westbound – Construct 3rd Through Lane				

Table 3-1
Mitigation Monitoring Requirements

Mitigation Measure	Responsibility for Implementation and Reporting	Timing	Responsibility for Monitoring	Monitor (Signature Required) (Date of Compliance)
• SR-210 Northbound Ramps (NS) at Greenspot Road (EW) o Northbound – Construct 1st Exclusive Left Turn Lane (also identified as a 2017 cumulative project impact) o Northbound – Construct 2nd Exclusive Right Turn Lane (also identified as a 2017 cumulative project impact) o Westbound – Construct an additional Through Lane (also identified as a 2017 cumulative project impact) o Eastbound - Construct an additional Through Lane (also identified as a 2017 cumulative project impact) • SR-210 Northbound Ramps (NS) at San Bernardino Avenue (EW) o Northbound – Construct 2nd Exclusive Left Turn Lane (also identified as a 2017 cumulative project impact) o Northbound – Construct 1st Exclusive Right Turn Lane (also identified as a 2017 cumulative project impact) o Southbound – Construct 2nd Exclusive Left Turn Lane (also identified as a 2017 cumulative project impact) o Southbound – Construct 1st Exclusive Right Turn Lane (also identified as a 2017 cumulative project impact) o Eastbound – Construct 2nd Through Lane (also identified as a 2017 cumulative project impact) o Westbound – Construct 2nd Through Lane (also identified as a 2017 cumulative project impact) o Westbound – Construct 3rd Through Lane (identified as a 2017 direct project Scenario 1 impact) • Boulder Avenue (NS) at Base Line (EW) o Northbound – Reconstruct existing Through Lane as 2nd Exclusive Left Turn Lane o Southbound – Add right turn overlap phase (also identified as a 2017 cumulative project impact) o Eastbound – Add right turn overlap phase (also identified as a 2017 cumulative project impact)				

Table 3-1
Mitigation Monitoring Requirements

	Mitigation Measure	Responsibility for Implementation and Reporting	Timing	Responsibility for Monitoring	Monitor (Signature Required) (Date of Compliance)
	• Boulder Avenue (NS) at Greenspot Road (EW) o Northbound – Construct 2nd Exclusive Left Turn Lane (also identified as a 2017 cumulative project impact) o Eastbound – Construct 2nd Exclusive Left Turn Lane (also identified as a 2017 cumulative project impact) o Eastbound – Construct 3rd Through Lane (also identified as a 2017 cumulative project impact) o Westbound – Construct 2nd Exclusive Left Turn Lane o Westbound – Construct 3rd Through Lane • Orange Street (NS) at Lugonia Avenue (EW) o Northbound – Construct 2nd Through Lane (also identified as a 2017 cumulative project impact) o Southbound – Construct 2nd Through Lane o Westbound – Construct 2nd Through Lane (also identified as a 2017 cumulative project impact) o Westbound – Construct 2nd Left Turn Lane • Orange Street (NS) at Pearl Avenue (I-10 Eastbound Ramp) (EW) o Northbound – Construct 2nd Right Turn Lane • Church Street (NS) at Greenspot Road (EW) o Southbound – Add right turn overlap phase • Weaver Street (NS) at Greenspot Road (EW) o Install a Traffic Signal (also identified as a 2017 cumulative project impact)				
13-9	Direct Impact Mitigation – 2017 The project applicant shall either construct the following improvements needed to mitigate the cumulative project impacts for the interim year at locations within a quarter mile of the project prior to building occupancy, if such improvements have not been constructed by other development projects or the City, or, prior to the issuance of building permits, pay project fair share traffic mitigation fee and/or City development impact fees for the project.				

Table 3-1
Mitigation Monitoring Requirements

	Mitigation Measure	Responsibility for Implementation and Reporting	Timing	Responsibility for Monitoring	Monitor (Signature Required) (Date of Compliance)
	• SR-210 Southbound Ramps (NS) at 5th Street (EW) o Southbound – Restripe the two existing southbound approach lanes to provide one exclusive Left Turn Lane, and a shared Left, Through, Right Turn Lane • SR-210 Northbound Ramps (NS) at Greenspot Road (EW) o Northbound – Construct a 2nd Exclusive Left Turn Lane (part of City Capital Improvement Project) o Eastbound – Provide a third through lane to Provide 100 feet of Storage • Boulder Avenue (NS) at Greenspot Road (EW) o Northbound – Construct 2nd Exclusive Left Turn Lane o Southbound – Remove / Decommission Existing Right Turn Overlap Signal Phase (to allow U-turns for the cumulative project located on the southwest corner of this intersection) o Eastbound – Construct 2nd Exclusive Left Turn Lane and 3rd Through Lane o Westbound – Construct 3rd Through Lane				
13-10	Direct Impact Mitigation – Post 2030 Prior to issuance of building permits, the project applicant shall pay the project fair share traffic mitigation fee for the following improvements as determined by the City, and/or pay City development impact fees for the project. • SR-210 Northbound Ramps (NS) at Greenspot Road (EW) o Westbound – Construct 1st Exclusive Right Turn Lane (also identified as a 2014 direct project impact) • Boulder Avenue (NS) at Greenspot Road (EW) o Southbound – Construct 2nd Exclusive Left Turn Lane o Southbound – Construct 2nd Through Lane	Project Applicant	Prior to issuance of building permits for each phase of the project	City of Highland Public Works Department/City Engineer in coordination with Caltrans	

Table 3-1
Mitigation Monitoring Requirements

Mitigation Measure	Responsibility for Implementation and Reporting	Timing	Responsibility for Monitoring	Monitor (Signature Required) (Date of Compliance)
Scenario Two Mitigation Measures 2017 and Post – 2030 Cumulative Project Impacts Same as Mitigation Measures 13-6 to 13-8 above for Scenario One.	Project Applicant	Prior to issuance of building permits for each phase of the project	City of Highland Public Works Department/City Engineer in coordination with Caltrans	
5.15 GLOBAL CLIMATE CHANGE				
Operation – Scope 1 and Scope 2 Mitigation Measures: Mitigation Measures 3-4 to 3-8 apply here. Please refer to pages 16 to 17 for a detailed description of these mitigation measures and information on the responsible party and reviewer and the timing of implementation.				
Operation – Scope 3 Mitigation Measures: Mitigation Measure 3-9 applies here. Please refer to page 17 for a detailed description of this mitigation measure and information on the responsible party and reviewer and the timing of implementation.				