CITY OF HIGHLAND
REGULAR MEETING OF THE PLANNING COMMISSION
AGENDA

REGULAR MEETING

December 5, 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
David Saran, Commissioner
Vacant, Commissioner

STAFF

Lawrence A. Mainez, Community Development Director
Kim Stater, Assistant Community Development Director
Angela Tafolla, Associate Planner
Travis Trejo, Assistant Planner
Tiffany Martinez, Assistant Planner
Camille Duarte, Administrative Assistant III
Matt Bennett, Assistant Public Works Director
Matt Wirz, Building Official
Scott Rice, City Landscape Architect

MISSION STATEMENT

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

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

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

Pursuant to Government Code Section 54957.5, any disclosable public records related to an open session item on a regular meeting agenda and distributed by the City of Highland to all or a majority of the 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 December 5, 2023 to publiccomment@cityofhighland.org. If you are submitting a public comment pertaining to an item on the December 5, 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
December 5, 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 December 5, 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 October 3, 2023 Regular Meeting.

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

2. Minutes from the October 17, 2023 Regular Meeting.

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

PUBLIC HEARING

3. Conditional Use Permit CUP-23-009 for the development of a 243,323 square foot speculative industrial warehouse building, Variance VAR-23-002 to allow the building to exceed the maximum building height permitted in the Business Park Zone by 17.6', Design Review DRA-23-010 for the project's Site Plan, Building Elevations, Conceptual Grading Plan, Conceptual Landscape Plan, Mitigated Negative Declaration, and Vesting Tentative Parcel Map TPM 23-003 for the consolidation of twenty-four (24) parcels into one (1) parcel. (11.33-acre site located between 3rd Street and 5th Street approximately midway between Central Avenue and Palm Avenue, Assessor's Parcel Number 1192-631-09, -10, -11, -12, -13, -14, -22, -23, -24, -25, -26, -27, and -28; and 1192-641-08, -09, -10, -11, 15, -16, -17, -18, -19, -20, and -21). (Applicant: CHPT Highland 210/Crow Holdings Industrial)

   RECOMMENDATION: Staff recommends the Planning Commission:

   1. Adopt Resolution No. 2023 - _____, approving Conditional Use Permit CUP-23-009 for the development of a 243,323 square foot warehouse/distribution facility and related improvements; and

   2. Adopt Resolution No. 2023 - ____ approving Variance VAR-23-002, allowing an increase in the maximum building height for the subject warehouse from 35 feet to 52.6 feet tall, 17.6 feet greater than permitted in the Business Park Zone; and

   3. Adopt Resolution No. 2023- ___ approving Design Review Application DRA-23-010 for the Site Plan, Building Elevations, Conceptual Grading Plan, and Conceptual Landscape Plan, subject to the Conditions of Approval, and the Findings of Fact; and

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

   5. Adopt Resolution No. 2023-____, approving Vesting Tentative Parcel Map Application No. 20616 (TPM-23-003) for the consolidation of twenty-four (24) parcels into one (1) parcel.

ANNOUNCEMENTS

ADJOURN

I, Camille Duarte, Administrative Assistant III of the City of Highland, California, certify that I caused to be posted this agenda on or before the 30th of November 2023 by 5:30 p.m. on our website at www.cityofhighland.org and in the following designated areas:

Highland Branch Library 7863 Central Avenue	Fire Station No. 1 26974 Base Line	City Hall 27215 Base Line

Date: November 30, 2023

Camille Duarte, Administrative Assistant III

STAFF REPORT

TO THE PLANNING COMMISSION

DATE: December 5, 2023

FROM: Lawrence Mainez, Community Development Director

PREPARED BY: Camille Duarte, Administrative Assistant III

SUBJECT: Minutes from the October 3, 2023 Planning Commission Regular Meeting.

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

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

Approved _____ Motion _____ Second _____ Agenda Item No. 1

Denied _____ Ayes _____

Continued_____ Noes _____ File No. _____

Tabled _____ Abstain _____

Absent _____

Camille Duarte
Recording Secretary

Lawrence Mainez
Community Development Director

PLANNING COMMISSION REGULAR MEETING MINUTES
October 3, 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	Vacant
Absent:	Commissioner	Jessica Sutorus

Staff Present: Lawrence Mainez, Community Development Director
Kim Stater, Assistant Community Development Director
Travis Trejo, Assistant Planner
Gary Chambers, Code Enforcement Officer
Matt Bennett, Assistant Public Works Director
Matt Wirz, Building Official
Scott Rice, City Landscape Architect
Camille Duarte, Administrative Assistant III

Chair Hamerly led the Pledge of Allegiance.

COMMUNITY INPUT (ITEMS NOT ON THE AGENDA)

None.

PUBLIC HEARINGS

3. Design Review Application (DRA 21-007A) *[Amending Design Review Application (DRA 21-007)]* for the addition of two (2) new floor plan options and the elimination of single-story plans on non-corner lots for the final 52 of the 149 homes within Phase 1 of the Mediterra Planned Development. (North side of Greenspot Road approximately 600 feet east of Santa Paula Street. Tract Map No. 18893-1) (Applicant: D.R. Horton)

   Assistant Planner Trejo presented the staff report.

   Commissioner Miller asked if the applicant could speak regarding the need to change a single-story house to a two-story house? What is the benefit?

   Rudy Provost stated the reason we want to add a two-story home is because this is what our current buyer wants.

   Chair Hamerly asked which are the single-story plans?

Assistant Planner Trejo stated plan one and four.
Chair Hamerly asked are the green units on the plotted track map representations of plan four converting to plans 8 and 9?

Rudy Provost stated that is correct. Plan one was built on the eastern side, and it is built out.

Chair Hamerly stated on plan 8, one of my concerns was that there is little differentiation between the Tuscan and the Italianate. They are both Italian styles, but typically with the Tuscan, we would expect to see a little more rustic detailing. The Italian is usually more refined, a city style house such as a villa. I would encourage the design team to take some refinement or some additional cues from the Tuscan style to try to create a more rustic feel. There is a nice apron detail that has the stone veneer, and for the entry portico would be to take that veneer and run it all the way up, because you would expect to see a portico element that would be accenting the entry door. It looks like we have room to add shutters to the other single and the pair of windows, but I am less concerned with that and wondering if there is any other architectural detail that could be added.

Chair Hamerly stated on plan 9, the elevations there is a bit of discrepancy between the rendered elevations and working drawing elevations. The rendered elevations based on the shadow lines look like the trio of windows that are over the covered porch shows we are looking at a deep recess on those windows, and there is not a lot of trim around those windows. On the construction drawing elevations that are not rendered, those walls are flat and there is trim surrounding those windows. Could you clarify which one of those is the accurate representation of the elevations?

Rudy Provost stated it would be diagrammatic black and white.

Chair Hamerly stated it is going to look a lot better with the Tuscan style, to create the recesses and have the slab seal on that pop out. Also, same comment for the Italian style.

Rudy Provost stated we can recess those windows.

Chair Hamerly stated the floor plans 9.1 if we can put two shutters on that window instead of one. It looks like it would not crowd it.

Rudy Provost stated I will have the architect look at that.

A MOTION was made by Vice Chair Thomas and seconded by Commissioner Miller to adopt Resolution No. 2023-06, approving amended Design Review Application (DRA 21-007A) for the addition of two (2) new floor plan options and the elimination of single-story plans on non-corner lots for the final 52 of the 149 homes within Phase 1 of the Mediterra Planned Development, subject to the Conditions of Approval, and the Findings of Fact. Motion carried, 3-0.

RESOLUTION NO. 2023-046

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF HIGHLAND, CALIFORNIA, APPROVING AMMENDED DESIGN REVIEW APPLICATION (DRA 21-007A) FOR THE ADDITION OF TWO (2) NEW FLOOR PLAN OPTIONS AND THE ELIMNIATION OF SINGLE-STORY

PLANS ON NON-CORNER LOTS FOR THE FINAL 52 OF THE 149 HOMES WITHIN PHASE 1 OF THE MEDITERRA PLANNED DEVLOPMENT. [REVISION TO THE ANALYSIS OF A SITE PLAN, BUILDING ELEVATIONS, ROUGH GRADING PLAN, CONCEPTUAL LANDSCAPE PLAN, AND MODEL HOME COMPLEX REGARDING THE CONSTRUCTION OF A 149 SINGLE-FAMILY HOME COMMUNITY, A PUBLIC PARK, PUBLIC TRAILS, A PRIVATE COMMON AREA, A PRIVATE COMMUNITY POOL, AND RECREATION CENTER WITHIN PHASES 1 & 2 OF THE MEDITERRA PLANNED DEVELOPMENT. DRA 21-007 ORIGINALLY APPROVED FOR THIS SITE IN AUGUST OF 2021]

2. A Public Hearing to declare the existence of a Public Nuisance in accordance with Title 8, Chapter 8.32, of the Highland Municipal Code, and authorize the abatement thereof, at the Property generally located at 25541 Amanada St., San Bernardino, CA 92404 Tax Assessor's Parcel Number 0273-251-36. (Property Owner: Bryant and Rogelio Meza)

Code Enforcement Officer Chambers presented the staff report.

Chair Hamerly asked if the plans were documenting conditions on site and violations of the municipal code were found, were any of those conditions such that the occupancy or use of those structures would pose a threat to life safety?

Code Enforcement Officer Chambers stated I believe they did not. That is a question for the Building Official to address.

Applicant Johnny Mesa stated in 2014 that we purchased the house, saw a few things that were falling apart and the pictures that are presented are the ones we provided.
They never came out until we showed them everything. It was legalized in 1976, I believe. Pool, carport, and guesthouse was already there, but since day one of asking the city what we need to do since that point we did submit new plans. They told us in 2014 and 2018, in that period, the inspector that was in charge checking the property who was signing the paperwork passed away. Four years later, in 2018, all the papers were lost. They never found the paperwork, so we had to resubmit, but we were just a signature away from having everything approved. So, what we did was we redid the porch, and we extended the carport and lifted it. I do not think it is illegal. If I would not have gone to the city in 2014, I do not think I would be here right now.

Chair Hamerly asked did you purchase the property and if all the unauthorized additions had been already there.

Applicant Johnny Mesa stated yes. The restroom inside of the closet was there, the dining room was converted.

Chair Hamerly stated one of the bullet points that are the chronology that was listed in here, one portion of a carport or garage was converted to a bedroom and bathroom.

Applicant Johnny Mesa stated on Page 51, that is how it was before. There was actual carport in the back, the living room and the guesthouse which is also grandfathered in because it is

literally right on the wall. The city said it was fine after so many years. The carport has been there since the 1970s. On page 56 you will see the pictures of the carport. I thought maybe if I speak to the city, trying to arrange something with the realtor, we are able to get settle something, but they took advantage of our situation and wanted to modify everything since 2014. In 2014 we did bring the plans. All of a sudden, they lost all the paperwork, so we had to resubmit in 2018.

Vice Chair Thomas asked is this signature that was needed in 2014 for a final inspection?

Applicant Johnny Mesa stated yes, final inspection review. The last time I came was 2018 and 2020 when they lost the paperwork again.

Chair Hamerly asked did you pay the plan check fee?

Applicant Johnny Mesa stated yes, we paid all the fees.

Building Official Wirz stated I am showing in our historical permits, there are some permit activities for the special inspection that was in 2014. The special inspection is usually in lieu of a complaint for code violation. The permit is obtained for a special investigation of the records to see what was legal and permitted. We usually request assessor records any previous permits they may have from San Bernardino County records prior to city incorporation.

Chair Hamerly asked did they pull a special inspection rather than a permit in 2014?

Building Official Wirz stated correct.

Applicant Johnny Mesa stated in 2014, those are the pictures from page 55 because once we moved in, two months in the house started smelling really bad. So that is why you all have pictures on pages 54 and 55.

Building Official Wirz stated the at the time we conducted this, the record shows in our system that the inspection was conducted on April 14, 2014, and a letter was prepared April 14, 2015 and I have that letter here which has also been provided to the property owner at the time. It outlines the typical process we have to address these items and the first step is obtaining construction permits and planning department approval prior to the issuance of a permit. We would need a minimum plot plan of the entire property indicating all structures and floor plans for existing buildings.

Code Enforcement Officer Chambers stated the special inspection report is on page 51 exhibit 3 and the sketch is exhibit 6.

Building Official Wirz stated since the time of this investigation, it does not show any permit records from 2014 showing that plan checks were submitted, or plans were reviewed or obtained. As far as the inspections are concerned, it was noting the site visit inspection that we went to see the property and letter prepared. The report was drafted by Dale Everman, the prior Building Official. The permit was noted as expired due to lack of activity. The special inspection is not necessarily a permit, it is just a report of our activity. We have not seen

anything from there. Jessica Johnson, who was a previous Permit Technician, closed the file in 2017.

Applicant Johnny Mesa stated I did bring plans and verification and it is usually someone saying you did not do it right. I already changed Architects three times because they were frustrated with the details that were presented. I was wasting money, and sometimes I had to redo it again because it is not consistent with what the officers is telling me.

Vice Chair Thomas asked what did you submit plans on?

Applicant Johnny Mesa stated the solar system and the plans to be up to date which shows the carport that was constructed in 1970's.

Building Official Wirz stated in 2018 there was a plan check submitted for converting the existing garage into a guest house with a restroom, but no kitchen. Those plans outlined the remainder of the items that were on the special inspection. Upon the investigation, it looked like the garage was already converted into habitable space. So, in order to legalize that space, we have to see can we legalize it to be up to code.

Vice Chair Thomas asked was it plan checked approved?

Building Official Wirz stated no, they had not received approval and then it expired.

Chair Hamerly stated it sounds like it was returned for corrections and the plans were never resubmitted, and so it expired on one of those exchanges.

Applicant Johnny Mesa stated one of them was that they never called us to say that it was ready for pickup, and they lost it and the other time that we submitted again they lost it again.

Building Official Wirz stated the record stops for plan review on that specific permit on January 23rd, 2020.

Vice Chair Thomas asked has the Code Enforcement Officer Chambers been in contact with you Mr. Mesa?

Applicant Johnny Mesa stated he just calls me, and I tell him the same thing. He does not want to do anything; I have already submitted.

Vice Chair Thomas stated it sounds like you have to start the process again.

Applicant Johnny Mesa stated yes, and he gives me the papers. What do we submit? He says I will see you in court. There is no helping me out anymore because he is already frustrated for so many years. That I cannot do anything. I tell them to go to the property and check it out.

Vice Chair Thomas asked what kind of help do you want from Mr. Chambers?

Applicant Johnny Mesa stated if he goes to the property and tells me this does not need demolish, it could be modified.

Vice Chair Thomas stated it sounds like you have to hire an Architect or Engineer.

Applicant Johnny Mesa stated I have always asked them to recommend me to an Architect or Engineer, but they do not help me.

Building Official Wirz stated the plan check went back and forth under resubmittal, we had some discussions at the counter when plans were picked. The plan checks would have had corrections as to what was needed to be done. The comment the designer had given me was that things were modified during his design, so it was hard for him to notice the modified issues at that time.

Applicant Johnny Mesa stated the only things that were modified was the patio that was closed and the carport, everything else has stayed the same. The Architect just said to demolish it and I do not want to demolish it. The other option was to remove the unpermitted construction back to what was approved, and then we can verify that with any construction or new construction.

Applicant Johnny Mesa stated if you have an architect that is willing to do that then I am willing to work with them. On page 51 it was all on there. It says it is a guest house, which is how I bought the house in 1976.

Chair Hamerly stated the fact that something has been there since 1976 does not technically make it grandfathered.

Applicant Johnny Mesa stated it is right on the wall and it is in the paperwork, which also was not provided on the records.

Chair Hamerly stated when you use a term like Grandfather, there is a legal definition of that means yes, it is non-conforming, it does not meet current code, but since it was legally constructed, it is allowed to remain.

Applicant Johnny Mesa stated the whole the whole structure is made out of concrete.

Chair Hamerly stated that has nothing to do with the term grandfathered, the grandfathering means that we recognize that it does not meet current planning standards, setbacks or building standards, but if it was legally done with a permit at some date in the past, then it is grandfathered in.

Applicant Johnny Mesa stated there is records in 1976.

Chair Hamerly stated if there is any discrepancy between the assessor's records for the property and permit records and what is on the ground right now, anything that is in addition to what was legally constructed or what is in the accessor's records, which is the part that is non-conforming, and it is not legal. I would encourage you to contact the American Institute of Architects. There are a number of Architects that are very talented in the surrounding communities, and I am sure that one of them would be able to help you out.

Applicant Johnny Mesa stated I have called them, but I will keep looking.
Chair Hamerly asked was there a legal survey done to document that there is a fence is actually on the property line?

Applicant Johnny Mesa stated the neighbor's garage is on my property line too.

Building Official Wirz stated on the photo it shows the original carport that was there extends to the block wall under some lattice.

Applicant Johnny Mesa stated that is on page 56 for reference.

Building Official Wirz stated it shows some lattice that are attaching the carport overhang to the block wall. There was two feet from the existing structure to what we called PL. The plan showed a post following that line to the new gable and had a 2-foot overhead, so I told him if it is two feet then we are overhanging the neighbor's property.

Chair Hamerly stated so during the course of that initial inspection, if issues were identified that present a life safety risk there cannot even be occupancy and use of the structure if it is to a point where life could be in danger. If there is wiring that is exposed or we are over the property line, etc.

Building Official Wirz stated this property is the special investigation was done in 2014. At the time there was no record of somebody utilizing the structures, it was vacant. They asked what they needed to do and that is when I advised them to submit plans. The goal was to try and see if we get this legalized once permits were pulled. We go back and forth, which has led us to this. We need to get some sort of movement, or another site visit to see if somebody is utilizing the structure.

Chair Hamerly stated it sound like there were additional improvements or modifications in the interim because the kitchen was never even mentioned until the ADU.

Building Official Wirz stated there has been a patio added to the rear unpermitted garage, and by looking at the plans and the ADU is extended into the existing patio. The carport has been deconstructed in large and the assessors is showing an addition onto the house that I don't have record of myself. There was a laundry facility that was attached to the rear of the house, which is a part of the patio cover.

Chair Hamerly stated ok, so the as built drawings keep getting modified because the conditions are changing?

Community Development Director Mainez stated it would at this point be appropriate to ask the property owner for the record if in fact the structures that are being identified by the city that are not being occupied, we need to get that in the record tonight.

Applicant Johnny Mesa stated right now it is just storage in the back of the ADU. There is nobody living there.

Chair Hamerly asked ok, so no one is living there currently?

Applicant Johnny Mesa stated correct because it is not legal for anyone to live in there.

Commissioner Miller asked once the new Architect is hired, will the department be willing to meet with that Architect and bring them up to speed?

Building Official Wirz stated absolutely.

Chair Hamerly stated since the holidays are approaching, it is a little bit ambitious to say in 60 days all this could happen given the level of discovery documentation and going back and forth. Would the city staff be comfortable with the first of the year? I personally think that there should be a record survey to document for both parties.

Building Official Wirz stated yes. I apologize to the owner if the designer did not converse much with them.

Chair Hamerly stated in this case it looks like you might have two structures that are too close.

Community Development Director Mainez stated we are comfortable with December 31, 2023. I want to thank staff for the details and the property owner for giving us some background. I would like to add, to let the owner give us access to the property and I would like our Building Official to do an inspection of the site to verify what is actually on the property.

Applicant Johnny Mesa stated you can come whenever you want, I do not have anything to hide. I do not think Architects will be able to come out so soon. You are looking at least until March.

Community Development Director Mainez stated from the staff perspective we are not comfortable with what is being proposed. It is creating an open-ended environment by obtaining all required permits. The state keeps creating legislation to extend the deadline once we issue permit, and if they do not pick up permit that can sit in our office for six months. I want to allow without a warrant to have our Building Official evaluate this property. We are here tonight to put a Declaration of a Public Nuisance because there is enough in the record to state that we believe there is a danger to the property. We are giving you 60 days to get your permits. He can appeal this to City Council within 10 days and after it goes to our City Attorney. I am comfortable with December 31, 2023.

Vice Chair Thomas asked were thinking of salvaging these property Mr. Mesa?

Applicant Johnny Mesa stated they are salvageable.

Commissioner Miller stated I would think 4 months is a good enough time to get everything in order.

Chair Hamerly stated that would be about 120 days at the end of January 2024.

All Planning Commissioners concurred that 120 days is enough time to obtain permits.

A MOTION was made by Commissioner Miller and seconded by Vice Chair Thomas to conduct the required Public Hearing and adopt Appeals Board Resolution 2023-047, declaring the existence of a public nuisance on the property generally located at 25541 Amanda St., San Bernardino, CA 92404 and order the abatement therefore and the Resolution Section 7 has been modified from 60 days to 120 days. Motion carried, 3-0.

ANNOUNCEMENTS

The Planning Commissions next regular meeting is scheduled October 17, 2023.

ADJOURN

There being no further business, Chair Hamerly declared the meeting adjourned at 7:41 p.m.

Submitted by:

Camille Duarte, Administrative Assistant III
Community Development Department

Approved by:

Randall Hamerly, Chair
Planning Commission

STAFF REPORT

TO THE PLANNING COMMISSION

DATE: December 5, 2023

FROM: Lawrence Mainez, Community Development Director

PREPARED BY: Camille Duarte, Administrative Assistant III

SUBJECT: Minutes from the October 17, 2023 Planning Commission Regular Meeting.

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

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

Approved _____ Motion _____ Second _____ Agenda Item No. 7

Denied _____ Ayes _____

Continued_____ Noes _____ File No. _____

Tabled _____ Abstain _____

Absent _____

Camille Duarte
Recording Secretary

Lawrence Mainez
Community Development Director

PLANNING COMMISSION REGULAR MEETING MINUTES
October 17, 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	David Saran
	Commissioner	Vacant

Staff Present: Lawrence Mainez, Community Development Director
Kim Stater, Assistant Community Development Director
Matt Bennett, Assistant Public Works Director
Matt Wirz, Building Official
Scott Rice, City Landscape Architect
Camille Duarte, Administrative Assistant III

Chair Hamerly led the Pledge of Allegiance.

COMMUNITY INPUT (ITEMS NOT ON THE AGENDA)

None.

CONSENT CALENDAR

1. Minutes from the September 19, 2023 Regular Meeting.

   A MOTION was made by Vice Chair Thomas and seconded by Commissioner Miller to approve the minutes as amended. Motion carried, 3-1, Commissioner Saran abstained.

PUBLIC HEARING

2. Development of an approximately 160,951 square foot Costco Wholesale warehouse, inclusive of a big-box retail store and related site improvements, Alcoholic Beverage Control (ABC) License, optical store, pharmacy and tire shop, and ancillary 15-pump vehicle fueling station with 30 fueling positions and building mounted signage. File/Index Numbers: Design Review Application (DRA 23-011), Conditional Use Permits (CUP 22-013 and CUP 23-012), and Sign Review (ASR 23-003). (On the north side of Greenspot Road midblock between State Route 210 and Boulder Avenue, Future addresses will be 28000 Greenspot Road for the wholesale warehouse and 27980 Greenspot Road for the Vehicle Fueling Station. Assessor's Parcel Numbers: 1201-341-36 & 37, 1201-341-40 through -53 and -58.) (Applicant: Costco Wholesale Corporation.

Chair Hamerly recused himself because of a conflict of interest (with Costco) and left the Council Chambers.

Assistant Community Development Director Stater presented the staff report.

Commissioner Miller asked are access A and Calhoun going to be constructed with this project?

Assistant Community Development Director Stater yes.

Vice Chair Thomas asked will the signal be constructed at a later time?

Assistant Community Development Director Stater stated over at Calhoun, there is a requirement for Rexco, San Carlo 1 to construct that signal. They mentioned last time they were hoping to have occupancy sometime towards the end of the year. That signal should be in place by that time well in advance of the Costco project.

Assistant Public Works Director Bennett stated that is correct.

Commissioner Miller asked has the city looked at traffic circulation as it relates to the interchange at the 210-freeway given an interim condition that is going to exist from the time that this project gets built until those interchange improvements are completed? Do you have any idea what that is going to look like?

Assistant Public Works Director Bennett stated the original study with the EIR completed by Urban Crossroads, the evaluation of the outward streets, on ramp, and off ramp location you will see in the mitigation measures listed. Many of those on ramp and off ramp kind of configurations are attributed to the Greenspot Village Marketplace as a whole and they are paying their fair share to those improvements. The city is planning for the future 5th Street interchange and that will be some time out. There is an interim time where certain improvements that are frontage to TREH development will increase the capacity to the on ramp.

Commissioner Miller asked can the city provide us a quick update on the storm drain extension?

Assistant Public Works Director Bennett stated Engineering Condition 25 has this and the PA 2 project, both are discharging at West Road access A into the city storm drain system provided lateral T that has been studied and shows the capacity of 100 CFS. Both PA 2 and Costco have been noticed as far as the cumulative discharge and they are both designing towards that. There was an Engineer looking at the overall study to try and determine if there's greater capacity for that access A. For the main line, the storm drain was constructed in 2012.

Vice Chair Thomas stated it was mentioned there were additional lanes for traffic out. You said 4 versus 2 in.

Assistant Community Development Director Stater stated that is on Calhoun, two in and four out on Calhoun.

Applicant Pari Holiday stated I am the Development Director for Costco assigned to this project here in Highland, CA. I want to say thank you very much for introducing us here tonight, we are very excited to be here as the project has been in the works for quite some time now. I also want to thank staff very much for all their help in getting us here, it has been a process. I want to tell you a little bit about why we are here and why we are looking at this site here. We are a membership-based retailer and so we know where our members shop, and we are always looking to provide our members with the best shopping experience. We find that there are warehouses in the area that are maxing out our customers and are not getting the best experience with shortage of parking and overcrowded warehouses so we typically start to look for another locations in the general proximity. We also think it will also benefit the community with retail synergy with Lowe's across the street and other retailers that might also follow suit. I am going to introduce my technical team; they are here to answer any questions. Kimley Horn, our civil engineer, MG2 is our architect. Kittleson is our traffic consultant, and Rambles are not in attendance, however, they have done some air quality studies on this property. A Costco warehouse will employ between 250 and 300 employees and that is what we are looking to have here in Highland. We are a very highly sought after employer and we treat our employees very well. We promote from within, we are very focused on enrichment and company culture. These are great job opportunities that we would be bringing to Highland, and we typically hire locally. We typically donate 1% of our sales to local charities and organizations. We usually set up a relationship with those organizations. Once we have a project that is pretty far along before we open so we have a great community outreach program where we support local charities. We are a big sales tax contributor, so we do believe that Highland will benefit from significant tax revenue increase when our project is up and running. This map shown on the screen is where our existing warehouses are located and the red color is our proposed location, and just to the south of that is our San Bernardino Costco. It is technically Redlands, but we call it San Bernardino and that is only 8 miles from this site. We have our next closest in Fontana, which is 17 miles, these stores are very busy. This proposed Highland location makes sense, we have a great demographic based on our proprietary data that we have of our Members and know that they will support this store and definitely be shopping here.

Commissioner Miller stated since you have so many Costco locations, have there been any lessons learned from any of those on projects and have you implemented solutions in this project to address those problems?

Applicant Pari Holiday stated yes, absolutely. I do not know how old the warehouses are that are on this map, but we typically learn from our older stores, and we are actually in the process companywide to figure out how to solve all those problems. What we are finding is a lot of our older warehouses have smaller fuel stations and if you have shopped at a Costco in recent months, you will see the queuing for those fuel stations are pretty significant. We now build our fueling stations based what we expect the demand to be. So, in this case, we are building out 15 dispensers with 30 handles, and we have done a study with the help of Kittleson, our traffic consultant, to confirm and make sure that we have sufficient queuing. We conduct a queue management plan where we have studied where we can run the queue should the queuing availability at this location not be sufficient, which this is about 90 vehicles, which is significant. Traffic is important for us, and we look for sites where we can get five entry points onto our parcels just because of traffic alone. We have achieved that here with some

significant widenings to the original specific plan driveways and a very thorough several-month process with our traffic consultant making sure that traffic can flow in and out.

Vice Chair Thomas asked will someone discuss the flow of how a vehicle is going to come into the property, enter into the gas fueling area?

Applicant's Representative Christine Conolley stated we did a study of six other Costco fuel facilities in California and data was collected fairly recently in 2021-2022 when we had some pretty high fuel prices in the area. The maximum observed we saw at fuel stations with 30 or more positions like this one will have 41 vehicles behind the pumps. That is indicated on this diagram in the red. So during your normal PM peak hour or some of the typical times at the fuel facility, we do not even expect that the queues will back out beyond the fuel pad. If you're coming up the road you have a lot of distance before you even are entering the fuel facility, so we do not expect queues to back out onto the public street. This plan was put together in the event of unusual circumstances, like a holiday or people shopping a lot before long weekends. In addition to what we expect the queue will be which all fits down here [pointing at the map on the Power Point] we could use these parking aisles to store some additional vehicles. In that case we would use cones and signs to block off this driveway and redirect the traffic up here to just have some extra space.

Vice Chair Thomas asked would you be blocking off those parking spaces if that was utilized?

Applicant's Representative Christine Conolley stated as much could be done, it depends on what is currently happening at the fuel station. If customers are already parked there, they will have to have a way to get out, but if any are open, they could be closed off.

Vice Chair Thomas stated where you have the entry point with that red circle, when cars come in, would someone wanting to fill their vehicle is it presumed that they are going to take those first two spots to drive into? Will there be an attendant that guides people to some of the others?

Applicant's Representative Christine Conolley stated I think there will be at least one attendant there guiding customers. There will also be a red light green light system and each of these rows it shows which positions are available and taken. That encourages customers to spread out.

Vice Chair Thomas stated why was the fueling station put on the southwest corner of the property?

Applicant's Representative Christine Conolley stated generally speaking for Costco we try to keep the fuel facility from being right at the access to the entrance to the warehouse. This side provided that greatest distance so there was no parking that a pedestrian would have to walk from parking through a fuel station to get there or you don't have pedestrians having to park so far away from the warehouse entrance.

Applicant Pari Holiday stated what drives the location of the fuel station is our sensitivity to the residential housing surrounding Costco.

Vice Chair Thomas asked could we discuss the median that was the change for tonight that we received along the West Road?

Applicant Pari Holiday stated there is a proposed curb cut here on the future development to the west of us. There is currently a road agreement that predicates a left turn movement onto this west development. We do not know what is going on here quite yet, but we had a discussion with this property owner earlier today and we have been working through how that would function for them and for us to make sure that this works well for traffic flow. The agreement that has been signed by the property owner predicates that there is going to be a left turn here.

Vice Chair Thomas asked have you read the conditions of approval and agree with them?

Applicant Pari Holiday stated yes, we do agree.

Vice Chair Thomas asked do you have other locations of the same design and how do they perform for the traffic?

Applicant Pari Holiday stated in many cases in our smaller fuel stations with our attendants and discussion with our traffic consultants for the older locations produce these queue management plans where we have directed our fuel station attendants to cone off certain lanes and direct traffic in a specific direction. My understanding is we will do the same thing here if we have that issue in Highland. We have done some studies on our other locations where we find that our maximum queuing is significantly lower than that. I do not know if we have other locations that are similar.

Applicant's Representative Christine Conolley stated I cannot think of a specific location, but this is a configuration with the entry at a 90 degree to the direction of the fueling positions. Since the queues are not expected to block that driveway, we do think this is going to operate pretty well. I do not know if you are thinking of another location that has fewer positions and longer queues, which might be where you see access being blocked.

Commissioner Saran asked what do you anticipate the exit flow of traffic to be from the fueling station?

Applicant's Representative Christine Conolley stated a lot of customers fuel but then also go to the warehouse are typically doing that fueling before the going into the warehouse. So, we would expect they will either loop around here and make a right out at this driveway or they may go up this road and exit to use the signal here.

Applicant's Representative Stephen Orosco stated regarding the San Bernardino's Costco fueling station it is 4 wide, three deep and the queuing line is a lot shorter.

Vice Chair Thomas opened the public hearing.

Public Speaker Glenn Elssmann stated I am with Greenspot Village and Marketplace, we are the current property owner and who developed the Specific Plan. We have been working with Costco and the neighbor to the left, if we could just ask for a brief recess because of the

documents, we just want to make sure that the documents that you are looking at and the ones we have are the same thing.

Community Development Director Mainez stated since you opened up the public comment already, it is appropriate to flush out all the comments first before we take a recess.

Public Speaker John Soma stated I am an Attorney, I represent Greenspot Development Corporation. My client owns the six parcels that are contiguous to this parcel to the west side, they own the property that will go to the center line of what you call access A and also the West Road. In the original development we have a lot of private agreements, access and development, and infrastructure agreements that provide for two left hand turns into my client's property from that access road. There was some confusion here because in condition 16 that we saw originally, it actually referenced a July 6th, 2023 West Road plan by Medole and Associates and that has two breaks to the median to the left. The condition that we saw today, and we were starting to see and what the city was talking about was that they wanted to extend the median, the entire length of that road, thereby blocking off those left turns. We have right as that property owner to not consent to that and we do not consent to that. We want to make sure that's part of the record. It looks like we are trying to work this out, but we want to make sure that when you do the conditions of approval that all of you are looking at the same thing that we are thinking about. So that we have something that is enforceable in terms of those two left turns through the brakes in the median because that is important to us, and we do not want our property rights abrogated by that being blocked off.

Public Speaker Alex Mucino stated we do not oppose the project; however, we have differences regarding that West Road and the differences starting with the city. As we received as the conditions of approval, and it references that street improvement plans provided. The second revision condition B does not even reference Madole and Associates anymore. Why was it taken out?

Vice Chair Thomas stated staff can answer the question once we go through all public comments.

Public Speaker Aysar Helo stated I have always liked projects coming to Highland, I did not matter if it is competition or not. I have a gas station here is Highland and it's going to affect me, but I think it's the right thing for the community. It is the right thing for the city and obviously there are some design issues that would have to be worked out. I wanted to say this because no matter what it is because at the end of the day, I am going to get my own business even if my price is $2.00 lower or higher. It will affect everybody in the area, there is too many gas stations. In the past meeting we spoke about limiting how many stations should be going into Highland. I think if I am not mistaken, I had an approved gas station across the street from Costco. I own land across the street from Costco. I personally am a Costco member; they are the best retailers out there and I think it would be sad not to see them come in.

Vice Chair Thomas closed the public hearing. I would just like to note to the gentlemen who have already spoken, staff is available, we are going to have a slight recess. You can still ask your questions to staff to get further clarification if needed. We will take a 7-minute recess, we will return at 7:39 p.m.

Vice Chair Thomas opened the meeting back to order at 7:39 p.m.

Assistant Community Development Director Stater stated there will be an additional revision to the conditions of approval. Assistant Public Works Director is working on the language right now.

Commissioner Miller asked does the applicant have somebody that can speak to the plan for mitigation of the 0.15 acres taking of City Creek?

Assistant Public Works Director Bennett stated you are referring to the TREH development property.

Commissioner Miller stated table 3.1 on page 104.

Assistant Public Works Director Bennett stated I did not see it come up on the TREH development, they had the LOMAR to be processed this was part of the PA 2 development conditions. I do not recall the specific condition or the modification that excluded that. There is a drainage system that flood control has connected to the Creek.

Vice Chair Thomas stated any comments on the site plan? My comment still remains I still have some slight heartache with the queuing on the site plan for where the cars will enter the gas fueling station. I am hopeful that staff will be present to put the cones there and bring the queuing up to the top.

Commissioner Miller asked to speak to the Applicant's Civil Engineer on the project. From a drainage standpoint it looks like the plan is to primarily use an underground chamber system for infiltration.

Applicant's Representative Jacob Glaze stated the site itself does not perk as well as we would like. The plan itself has a sump condition across the site, water will flow into those sump conditions. Each one of those sump conditions per the WQMP manual have a water treatment device. We are speced out right now on Modular Wetlands which is a third party, but we could leave it open to anything else. The water will go through a sand filter. That sand filter will remove the oils, treat the water, and from there it will go through a storm drain system into the underground detention system. That underground detention system does allow for some through the perforated holes on it, but based on the perk rates, it is not ideal. From there then it will get a rear wall which will detain the water based on the Q100 as Matt alluded to earlier, and then from there will get discharged out into the main that will connect down the way.

Commissioner Miller stated on the DMA exhibit here, I see delineation on the site, but I had asked earlier if the two adjacent streets were part of the project and the answer that I got was yes, so why have we not also included the adjacent streets? Is the plan to include treatment?

Applicant's Representative Jacob Glaze stated what is presented to you is the Costco on sites, but in terms of the actual offsites, those will have their own underground system. They will have their own treatment system as well as storm drain system. There's agreements with the neighbors to the east and to the west. We do not want to take their water and put it our onsite system so they will have their own independent systems which will be managed through

this agreement and that agreement will have like an HOA, and then they'll maintain those storm drain systems.

Commissioner Miller asked are you going to be able to get an outlet out of that system that then will be able to drain to the adjacent storm drain?

Applicant's Representative Jacob Glaze stated yes, as part of the project and we worked with engineering staff on it, we put together a hydrology report, a WQMP report, as well as one sheet of the grading plan, but all of our falls across the site did work and promoted positive drainage.

Commissioner Miller asked were you provided a flow rate that you needed to hit for the 100-year storm event from this project?

Applicant's Representative Jacob Glaze stated yes, there's agreement between PA 2 as well as Costco it is the Q100. So based on the land areas between the two that is where we are able to figure out how much actual water is allocated to Costco site, PA 2, and the overall street.

Applicants Representative Matt Durham stated regarding the landscape we have quite a bit of trees on the perimeter that go around the site. A lot of it plays off of the pallet that was at the Rexco site. We have tall trees, and canopy trees. As you transition into the parking lot, there are also other canopy trees that are evergreen, so there is going to be a layering from the street that you see. When you do get to the building, there are one single row, but there is a lot of layering that is going on before that, that we worked out with the landscape architects for the city as well.

City Landscape Architect Rice stated the condition that was mentioned about the facade and the screening of it is a living condition. It is something that we have been working on with the applicant and their team. Earlier iterations of the plan did not have as much screening, and it is progressing toward the solution. We will continue collaborating with the applicant and team to reach a solution that is amenable to all parties. We understand the limitations of the site, especially with all the things that have to happen on such a small site when you are talking about something like Costco.

Assistant Public Works Director Bennett stated the Engineering Condition 16A last sentence to read "At the westerly access entry within city right away, an 11-foot-wide landscape median with two medium breaks as shown by the conceptual site plan, dated 9/21/23, prepared by Kimley Horn." Engineering Condition 16B where we previously came in with the "per West Road plan." I would change that to "per the conceptual site plan dated 9/21/23 prepared by Kimley Horn." With those changes, I would just want to ask that both GDC and Costco see that as agreeable language to be offered.

Applicant Pari Holiday stated I accept the condition change. My understanding of the change is that we are going to proceed with the current plan as we've shown it with two left turn pockets on the west access road onto the property to the west of us with the understanding that at some future date when there is an application made for that property that a traffic analysis is done at that time.

Public Speaker John Soma stated what was read was acceptable. It needs to be clear that the median breaks are for the purpose of allowing your left turn through those medians.

Assistant Public Works Director Bennett stated I would point to the exhibit that shows left turn movements intersect at those intersections, and that is the intent of the exhibit to provide for a left turn movement. Costco acknowledged that as well and we talked briefly about when the development does come through with an application that there will be additional studies, drainage, traffic analysis and that was also agreeable.

Public Speaker John Soma stated that is clear now. We appreciate it.

A MOTION was made by Commissioner Miller and seconded by Commissioner Saran to:

1) Find 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;

2) Adopt Resolution No. 2023 – 48, approving Design Review Application (DRA No. 23-011) for the development of a Costco Wholesale store, approximately 160,951 square feet, subject to the Conditions of Approval and Findings of Fact as amended;

3) Adopt Resolution No. 2023 – 49 approving Conditional Use Permit (CUP No. 22-013) for the development of a vehicle fueling station with fifteen (15) fuel pumps with 30 fueling positions associated with the Costco Wholesale store, subject to the Conditions of Approval and Findings of Fact;

4) Adopt Resolution No. 2023 – 50, approving Conditional Use Permit (CUP No. 23-012) for a Type 21 Alcoholic Beverage Control license associated with the Costco store, subject to the Conditions of Approval and Findings of Fact;

5) Adopt Resolution No. 2023 – 51, approving Sign Review (ASR 23-003) for building mounted signs. Motion carried 3-1, with Chair Hamerly abstaining. Motion carried, 3-1, Chair Hamerly abstained.

RESOLUTION NO. 2023-048

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF HIGHLAND, CALIFORNIA, APPROVING DESIGN REVIEW APPLICATION (DRA 23-011) FOR A 160,951 SQUARE FOOT "COSTCO WHOLESALE" BIG-BOX RETAIL STORE WITH VEHICLE FUELING STATION AND RELATED ON-SITE IMPROVEMENTS INCLUDING SITE PLAN, BUILDING ELEVATIONS, CONCEPTUAL LANDSCAPE PLAN AND CONCEPTUAL GRADING PLAN ON 19.74 ACRES LOCATED ON THE NORTH SIDE OF GREENSPOT ROAD, APPROXIMATELY 1,700 FEET EAST OF STATE ROUTE 210. 28000 GREENSPOT

ROAD, HIGHLAND, CA. ASSESSOR'S PARCEL NUMBERS 1201-341-36, -37, -40 THROUGH -53, AND -58

RESOLUTION NO. 2023-049

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF HIGHLAND, CALIFORNIA, APPROVING CONDITIONAL USE PERMIT (CUP 22-013) FOR A 15-PUMP VEHICLE FUELING STATION WITH 30 FUELING POSITIONS ANCILLARY TO A 160,951 SQUARE FOOT "COSTCO WHOLESALE" BIG-BOX RETAIL STORE ON 19.74 ACRES LOCATED ON THE NORTH SIDE OF GREENSPOT ROAD, APPROXIMATELY 1,300 FEET EAST OF STATE ROUTE 210. 27980 GREENSPOT ROAD, HIGHLAND, CA. ASSESSOR'S PARCEL NUMBERS 1201-341-36, -37, -40 THROUGH -53, AND -58

RESOLUTION NO. 2023-050

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF HIGHLAND, CALIFORNIA, APPROVING CONDITIONAL USE PERMIT NO. 22-013 TO ESTABLISH A TYPE 21 (OFF-SALE GENERAL) ALCOHOLIC BEVERAGE CONTROL LICENSE AT A PROPOSED "COSTCO WHOLESALE" WAREHOUSE STORE LOCATED AT 28000 GREENSPOT ROAD, HIGHLAND, CA. ASSESSOR'S PARCEL NUMBERS 1201-341-36, -37, -40 THROUGH -53, AND -58

RESOLUTION NO. 2023-051

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF HIGHLAND, CALIFORNIA, SIGN REVIEW APPLICATION (ASR 23-003) FOR BUILDING MOUNTED SIGNS RELATED TO A PROPOSED 160,951 SQUARE FOOT "COSTCO WHOLESALE" BIG-BOX RETAIL STORE AND VEHICLE FUELING STATION ON 19.74 ACRES LOCATED ON THE NORTH SIDE OF GREENSPOT ROAD, APPROXIMATELY 1,700 FEET EAST OF STATE ROUTE 210. 28000 and 27980 GREENSPOT ROAD, HIGHLAND, CA. ASSESSOR'S PARCEL NUMBERS 1201-341-36, -37, -40 THROUGH -53, AND -58

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

ADJOURN
There being no further business, Chair Hamerly declared the meeting adjourned at 8:21 p.m.

Submitted by:

Camille Duarte, Administrative Assistant III
Community Development Department

Approved by:

Randall Hamerly, Chair
Planning Commission

STAFF REPORT

TO THE PLANNING COMMISSION

DATE: December 5, 2023

FROM: Lawrence A. Mainez, Community Development Director

REVIEWED BY: Kim Stater, Assistant Community Development Director

PREPARED BY: Angela Tafolla, Associate Planner

SUBJECT: Conditional Use Permit CUP-23-009 for the development of a 243,323 square foot speculative industrial warehouse building, Variance VAR-23-002 to allow the building to exceed the maximum building height permitted in the Business Park Zone by 17.6', Design Review DRA-23-010 for the project's Site Plan, Building Elevations, Conceptual Grading Plan, Conceptual Landscape Plan, Mitigated Negative Declaration, and Vesting Tentative Parcel Map TPM 23-003 for the consolidation of twenty-four (24) parcels into one (1) parcel.

LOCATION: A 11.33 acre site located between 3rd Street and 5th Street approximately midway between Central Avenue and Palm Avenue; Assessor's Parcel Number 1192-631-09, -10, -11, -12, -13, -14, -22, -23, -24, -25, -26, -27, and -28; and 1192-641-08, -09, -10, -11, 15, -16, -17, -18, -19, -20, and -21). (Attachment 1 – Vicinity Map)

OWNER/APPLICANT: CHPT Highland 210 / Crow Holdings Industrial

RECOMMENDATION: Staff recommends the Planning Commission:

1. Adopt Resolution No. 2023 - _____, approving Conditional Use Permit CUP-23-009 for the development of a 243,323 square foot warehouse/distribution facility and related improvements; and

2. Adopt Resolution No. 2023 - ____ approving Variance VAR-23-002, allowing an increase in the maximum building height for the subject warehouse from 35 feet to

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

52.6 feet tall, 17.6 feet greater than permitted in the Business Park Zone; and

3. Adopt Resolution No. 2023-___ approving Design Review Application DRA-23-010 for the Site Plan, Building Elevations, Conceptual Grading Plan, and Conceptual Landscape Plan, subject to the Conditions of Approval, and the Findings of Fact; and

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

5. Adopt Resolution No. 2023-____, approving Vesting Tentative Parcel Map Application No. 20616 (TPM-23-003) for the consolidation of twenty-four (24) parcels into one (1) parcel.

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

PUBLIC NOTICE: As required by City Council Resolution, a Notice of Public Hearing was posted at the City's three designated posting locations. The notice was posted on the City's website and mailed to property owners within 300 feet of the project site as well as those who requested notice on November 20, 2023. The notice was also advertised in the San Bernardino Sun newspaper on November 22, 2023.

PUBLIC COMMENT: Staff received two (2) public comment letters (Attachment 2 – Public Comments) from the adjacent business to the west, 'Third Street Tavern.' The letters, submitted by business owners Janelle Civitarese and Ed Angulo, do not express opposition to the proposed project. Instead, they request that the project applicant provide a sewer connection to the Tavern, citing concerns that the construction of the warehouse might impact an existing leech line.

The Applicant has already addressed the concerns raised in both comment letters and no further action is required.

DESCRIPTION OF THE SITE: The site is comprised of twenty-four (24) vacant parcels totaling 11.33 acres located on the south side of 5th Street, between 3rd Street and 5th Street approximately midway between Central Avenue and Palm Avenue (Attachment 1

– Vicinity Map). American Rentals a self storage facility is adjacent to the east, along with an office and commercial use (Third Street Tavern & CSR Inc.) to the west. Across 5th Street are single-family residential units and to the south is the San Bernardino International Airport. The square shaped site consists of vacant parcels, and is relatively flat and slopes gently to the west. Curb, gutter and sidewalk run across the property along 5th and 3rd Street.

The site is zoned Business Park. The surrounding area is a diverse mix of proposed warehouse, commercial/office uses in addition to airport storage facilities. (Attachment 3 – Zoning Overview)

Surrounding Land Uses

North: Single Family
South: Semi Truck Storage
East: American Rentals Self Storage
West: Third Street Tavern / Arrowhead Aftercare Crematorium / CSR Inc.

Location	General Plan	Zoning
North:	Industrial (I)	Industrial (I)
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)

PROJECT REVIEW:

A. Conditional Use Permit

Site Plan: The proposed layout of the building features 243,323 square feet of interior space, loading docks along the north side, and passenger vehicle parking along the west and east side. 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. Additionally, 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 and 3rd Street frontages to the north and south. The project will also construct on-site and off-site improvements that include utilities, storm drain facilities, irrigation, hardscape, trash enclosures, as well as perimeter walls and onsite gates (Attachment 4 – Project Plans/Site Plan).

Access: There are now four (4) points of access proposed on the site; two (2) along 5th Street to the north and two (2) along 3rd Street to the south. Of the access points along 5th Street to the north, the site will offer truck right in/out at the easterly driveway

and truck right in/out and left out at the westerly driveway. Meanwhile, the access point along 3rd Street to the south, the site will offer right in/out access to passenger vehicles only at the easterly and westerly driveway.

As mentioned, the building features thirty-four (34) dock hi doors along the northern face. There is also 7,000 square feet of office/mezzanine space located at the northeast corner of the building.

A trash enclosure is located just north of the truck gate on the east side of the building. Measuring 25' x 8', the enclosure will be finished with painted tilt-up screen walls matching the rest of the warehouse building.

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 uses located 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*: HVAC units were assumed to operate for 40 minutes of each hour and produce an average hourly noise level of 71.4 dBA at a distance of 3 feet. HVAC units would be located behind a parapet wall that would provide at least 5 dB of attenuation. HVAC units would be located in the center of the office space area.
- *On-site truck travel*: Each on-site truck trip was assumed to travel at low speed (no more than 15 mph) and produce an average hourly noise level of 75.2 dBA at a distance of 3 feet. Truck travel lanes would include the West 5th Street driveways. The amount of peak on-site truck travel activity (seven (7) total trips in the peak hour periods) was determined from the Project's Trip Generation Assessment (Urban Crossroads, 2023).
- *On-site truck maneuvering and idling and cargo management:* Loading dock areas were assumed to require truck travel and maneuvering, back-up alarms, air brake release, and other related activities that would produce an average hourly noise level of approximately 87.9 dBA at a distance of 3 feet . Dock areas would face towards residential receptors, which would have property lines located at least 240 feet to the north of the docks. Dock areas would be located approximately 180 feet from adjacent commercial property lines to the northwest. The docks would not have a direct line of sight to most receptors due to an 8-foot-tall screening wall surrounding the dock. Each dock area was assumed to be occupied by one (1) truck each hour. The 8-foot-tall concrete screening wall was assumed to provide 0

dBA of attenuation/no screening (for R06 and R08), 6.6 dBA of attenuation (for R01, R02, and R03), or 5 dBA of attenuation (for R04 and R05).

Parking: The Municipal Code requires industrial warehouses to provide one (1) parking stall per 1,000 square feet of interior space and one (1) parking stall per 250 square feet of office space. Thus, the site would be required to provide 265 total spaces:

Proposed Use:	Size	Parking Ratio	Parking Required	Parking Proposed
Warehouse	236,323	1 space /1000 sf	237	130
Office/Mezzanine	7,000 sf	1 space /250 sf	28	28
Total	146,670 sf	-	**265**	**158**

Passenger vehicle parking demarcated on the Site Plan depicts 158 parking spaces; 154 of which are standard, while 4 are dedicated ADA accessible stalls. Per the Municipal Code requirements, this is an overall deficiency of 107 spaces (265 spaces required as opposed to the 158 proposed).

The Applicant has presented a thorough parking analysis to the Planning Commission, challenging the City's existing parking standards for warehousing as being more than what's typically necessary. Prepared by Urban Crossroads, the analysis references the Institute of Transportation Engineers (ITE) parking generation manual. It specifically examines a warehouse of 243,323 square feet, which includes 7,000 square feet dedicated to interior office space. The conclusion of this analysis suggests that a total of 95 parking spaces would be adequate for a development and operation of this scale. Additionally, the analysis cites a study which provides further support for the proposed 158 parking spaces. The said study indicated that this number would comfortably meet both the average and peak parking demand rates, as evidenced in the comprehensive 2022 parking study. (Attachment 5 – Parking Analysis).

Staff supports the parking study and has determined that 158 spaces is sufficient to serve the proposed use.

Photometrics: Parking lot lights include building and pole mounted "RZR" LED products which are constructed of precision cast aluminum body and door frame, stainless steel hardware, and a black metallic finish. The Photometric Study is included in the plan set, labeled E-2.1. The site is well illuminated at its access points, along the building, parking lot and loading docks. The Plan meets the Code requirement for an average of than 0.5 foot candles at perimeter locations adjacent to a commercial/industrial uses. (Attachment 4 – Project Plans/Photometric Plan).

B. Variance

In the BP (Business Park) zone, while the standard building height limit is set at 35 feet, the Applicant's proposed design for the building reaches 52.6 feet relevant to grade. This measurement, taken from the lowest grade to the tallest parapet, exceeds the norm by 17.6 feet when measured from lowest grade. However, when viewed and measured from a pedestrian perspective at street level, the height from the finished floor to the highest parapet is a more modest 43.6 feet, surpassing the zoning standard height by just 8.6 feet. It's important to note that such an increase in height is quite common in modern warehousing designs. This additional height is not just for aesthetic purposes but serves a practical function. It is essential for accommodating the internal requirements of a warehouse, including adequate clear heights for storage, joists, lighting, and fire sprinkler systems. Furthermore, an extra 4-5 feet above the roofline is a standard industry practice to effectively screen roof-mounted equipment. In this context, the proposed height, while technically exceeding the zone's limit, aligns well with contemporary warehousing standards and practices.

Staff supports the request for a Variance. The Findings of Fact are enumerated in the Resolution. (Attachment 7 – VAR Resolution)

Design Review

Building Elevations

The building is a modern-style tilt-up concrete warehouse, measuring 730 feet by 258 feet and 43.6 feet in height. Its exterior design is consistent with other nearby warehouses, featuring a light gray and white color scheme with eye-catching geometric glass accent panels. These panels are highlighted with an 'Oceania' Blue band, adding a distinctive touch. The building also includes three-foot-tall Antique Silver and white parapets around the roof perimeter, enhancing the roofline's aesthetic appeal. The use of blue and silver accents aligns with Crow Holdings' corporate branding and complements the sister building located to the west.

The building's design prominently features two corners facing 5th Street, adorned with blue reflective glazing and anodized aluminum. The office entrance is distinguished by large planters, a broad stairway and oversized metal brows, creating a visually striking entrance. These corners are further highlighted with blue LED underlighting and L-shaped extensions. The south facade of the building is enhanced with three layers of pop outs, adding to its aesthetic appeal (Attachment 4 – Project Plans/ Elevations).

In line with the General Plan's Land Use and Community Design Elements, the building's design has been thoughtfully crafted. Its elevations align with the recent architectural trends of warehouses within the General Plan 5th Street Corridor Policy

Area, emphasizing sleek, contemporary designs and well-structured landscaping, particularly at the entry points leading to the airport.

Grading Plan

The site is relatively flat, sloping down slightly to the southwest. Once graded, the elevation will fall approximately seven (7) feet from the north to south. Roof drains and catch basins are located throughout the property bringing surface water to the two (2) stormwater management basin located underground, below the parking lots on the eastern and western sides of the site. The warehouse itself slopes toward the west at 0.5%.

The project will be required to install curb, gutters and sidewalk along the perimeter of the 5th Street and 3rd Street frontage. Overhead utilities have been undergrounded along the project frontages by others and any existing utility poles on-site must be removed and the buildings are to be served by underground utilities only. Additionally, the project will tie into existing water, sewer, and gas lines along 5th Street and 3rd Street (Attachment 4 – Project Plans/Grading Plan).

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 and 3rd will include Mondell Pine with a mix of Coast Live Oak and California Sycamore at each access point. Coast Live Oak will be planted along the side property lines within the parking areas and provide parking area shade. Trees sizes will vary from 24" to 48" box. Groundcover and shrubs will be planted in 1 gallon and 5 gallon sizes. The City's Landscape Architect provided conditions of approval to ensure final landscape plans comply with City Standards; Planning Conditions 20-29.

Walls and Fences

A screen wall will be constructed along the northern access points to the trucking area. Standing eight (8) feet tall with nine (9) foot pilasters at forty-eight (48) feet on center, the concrete tilt up wall will be painted primarily light gray. The screen wall will also be installed along a small portion of northwest and northeast entrances to enclose the truck bay with a rolling steel gate on both the east and west side to control access. An eight (8) foot tall tubular steel fence will be provided along the western property line of the passenger vehicle parking area. The rear of the building will be unobstructed.

The heights and materials of these walls and gates are consistent with the Municipal Code standards for fences and walls within the Business Park Zone (Attachment 4 – Project Plans/Fence & Wall Plan).

Vesting Tentative Parcel Map

Prior to development of this project, it is necessary to consolidate the twenty-four (24) separate parcels and create a single parcel that incorporates the site's improvements for the warehouse/distribution center. The Applicant has proposed a vesting tentative parcel Map. The approval of a vesting tentative map grants developers the right to proceed with a project based on the city ordinances, policies, and standards in effect at the time of approval, as per Government Code Section 66474.2. If this section is repealed, the vested rights will still apply, allowing development to proceed in substantial compliance with the regulations that were effective when the map was approved or conditionally approved. This ensures that developers can continue their projects without being affected by future legal changes.

Vesting Tentative Parcel Map No. 20616 (TPM 23-003) is included in Attachment 9 – Project Plan Set. The configuration of the new lot is essentially rectangular and results in street frontages along 3rd Street and 5th Street. It is approximately 900 feet wide and 560 feet deep. The proposal satisfies the standards established by the Subdivision Map Act as well as Section 16.68 Subdivisions, of the Highland Municipal Code. It is more than one (1) acre in area and its width and depth exceed 150 feet.

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 initially made available for comment between October 16 and November 15, 2023. Additional documents not initially included required the comment period to be extended to November 22, 2023. The initial Notice and extended review 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.

Mitigation Measures were necessary to reduce impacts below a level of significance in the areas of Biological Resources, Cultural Resources, Geology and Soils, Hazards, Transportation, and Hazardous Materials, and Tribal Cultural Resources. All other CEQA topics were found to be less than significant or no impact. (Attachment 10 – IS/MND & MMR Resolution)

The City received three comment letters. The first letter from Yuhaaviatam of San Manuel Nation related to Cultural and Tribal Resources. Their comments were incorporated into the Mitigation Monitoring and Reporting Program. The second letter from South Cost Air Quality Management District (AQMD) providing an analysis and recommendations. No

additional mitigation was required, nor were any revisions necessary to the Initial Study or technical reports. Lastly the third letter received was from Environmental Attorneys Blum, Collins & Ho LLP also giving their analysis of the IS/MND. The project's Environmental consultant provided a response letter, and no further response was required.

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.

It also consolidates twenty-four (24) existing smaller lots into one (1) new parcel to create a larger, more functional use. Parking and service areas will be screened from public view with walls and landscaping while utilities will be underground. The project is compliant with all development standards established by the Municipal Code with consideration given to reduced parking and increased building heights. Staff recommends approval subject to the Conditions of Approval and Findings of Fact.

Attachments:

1. Vicinity Map
2. Public Comments
3. Zoning Overview
4. Project Plan Set
5. Parking Analysis
6. Resolution No. 2023-___ Approving CUP-23-009
   a. Exhibit A – Conditions of Approval
7. Resolution No. 2023 - ___ Approving VAR-023-002
8. Resolution No. 2023 - ___ Approving DRA-23-010
   a. Exhibit A – Project Plans
   b. Exhibit B – Conditions of Approval
9. Resolution No. 2023 - ___ Approving TPM-23-003
   a. Exhibit A – Vesting Tentative Parcel Map No. 20616
   b. Exhibit B – Conditions of Approval
10. Resolution No. 2023-___ Adopting the Mitigated Negative Declaration
    a. Exhibit A – Initial Study/Mitigated Negative Declaration
    b. Exhibit B – Mitigation Monitoring and Reporting Program

Attachment 1

Vicinity Map


5th St
5th St
Central Ave
Palm Ave
3rd St
3rd St
3rd St

Attachment 2

Public Comments

City of Highland

27215 Base Line, Highland, CA. 92346
Phone: (909) 864-6861, x 258 Fax: (909) 862-3180
Contact: Angela Tafolla, Associate Planner, atafolla@citvofhighland.org

OCT 19 2023

CITY OF HIGHLAND

PROJECT NOTICE

The proposal listed below has been filed with the City of Highland Planning Department. You are invited to comment because you may own property or have a regulatory interest in development in the area.

FILE/INDEX: Conditional Use Permit (CUP 23-009) entitling a general distribution warehouse; and

Design Review Application (DRA 23-010) review of a Site Plan, Building Elevations, Landscaping and Grading for the commercial warehouse use; and

Variance (VAR 23-002) for a Major Variance (30% increase or more) to allow a 13-foot increase in building height from 35 feet to 48 feet; and

Tentative Parcel Map (TPM 23-003) to combine 24 parcels to 1 parcel

APPLICANT: CHIPT Highland 210, LP

LOCATION: Mid-block between Palm Avenue and Central Avenue fronting 5th Street to the north and 3rd Street to the south.
1192-631-09, -14, -22 thru 28, and 1192-641 -08 thru 11,-15 thru 21

PROPOSAL: The Applicant is proposing the construction of a 243,323 square foot warehouse building with 34 loading docks and 165 parking spaces on an 11.09 acre site.

COMMENTS:

Your comments must be received by this office no later than **October 20, 2023.** Comments received after that date may not be considered in the decision. If you have no comment, no reply is necessary.

This comment is being submitted on behalf of the business operating on property adjacent to the proposed project. The name of the business is Third Street Tavern. At present the business uses a septic system that has historically used the adjacent property as a leach field. The construction of the proposed project would eliminate the use of the property for a leach field. We are agreeable to allow the project to go forward provided that our business is connected to the sewer system that will be constructed for the new project at the sole cost of the developer.

Janelle Civitarese
PRINTED NAME

SIGNATURE

10/19/23
DATE

(Location Map on reverse.)

City of Highland

27215 Base Line, Highland, CA. 92346
Phone: (909) 864-6861, x 258 Fax: (909) 862-3180
Contact: Angela Tafolla, Associate Planner, atafolla@citvofhighland.org

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Ed Angulo
PRINTED NAME

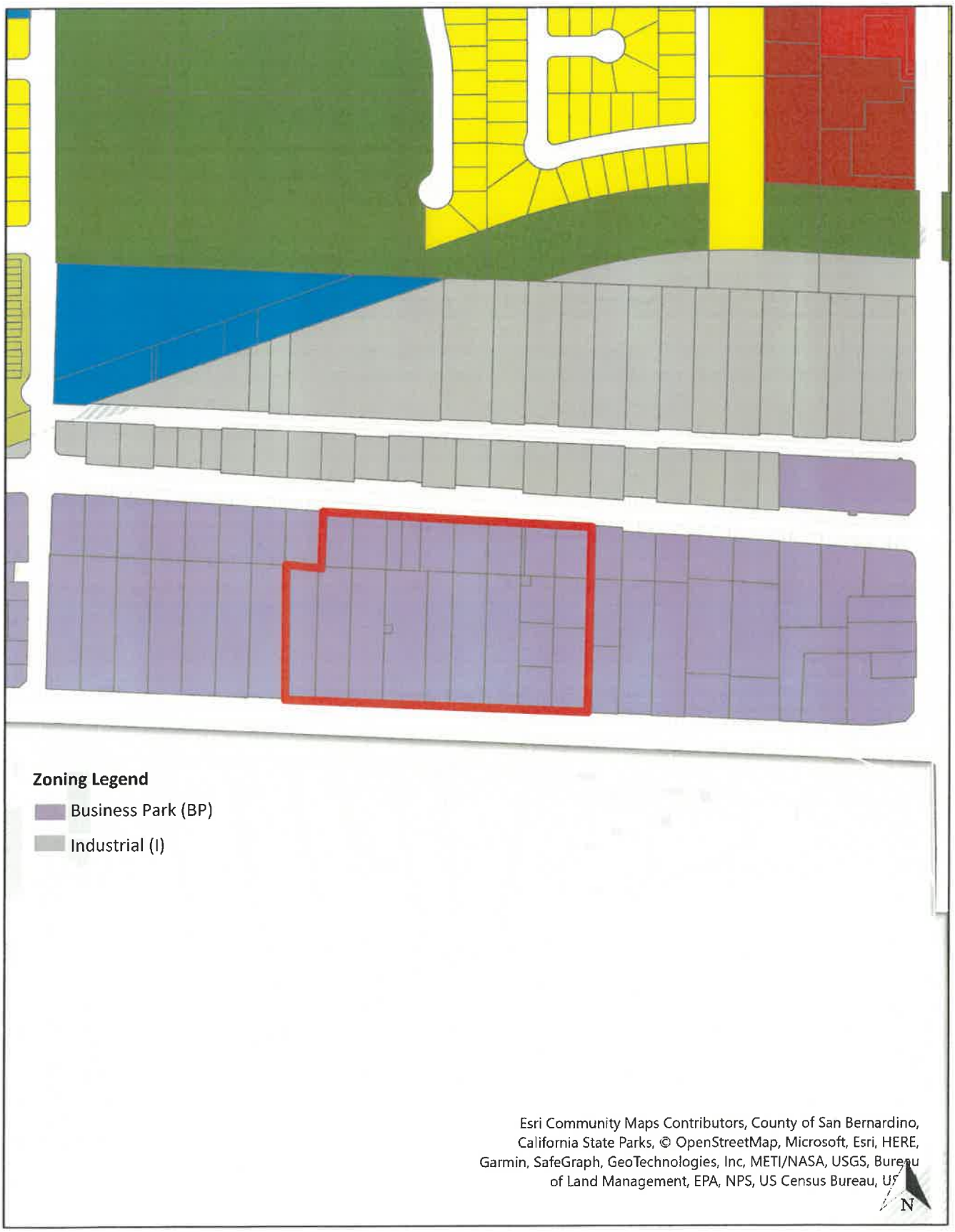
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DATE

SIGNATURE

(Location Map on reverse.)

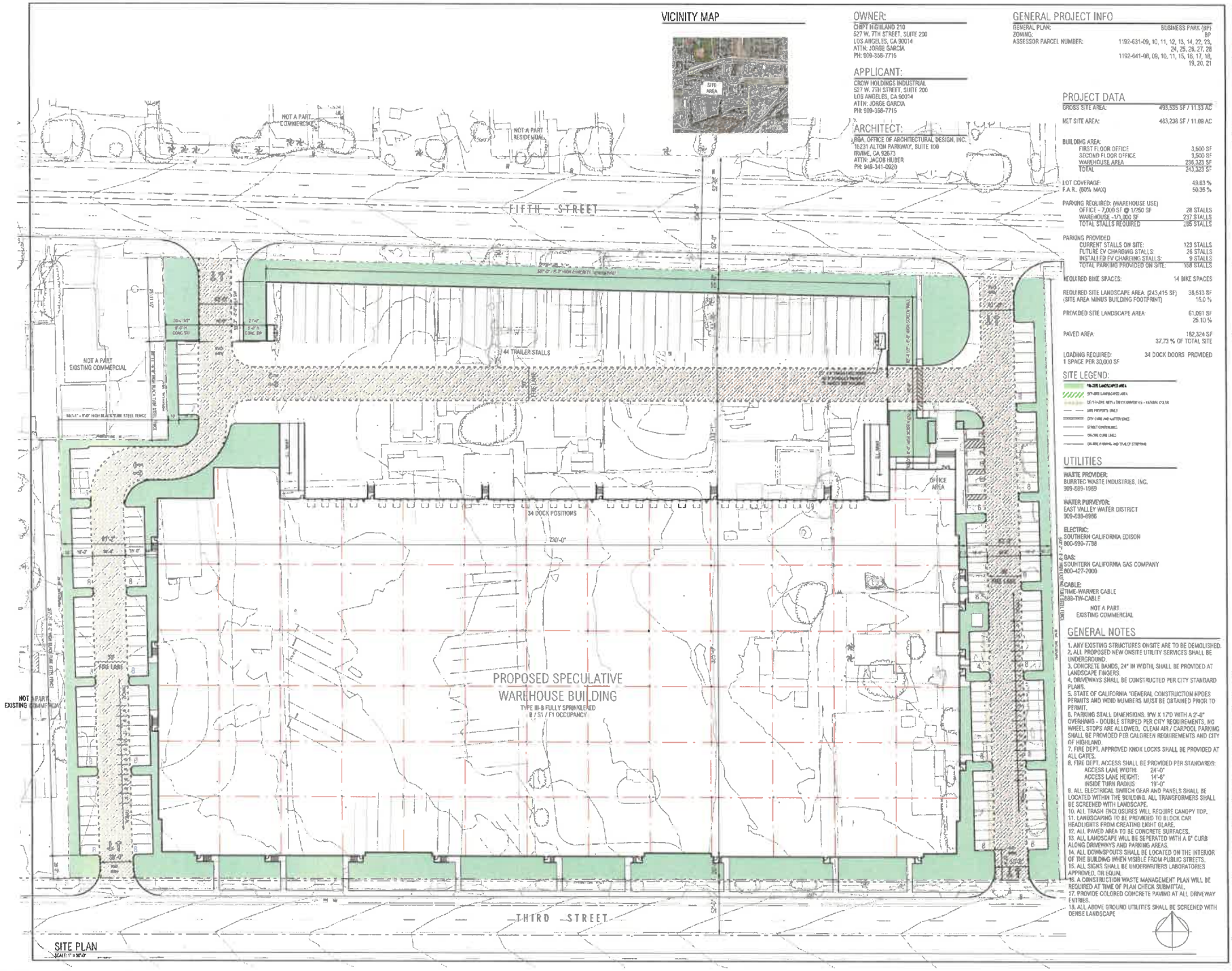
Attachment 3

Zoning Overview


Zoning Legend
Business Park (BP)
Industrial (I)
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, US
N

Attachment 4

Project Plan Set



OWNER:

CHIPT HIGHLAND 210
527 W. 7TH STREET, SUITE 200
LOS ANGELES, CA 90014
ATTN: JORGE GARCIA
PH: 909-358-7715

APPLICANT:

CROW HOLDINGS INDUSTRIAL
527 W. 7TH STREET, SUITE 200
LOS ANGELES, CA 90014
ATTN: JORGE GARCIA
PH: 909-358-7715

ARCHITECT:

RGA, OFFICE OF ARCHITECTURAL DESIGN, INC.
15231 ALTON PARKWAY, SUITE 100
IRVINE, CA 92675
ATTN: JACOB HUBER
PH: 949-341-0920

GENERAL PROJECT INFO

GENERAL PLAN:	BUSINESS PARK (BP)
ZONING:	BP
ASSESSOR PARCEL NUMBER:	1192-631-09, 10, 11, 12, 13, 14, 22, 23, 24, 25, 26, 27, 28 1192-641-08, 09, 10, 11, 15, 16, 17, 18, 19, 20, 21

PROJECT DATA

GROSS SITE AREA:	493,535 SF / 11.33 AC
NET SITE AREA:	483,236 SF / 11.09 AC
BUILDING AREA:	
FIRST FLOOR OFFICE	3,500 SF
SECOND FLOOR OFFICE	3,500 SF
WAREHOUSE AREA	236,323 SF
TOTAL	243,323 SF
LOT COVERAGE:	49.83 %
F.A.R. (80% MAX)	50.35 %
PARKING REQUIRED: (WAREHOUSE USE)	
OFFICE - 7,000 SF @ 1/250 SF	28 STALLS
WAREHOUSE - 1/1,000 SF	237 STALLS
TOTAL STALLS REQUIRED	265 STALLS
PARKING PROVIDED:	
CURRENT STALLS ON SITE:	123 STALLS
FUTURE EV CHARGING STALLS:	26 STALLS
INSTALLED EV CHARGING STALLS:	9 STALLS
TOTAL PARKING PROVIDED ON SITE:	158 STALLS
REQUIRED BIKE SPACES:	14 BIKE SPACES
REQUIRED SITE LANDSCAPE AREA: (243,415 SF) (SITE AREA MINUS BUILDING FOOTPRINT)	36,513 SF 15.0 %
PROVIDED SITE LANDSCAPE AREA	61,091 SF 25.10 %
PAVED AREA:	182,324 SF 37.73 % OF TOTAL SITE
LOADING REQUIRED: 1 SPACE PER 30,000 SF	34 DOCK DOORS PROVIDED

SITE LEGEND:

UTILITIES

WASTE PROVIDER:
BURRTEC WASTE INDUSTRIES, INC.
909-889-1969

WATER PURVEYOR:
EAST VALLEY WATER DISTRICT
909-638-8986

ELECTRIC:
SOUTHERN CALIFORNIA EDISON
800-990-7788

GAS:
SOUTHERN CALIFORNIA GAS COMPANY
800-427-2000

CABLE:
TIME-WARNER CABLE
888-TW-CABLE

NOT A PART
EXISTING COMMERCIAL

GENERAL NOTES

1. ANY EXISTING STRUCTURES ONSITE ARE TO BE DEMOLISHED.
2. ALL PROPOSED NEW ONSITE UTILITY SERVICES SHALL BE UNDERGROUND.
3. CONCRETE BANDS, 24" IN WIDTH, SHALL BE PROVIDED AT LANDSCAPE FINGERS.
4. DRIVEWAYS SHALL BE CONSTRUCTED PER CITY STANDARD PLANS.
5. STATE OF CALIFORNIA "GENERAL CONSTRUCTION NPDES PERMITS AND WDID NUMBERS MUST BE OBTAINED PRIOR TO PERMIT.
6. PARKING STALL DIMENSIONS: 9'W X 17'D WITH A 2'-0" OVERHANG - DOUBLE STRIPED PER CITY REQUIREMENTS. NO WHEEL STOPS ARE ALLOWED. CLEAN AIR / CARPOOL PARKING SHALL BE PROVIDED PER CALGREEN REQUIREMENTS AND CITY OF HIGHLAND.
7. FIRE DEPT. APPROVED KNOX LOCKS SHALL BE PROVIDED AT ALL GATES.
8. FIRE DEPT. ACCESS SHALL BE PROVIDED PER STANDARDS:
   - ACCESS LANE WIDTH: 24'-0"
   - ACCESS LANE HEIGHT: 14'-6"
   - INSIDE TURN RADIUS: 19'-0"
9. ALL ELECTRICAL SWITCH GEAR AND PANELS SHALL BE LOCATED WITHIN THE BUILDING. ALL TRANSFORMERS SHALL BE SCREENED WITH LANDSCAPE.
10. ALL TRASH ENCLOSURES WILL REQUIRE CANOPY TOP.
11. LANDSCAPING TO BE PROVIDED TO BLOCK CAR HEADLIGHTS FROM CREATING LIGHT GLARE.
12. ALL PAVED AREA TO BE CONCRETE SURFACES.
13. ALL LANDSCAPE WILL BE SEPERATED WITH A 6" CURB ALONG DRIVEWAYS AND PARKING AREAS.
14. ALL DOWNSPOUTS SHALL BE LOCATED ON THE INTERIOR OF THE BUILDING WHEN VISIBLE FROM PUBLIC STREETS.
15. ALL SIGNS SHALL BE UNDERWRITERS LABORATORIES APPROVED, OR EQUAL.
16. A CONSTRUCTION WASTE MANAGEMENT PLAN WILL BE REQUIRED AT TIME OF PLAN CHECK SUBMITTAL.
17. PROVIDE COLORED CONCRETE PAVING AT ALL DRIVEWAY ENTRIES.
18. ALL ABOVE GROUND UTILITIES SHALL BE SCREENED WITH DENSE LANDSCAPE

RGA
Office of Architectural Design
15231 Alton Parkway, Suite 100
Irvine, CA 92618
T (949) 341-0920
FX (949) 341-0921

CONSULTANT

PROFESSIONAL SEALS

HIGHLAND EAST DEVELOPMENT

00000 THIRD STREET
CITY OF HIGHLAND, CA

CROW HOLDINGS INDUSTRIAL
527 WEST 7TH STREET, SUITE 308
LOS ANGELES, CA 90014
213-378-1270
CONTACT: PHIL PRASSAS

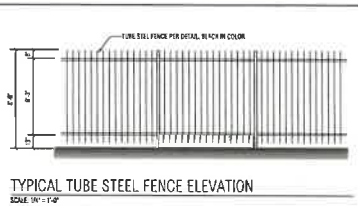
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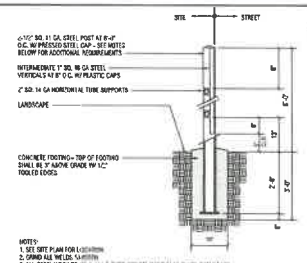
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SITE PLAN - EAST

SHEET: A1-1-E



TYPICAL TUBE STEEL FENCE ELEVATION

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



STEEL PICKET FENCE

SCALE: 1/2" = 1'-0"

SCREENING LEGEND

6'-0" BLACK PAINTED TUBULAR STEEL PICKET FENCE.

6'-0" PAINTED CONCRETE SCREEN WALL W/ ARTICULATIONS, PAINT AND REVEALS



SITE PLAN

SCALE: 1" = 40'-0"

RGA

Office of Architectural Design

[redacted]

CONSULTANT

PROFESSIONAL SEALS

HIGHLAND EAST DEVELOPMENT

00000 THIRD STREET
CITY OF HIGHLAND, CA

CROW HOLDINGS
INDUSTRIAL

527 WEST 7TH STREET, SUITE 308
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213-278-1270
CONTACT: PHIL PRASSAS

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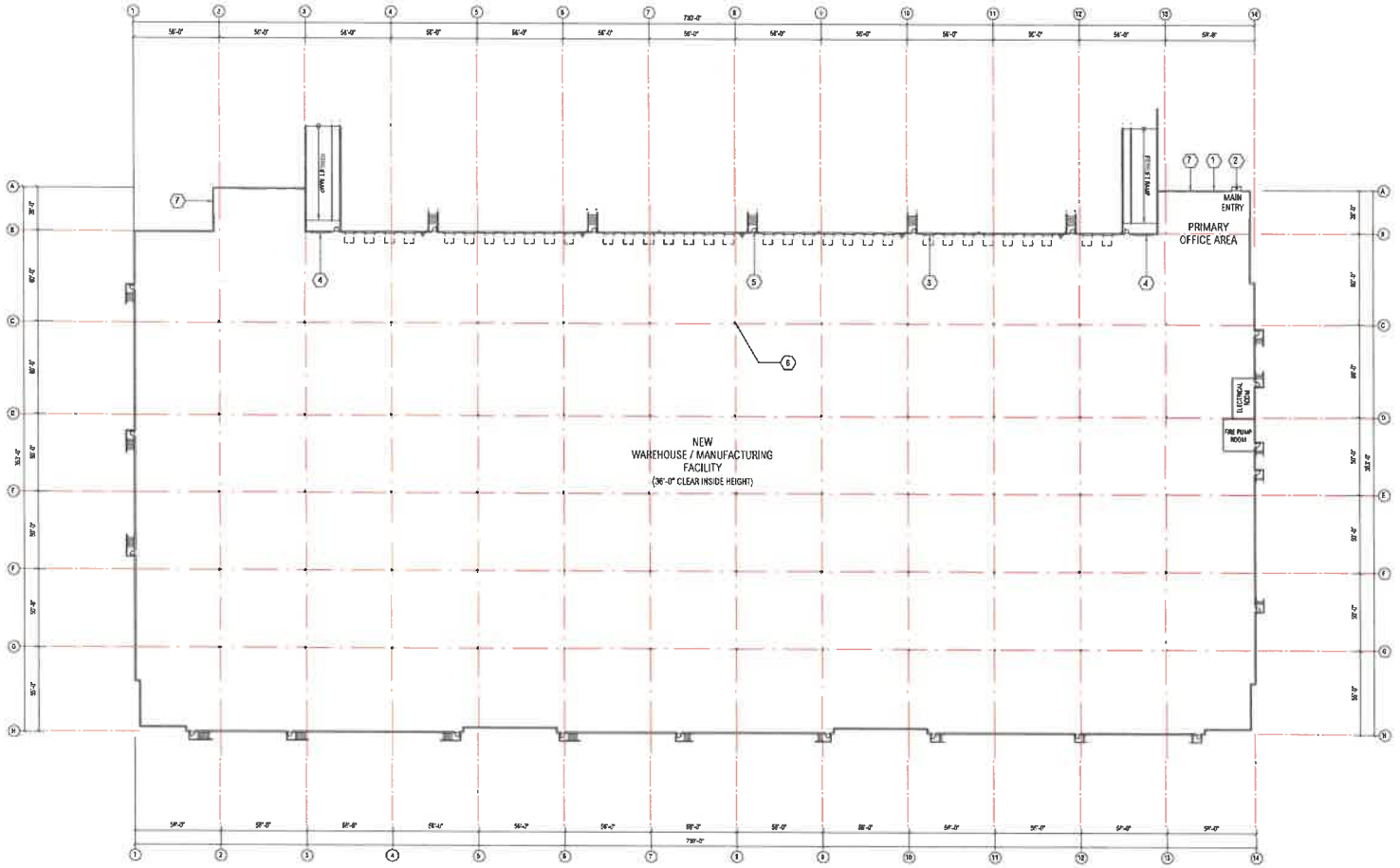
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FENCE AND WALL PLAN - EAST

SHEET A1-2-E

KEYNOTES

1. PAINTED CONCRETE TILT-UP WAREHOUSE / OFFICE / MANUFACTURING FACILITY.
2. PRIMARY ENTRANCE.
3. PAINTED 9' X 10' DOCK HIGH METAL TRUCK DOORS.
4. PAINTED 12' X 14' GRADE LEVEL METAL TRUCK DOORS.
5. PAINTED 3' X 7' METAL ACCESS MAN DOORS.
6. STRUCTURAL BUILDING COLUMN.
7. STOREFRONT: GLAZING SET IN CLEAR ANODIZED ALUMINUM 2" X 4 1/4" MIN. OFF-SET GLAZING SYSTEM.



FLOOR PLAN
SCALE: 1" = 30'-0"

RGA
Office of Architectural Design
17211 Abbott Parkway, Suite 100
Irvine, CA 92614
T 949-474-0330
FX 949-851-0923

CONSULTANT

PROFESSIONAL SEALS

HIGHLAND EAST DEVELOPMENT

00000 THIRD STREET
CITY OF HIGHLAND, CA

CROW HOLDINGS
INDUSTRIAL
527 WEST 7TH STREET, SUITE 308
LOS ANGELES, CA 90014
213-378-1270
CONTACT: PHIL PRASSAS

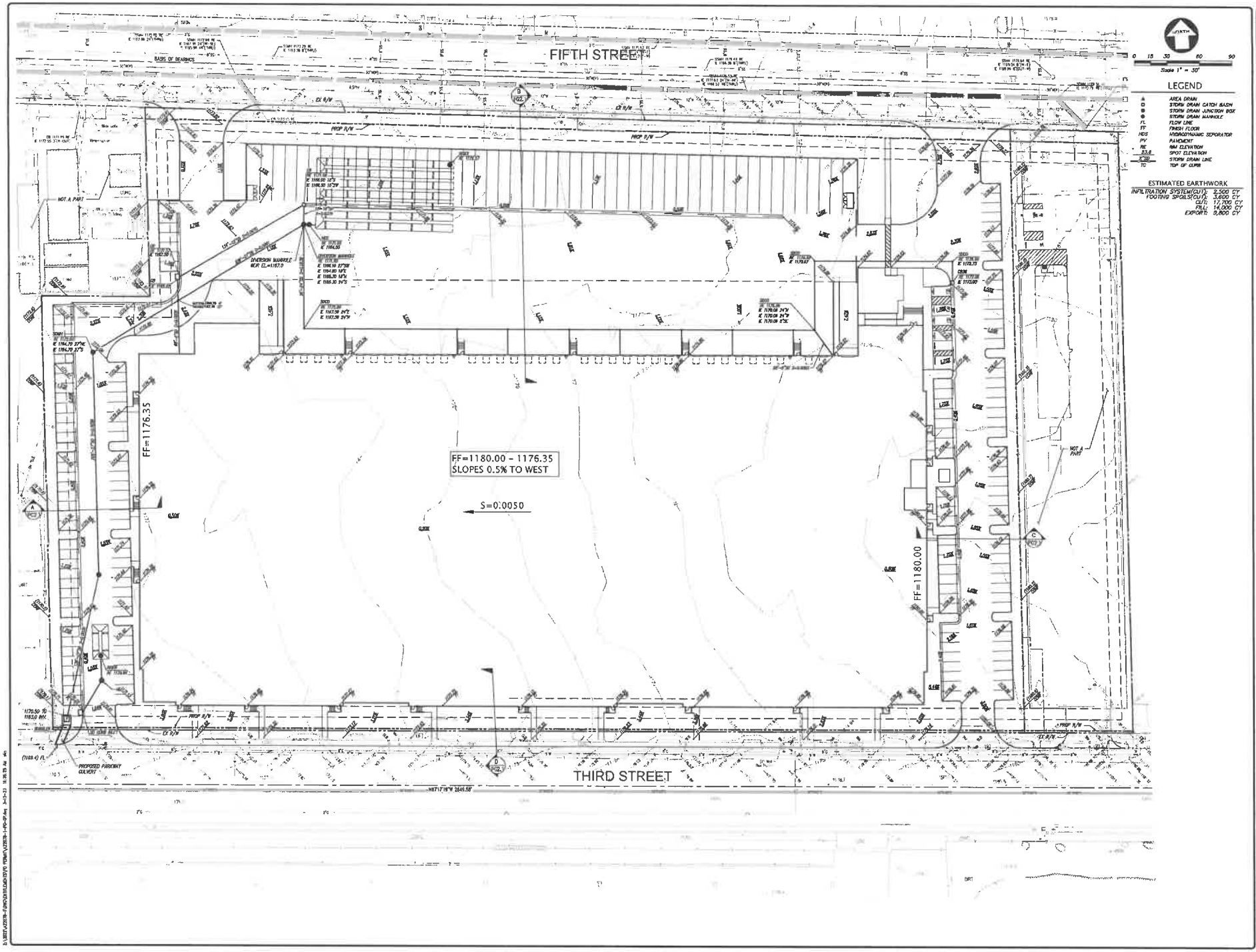
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CHKD BY:	JH

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SHEET: A2-1-E

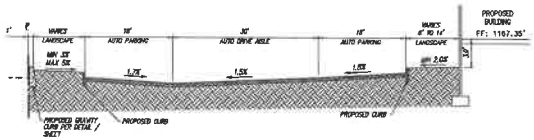


NO.	BY	REVISION
1	ST	ADDENDUM

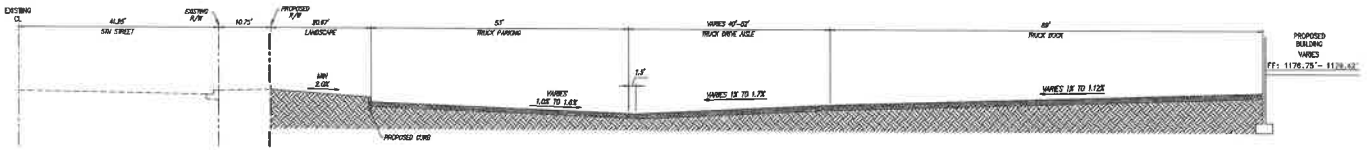
KIER+WRIGHT
Civil Engineers & Surveyors, Inc.
2850 Pullman Street
Santa Ana, CA 92705
Phone: (949) 261-1577
www.kierwright.com

PRELIMINARY GRADING PLAN
EAST BUILDING
OF
E. 3RD STREET & CENTRAL AVENUE
FOR
CROW HOLDINGS
HIGHLAND, CALIFORNIA

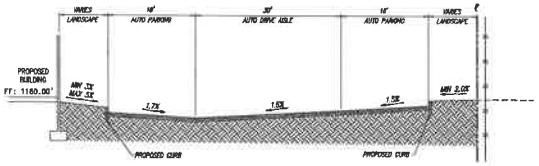
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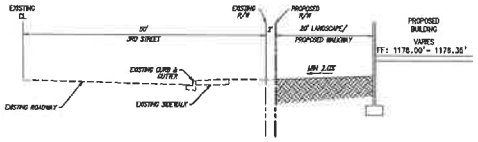
TYPICAL SECTION
HORIZ: 1"=10'
VERT: 1"=5'
A



TYPICAL SECTION
HORIZ: 1"=10'
VERT: 1"=5'
B



TYPICAL SECTION
HORIZ: 1"=10'
VERT: 1"=5'
C



TYPICAL SECTION
HORIZ: 1"=10'
VERT: 1"=5'
D

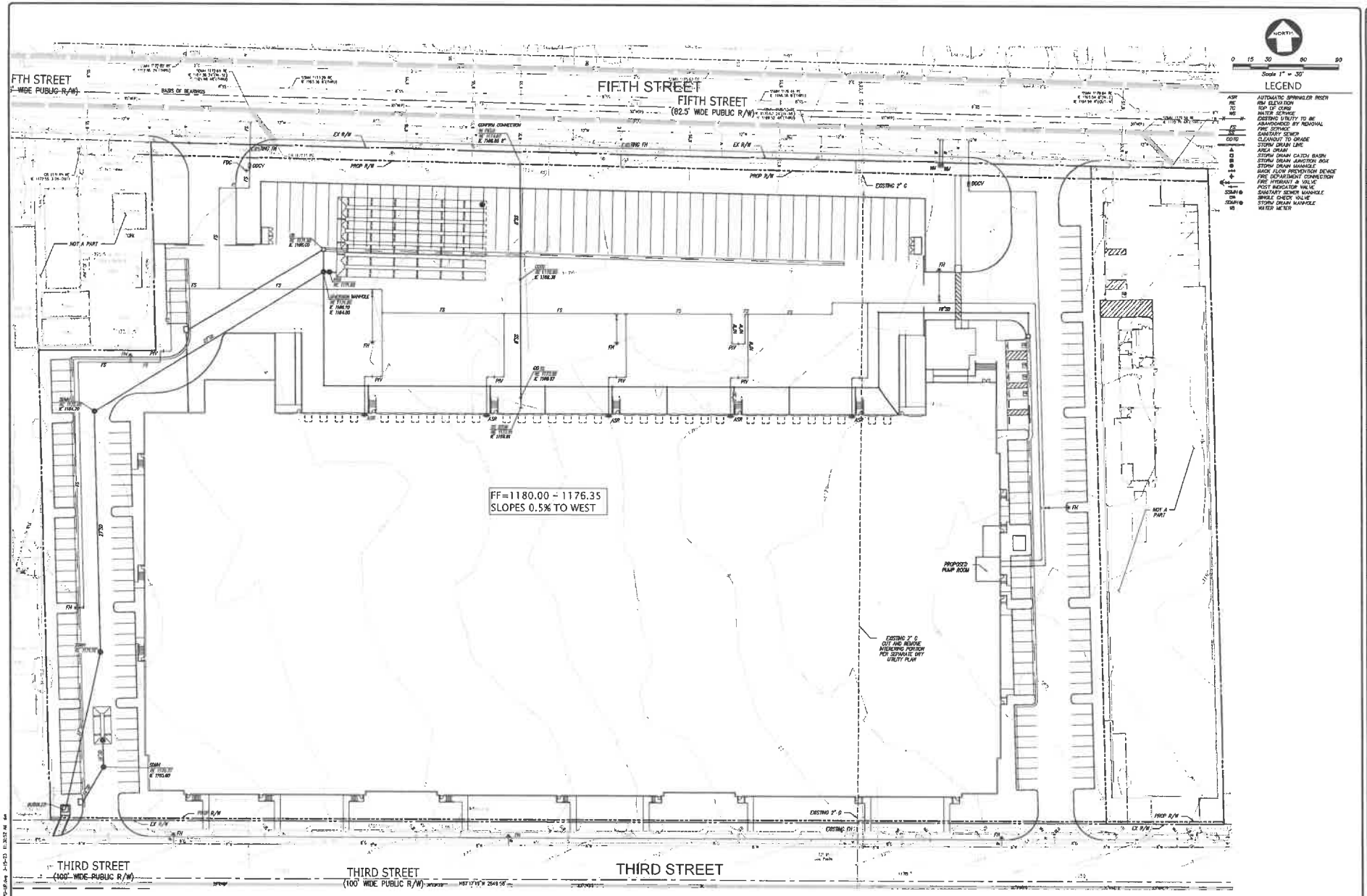
NO.	REVISION	BY

KIER+WRIGHT
143 Technology Drive
Irvine, CA 92618
Phone: (949) 548-1051
www.kier-wright.com

TYPICAL SECTIONS
OF
EAST BUILDING
E. 3RD STREET & CENTRAL AVENUE
FOR
CROW HOLDINGS
HIGHLAND, CALIFORNIA

DATE	JANUARY, 2023
SCALE	AS SHOWN
DESIGNER	JO
DRAWN BY	STAFF
JOB NO.	A22078-1
SHEET	PG2.1

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PRELIMINARY UTILITY PLAN
EAST BUILDING
E. 3RD STREET & CENTRAL AVENUE
FOR
CROW HOLDINGS
HIGHLAND CALIFORNIA

KIER+WRIGHT
1621 Technology Drive
Irvine, CA 92620
Phone: (949) 508-6221
www.kierwright.com

DATE	JANUARY, 2023
SCALE	AS SHOWN
DESIGNER	JO
DRAWN BY	STAFF
JOB NO.	A23078-1
SHEET	PG3.0

VESTING TENTATIVE MAP NO. 20616

PROJECT DATA

1. OWNER(S)/APPLICANT: CHPT HIGHLAND 210, LP
527 WEST 7TH STREET, SUITE 200
LOS ANGELES, CA 90014
PHONE: (909) 358-7715

2. MAP PREPARED BY: KIER & WRIGHT CIVIL ENGINEERS & SURVEYORS, INC.
3350 SCOTT BOULEVARD, BUILDING 22
SANTA CLARA, CA 95054
PHONE: (408) 727-6665, EXT. 1020
CONTACT: RODNEY A. STEWART II, LS 9025

3. APN'S: 1192-63-06, 10, 11, 12, 13, 14, 22, 23, 24, 25, 26, 27, 28, AND 1192-64-08, 09, 10, 11, 15, 16, 17, 18, 19, 20, & 21.

4. EXISTING USE: OFFICE

5. PROJECT TYPE: DEVELOPER BUILD-OUT

6. PROPOSED USE: INDUSTRIAL WAREHOUSE

7. EXISTING ZONING: BUSINESS PARK BP

8. PROPOSED ZONING: NO CHANGE

9. GENERAL PLAN: BUSINESS PARK

10. EXISTING NUMBER OF LOTS: 24

11. PROPOSED NUMBER OF LOTS: 1

12. TOTAL ACREAGE: 11.3327± ACRES (GROSS)
11.0637± ACRES (NET)

13. ALL DISTANCES ARE APPROXIMATE.

14. NO NEW STREET NAMES PROPOSED.

15. THIS TENTATIVE MAP WAS PREPARED FROM INFORMATION FURNISHED IN A PREPARED FROM INFORMATION FURNISHED IN AN ALTA FOR COMMITMENT FOR TITLE INSURANCE, PREPARED BY FIRST AMERICAN TITLE INSURANCE COMPANY, DATED FEBRUARY 28, 2022, ORDER NUMBER 02-11152G0-CM7L. NO LIABILITY IS ASSUMED FOR MATTERS OF RECORD NOT STATED IN SAID REPORT THAT MAY AFFECT THE TITLE LINES, OR EXCEPTIONS, OR EASEMENTS OF THE PROPERTY.

16. FLOOD ZONE NOTE:
THE SUBJECT PROPERTY IS SHOWN ON THE FEDERAL EMERGENCY MANAGEMENT AGENCY (FEMA) FLOOD INSURANCE RATE MAP FOR SAN BERNARDINO COUNTY, CALIFORNIA, MAP NUMBER 06071C8702G FOR COMMUNITY NUMBER 060732 (CITY OF HIGHLAND), WITH AN EFFECTIVE DATE OF AUGUST 28, 2008, AS BEING LOCATED IN FLOOD ZONE "X".
ACCORDING TO FEMA THE DEFINITION OF ZONE "X" IS:AN AREA OF 0.2% ANNUAL CHANCE FLOOD; AREAS OF 1% ANNUAL CHANCE FLOOD WITH AVERAGE DEPTHS OF LESS THAN 1 FOOT OR WITH DRAINAGE AREAS LESS THAN 1 SQUARE MILE; AND AREAS PROTECTED BY LEVEES FROM 1% ANNUAL CHANCE FLOOD.

17. INFORMATION WAS OBTAINED FROM THE FEMA WEBSITE (WWW.FEMA.GOV) ON APRIL 18, 2022.

BENCHMARK:
CITY OF HIGHLAND PUBLIC WORKS BENCHMARK NO. 0001: CHISELED BOX AT THE EAST END OF THE NORTHEAST CURB RETURN AT 5TH AND CHURCH AVENUE

ELEVATION: 1213.30 FT. CITY OF HIGHLAND DATUM (HDV020)

18. BASIS OF BEARINGS:
THE BEARING OF NORTH 89° 01' 05" WEST TAKEN ON THE CENTER LINE OF 5TH STREET AS SHOWN ON THAT CERTAIN RECORD OF SURVEY FILED FOR RECORD ON AUGUST 13, 2003, IN BOOK 114 OF MAPS AT PAGE 26, OFFICIAL RECORDS OF SAN BERNARDINO COUNTY WAS TAKEN AS THE BASIS FOR ALL BEARINGS SHOWN HEREON.

19. ADDITIONAL EASEMENTS MAY BE NECESSARY, ANY ADDITIONAL EASEMENT REQUIREMENTS WILL BE DETERMINED AS THE PROJECT EVOLVES.

20. EASEMENTS TO BE DEDICATED ON THE PARCEL MAP OR BY SEPARATE INSTRUMENT.

21. THIS SUBDIVISION WILL CONFORM TO THE STREET TREE PLAN OF THE CITY OF HIGHLAND.

22. THERE ARE NO ACTIVE OR DESTROYED WELLS LOCATED ON THE SUBJECT PROPERTY, PER VALLEY WATER DISTRICT WELL INFORMATION WEB SITE.

23. THE SUBJECT PROPERTY IS NOT LOCATED WITHIN A GEOLOGICAL HAZARD ZONE.

24. UTILITIES:

STORM DRAIN:	CITY OF HIGHLAND
SANITARY SEWER & WATER SUPPLY:	EAST VALLEY WATER DISTRICT 31111 GREENSPOT RD, HIGHLAND, CA 92346 (909) 889-9501
GAS:	SOUTHERN CALIFORNIA GAS COMPANY 1135 NORTH MOUNT VERNON AVENUE SUITE 305 SAN BERNARDINO, CA (800) 427-2000
ELECTRIC:	SOUTHERN CALIFORNIA EDISON COMPANY HEADQUARTERS: ROSEMEAD, CA 91770 (800) 655-4555
TELEPHONE:	HIGHLAND COMMUNICATIONS SERVICES 1113 BROADWAY, HIGHLAND, IL 62249 (618) 654-9881
CABLE:	TIME WARNER'S CABLE TELEVISION 27470 W LUCCHINI AVENUE, UNIT A2 REDLANDS, CA 92374 (888) 388-7132

VICINITY MAP

NOT TO SCALE



OFFICIAL USE ONLY

LEGEND

BUILDING LINE
CENTER LINE
CONCRETE/BLOCK WALL
CONCRETE CURB
CONCRETE CURB & GUTTER
DRIVEWAY
EASEMENT LINE
EDGE OF PAVEMENT
ELECTRIC LINE
FENCE LINE
GAS LINE-VALVE & METER
LOT LINE
MONUMENT/MONUMENT LINE
PROPERTY LINE
SANITARY SEWER LINE-MANHOLE & CLEANOUT
SIDEWALK
STORM DRAIN LINE-MANHOLE & CATCH BASIN
STORM DRAIN LINE-MANHOLE & CATCH BASIN
TELEPHONE LINE
CABLE TELEVISION LINE
UNKNOWN UTILITY LINE
WATER LINE & VALVE
ROLLING/SLIDING GATE
ACCESSIBLE PARKING SYMBOL
ANODE
AREA DRAIN
AUTOMATIC SPRINKLER
BACKFLOW PREVENTION DEVICE
ELECTROLIER
FIRE DEPARTMENT CONNECTION
FIRE HYDRANT
GAS METER
GUY ANCHOR
HOSEBIBB
IRON PIPE FOUND
MAIL BOX
NAIL FOUND
POST INDICATOR VALVE
POWER POLE/JOINT POLE
TRANSFORMER
TRAFFIC SIGNAL POLE
TRAFFIC SIGN
UTILITY BOX
UTILITY LINE MARKER
WALL-BOLLARD LIGHT
WATER VALVE
WELL
ITEM NO. IN TITLE REPORT
NEW NO. IN TITLE REPORT
NO. OF PARKING SPACES (ACCESSIBLE)
NO. OF PARKING SPACES (STANDARD)

ABBREVIATIONS

BLLRD	BOLLARD
BLDG	BUILDING
CB	CATCH BASIN
CONC	CONCRETE
DI	DROP INLET
DOC	DOCUMENT
EB	ELECTRIC BOX
EMH	ELECTRICAL MANHOLE
ESMT	EASEMENT
FH	FIRE HYDRANT
FNC	FENCE
FND	FOUND
FF	FINISH FLOOR
GM	GAS METER
IP	IRON PIPE
MB	MAIL BOX
PL	PROPERTY LINE
PUE	PUBLIC UTILITY EASEMENT
OF	OFFICIAL RECORDS
R/W	RIGHT OF WAY
SFNF	SEARCH FOR NOT FOUND
SL	STREET LIGHT
SSMH	SANITARY SEWER MANHOLE
TSB	TRAFFIC SIGNAL BOX
UB	UTILITY BOX
UMH	UTILITY MANHOLE
W/	WITH
W/O	WITHOUT
WB	WATER BOX
WM	WATER METER
ELEC	ELECTRICAL
TELE	TELEPHONE

NORTH

0 15 30 60 90

Scale 1" = 30'

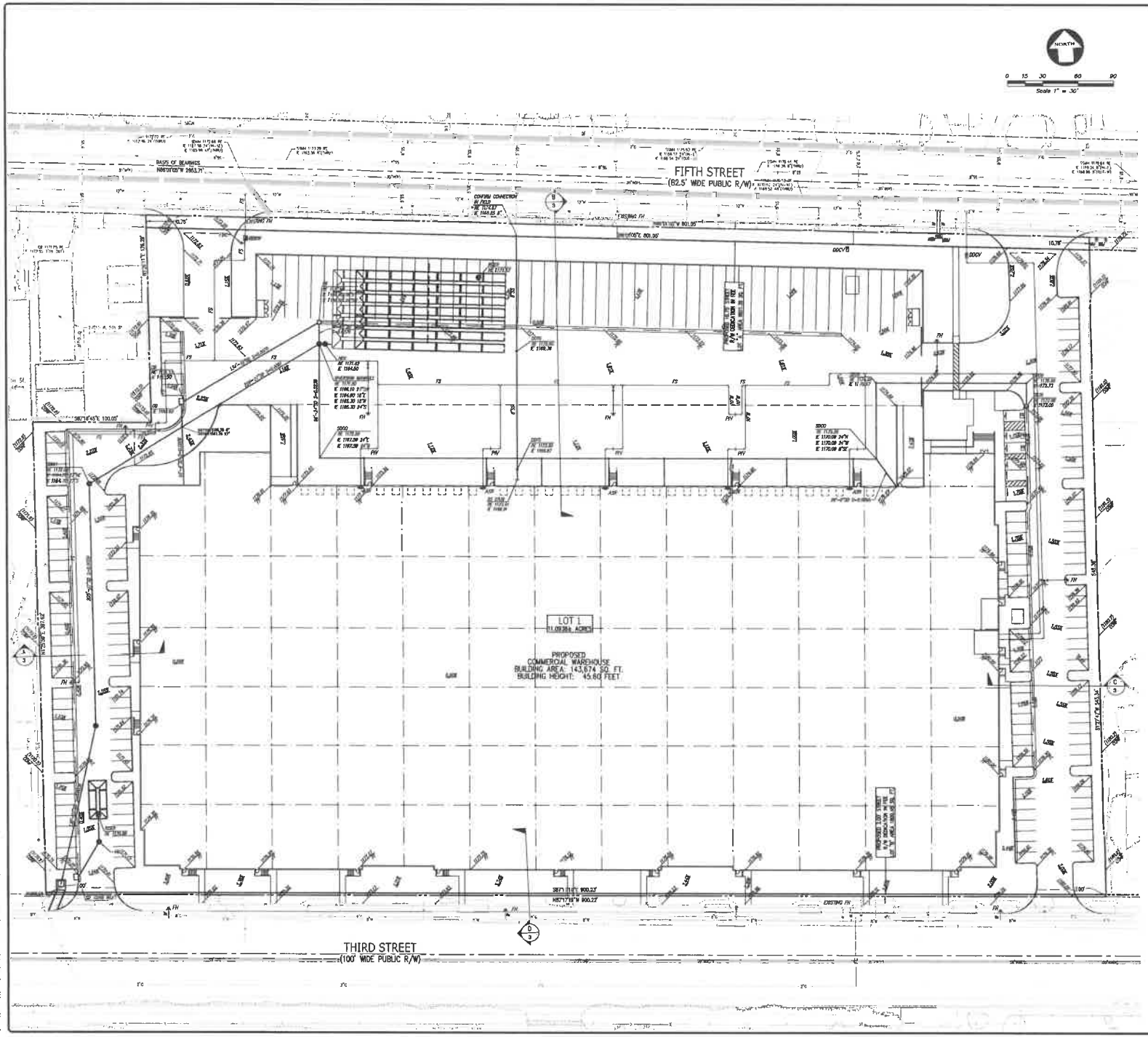
EXISTING CONDITIONS

NO.	BY	REVISION
1		
2		
3		
4		
5		
6		
7		

KIER+WRIGHT
3350 Scott Boulevard, Building 22
Santa Clara, California 95054
Phone: (408) 727-6665
www.kierwright.com

VESTING TENTATIVE PARCEL MAP
OF
3RD STREET AND CENTRAL - EAST
FOR
CROW HOLDINGS INDUSTRIAL
HIGHLAND, CALIFORNIA

DATE	MARCH, 2023
SCALE	1" = 30'
SURVEYOR	AKB
DRAWN BY	EAP
JOB NO.	A22078-1
SHEET	1
OF	3 SHEETS



LEGEND

BUILDING LINE
CENTER LINE
CONCRETE/BLOCK WALL
CONCRETE CURB
CONCRETE CURB & GUTTER
DRIVEWAY
EASEMENT LINE
EDGE OF PAVEMENT
ELECTRIC LINE
FENCE LINE
GAS LINE-VALVE & METER
LOT LINE
MONUMENT/MONUMENT LINE
PROPERTY LINE
SANITARY SEWER LINE-MANHOLE & CLEANOUT
SIDEWALK
STORM DRAIN LINE-MANHOLE & CATCH BASIN
STORM DRAIN LINE-MANHOLE & CATCH BASIN
TELEPHONE LINE
CABLE TELEVISION LINE
UNKNOWN UTILITY LINE
WATER LINE & VALVE
ROLLING/SLIDING GATE
ACCESSIBLE PARKING SYMBOL
ANCHOR
AREA DRAIN
AUTOMATIC SPRINKLER
BACKFLOW PREVENTION DEVICE
BOLLARD
ELECTROLIER
FIRE DEPARTMENT CONNECTION
FIRE HYDRANT
GAS METER
GUY ANCHOR
HORSEHEAD
IRON PIPE FOUND
MAIL BOX
NAIL FOUND
POST INDICATOR VALVE
POWER POLE/JOINT POLE
TRANSFORMER
TRAFFIC SIGNAL POLE
TRAFFIC SIGN
UTILITY BOX
UTILITY LINE MARKER
WALK-BOLLARD LIGHT
WATER VALVE
WELL
ITEM NO. IN TITLE REPORT
ITEM NO. IN TITLE REPORT
NO. OF PARKING SPACES (ACCESSIBLE)
NO. OF PARKING SPACES (STANDARD)

ABBREVIATIONS

BLRD	BOLLARD	PUE	PUBLIC UTILITY EASEMENT
BLDG	BUILDING	OF	OFFICIAL RECORDS
CB	CATCH BASIN	R/W	RIGHT OF WAY
CONC	CONCRETE	SFMF	SEARCH FOR MOT FOUND
DI	DROP INLET	SL	STREET LIGHT
DOC	DOCUMENT	SQ. FT.	SQUARE FEET
EB	ELECTRIC BOX	SSMH	SANITARY SEWER MANHOLE
EMH	ELECTRICAL MANHOLE	TSB	TRAFFIC SIGNAL BOX
ESMT	EASEMENT	UB	UTILITY BOX
FH	FIRE HYDRANT	UMH	UTILITY MANHOLE
FNC	FENCE	W/	WITH
FND	FOUND	W/O	WITHOUT
FF	FINISH FLOOR	WB	WATER BOX
GM	GAS METER	WM	WATER METER
IP	IRON PIPE	ELEC	ELECTRICAL
MB	MAIL BOX	TELE	TELEPHONE
PL	PROPERTY LINE		

UTILITIES LEGEND

ASP — AUTOMATIC SPRINKLER RISER
BE — BW ELEVATION
TC — TOP OF CURB
WS — WATER SERVICE
EXISTING UTILITY TO BE ABANDONED BY RESPECTIVE
FS — FIRE SERVICE
SS — SANITARY SEWER
CO/TG — CLEANOUT TO GRADE
FL — FLOW LINE
FF — FINISH FLOOR
HDS — HYDRODYNAMIC SEPARATOR
PV — PAVEMENT
TC — TOP OF CURB ELEVATION
EXISTING SPOT ELEVATION
SD — STORM DRAIN LINE
AREA DRAIN
STORM DRAIN CATCH BASIN
STORM DRAIN CLEAN OUT
STORM DRAIN MANHOLE
BACK FLOW PREVENTION DEVICE
FIRE DEPARTMENT CONNECTION
FIRE HYDRANT W/ VALVE
POST INDICATOR VALVE
SSMH — SANITARY SEWER MANHOLE
DCB — DOUBLE DETECTOR CHECK VALVE
SDMH — STORM DRAIN MANHOLE
WB — WATER METER
RD — ROOF DRAIN
SDJB — STORM DRAIN JUNCTION BOX

ESTIMATED EARTHWORK

INFILTRATION SYSTEM (CUT):	2,500 CY
FOOTING SPOILS (CUT):	1,900 CY
CUT:	17,700 CY
FILL:	14,000 CY
EXPORT:	9,900 CY

NOTES

1. LOT "A" AND "B" WILL BE DEDICATED IN FEE TO THE CITY OF HIGHLAND.
2. A LOT LINE ADJUSTMENT TO MERGE 3 PARCELS IS IN PROGRESS WITH THE CITY OF HIGHLAND. APN'S 1192-064-012, 1192-064-022 & 1192-064-023.

LEGAL DESCRIPTION

REAL PROPERTY IN THE CITY OF HIGHLAND, COUNTY OF SAN BERNARDINO, STATE OF CALIFORNIA, DESCRIBED AS FOLLOWS:

PARCEL 1:

THE NORTH 1/2 OF LOT 81, TRACT NO. 2080, BLUE RIBBON FARMS, AS PER PLAT RECORDED IN BOOK 28 OF MAPS, PAGE(S) 60, RECORDS OF SAID COUNTY.

PARCEL 2:

THE SOUTH ONE HALF OF LOT 81, TRACT NO. 2080, BLUE RIBBON FARMS, IN THE COUNTY OF SAN BERNARDINO AS PER MAP RECORDED IN BOOK 28, PAGE 60 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

PARCEL 3:

THAT PORTION OF LOT 38, TRACT NO. 2080, BLUE RIBBON FARMS, IN THE CITY OF HIGHLAND, COUNTY OF SAN BERNARDINO, STATE OF CALIFORNIA AS SHOWN BY MAP ON FILE IN BOOK 28, PAGE 60, OF MAPS, LYING SOUTHERLY OF THE SOUTHERLY LINE OF LAND CONVEYED TO THE COUNTY OF SAN BERNARDINO, A BODY CORPORATE AND POLITIC, OF THE STATE OF CALIFORNIA BY DEED RECORDED JULY 10, 1946 IN BOOK 2206, PAGE 466, OFFICIAL RECORDS.

PROPOSED CONDITIONS

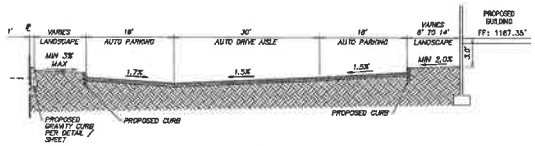
NO.	BY	REVISION

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1155 Corr Boulevard, Building E2
Corona, California 92879
Phone: (626) 737-6688
www.kierwright.com

VESTING TENTATIVE PARCEL MAP
OF
3RD STREET AND CENTRAL - EAST
FOR
CROW HOLDINGS INDUSTRIAL
HIGHLAND, CALIFORNIA

DATE	MARCH, 2023
SCALE	1" = 30'
SURVEYOR	AKB
DRAWN BY	EAP
JOB NO.	A22078-1
SHEET	2
OF	3 SHEETS

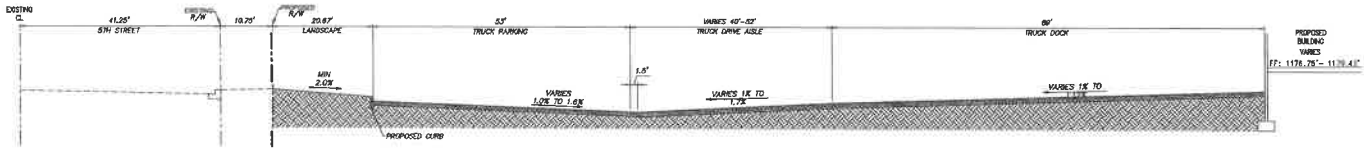
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TYPICAL SECTION

HORIZ: 1"=10'
VERT: 1"=5'

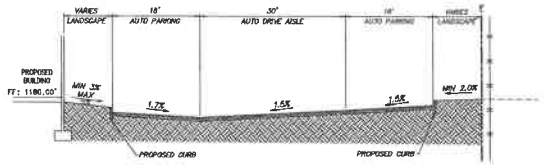
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TYPICAL SECTION

HORIZ: 1"=10'
VERT: 1"=5'

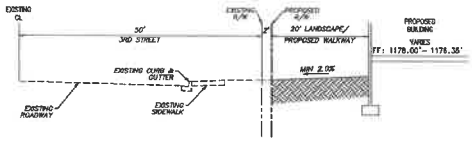
B



TYPICAL SECTION

HORIZ: 1"=10'
VERT: 1"=5'

C



TYPICAL SECTION

HORIZ: 1"=10'
VERT: 1"=5'

D

TYPICAL SECTIONS

NO.	REVISION	BY

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3338 Scott Boulevard, Building 72
Santa Clara, California 95054

Phone: (408) 727-6665
www.kierwright.com

VESTING TENTATIVE PARCEL MAP

OF

3RD STREET AND CENTRAL - EAST

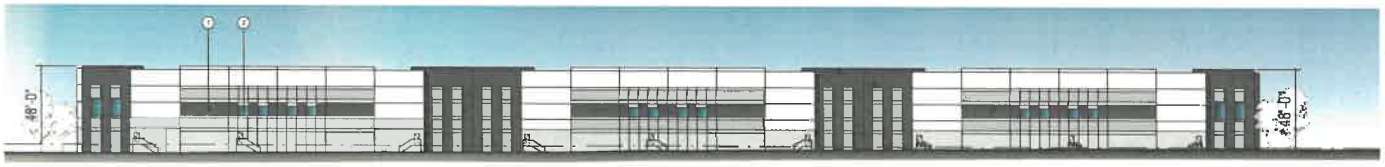
FOR

CROW HOLDINGS INDUSTRIAL

HIGHLAND, CALIFORNIA

DATE	MARCH,2023
SCALE	AS SHOWN
SURVEYOR	AKB
DRAWN BY	EAP
JOB NO.	A22078-1
SHEET	3
OF	3 SHEETS

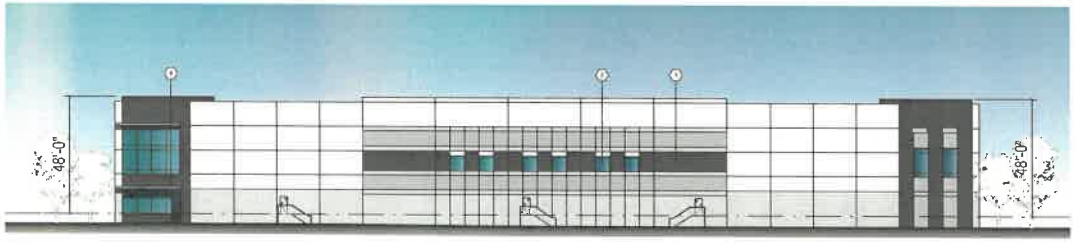
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SOUTH ELEVATION
SCALE: 1" = 30'-0"



EAST ELEVATION
SCALE: 1" = 30'-0"



WEST ELEVATION
SCALE: 1" = 30'-0"



DOCK RETURN ELEVATION
SCALE: 1" = 30'-0"



NORTH ELEVATION
SCALE: 1" = 30'-0"

FINISH SCHEDULE:

1. FIELD COLOR
PPG - PPG1002-1 - SILVER FEATHER
2. LIGHT ACCENT COLOR
PPG - PPG1002-3 - COOL SLATE
3. DARK ACCENT COLOR
PPG - PPG1002-5 - ANTIQUE SILVER
4. DARK ACCENT COLOR
PPG - PPG1002-6 - GIBRALTER GRAY
5. ENTRY ACCENT COLOR
PPG - CROW BLUE
6. GLASS - PRIMARY WINDOW
PPG SOLARCOOL PACIFICA

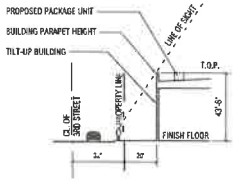
NOTES:

1. ALL ROOFTOP MECH. EQUIPMENT SHALL BE SCREENED FROM VIEW.

2. PROVIDE GRAFFITI RESISTANT COATING TO A HEIGHT OF 12 FEET ON THE WEST ELEVATION.

KEYNOTES: (W)

1. PAINTED CONCRETE TILT-UP PANELS W/ ACCENT REVEALS AS SHOWN.
2. REFLECTIVE BLUE GLASS W/ CLEAR ANODIZED ALUMINUM MULLION SYSTEM.
3. NOT USED.
4. RECESSED ENTRY WITH PRIMARY GLASS ENTRANCE DOORS.
5. PAINTED 9'-0" X 10' DOCK HIGH VERTICAL LIFT METAL TRUCK DOOR ASSEMBLY WITH DOCK BUMPERS. SEE DOOR SCHEDULE.
6. PAINTED 12' X 14' GRADE LEVEL VERTICAL LIFT METAL TRUCK DOOR ASSEMBLY. SEE DOOR SCHEDULE.
7. CONCRETE TILT-UP SCREEN WALL PAINT AND REVEALS AS SHOWN TO MATCH BUILDING.
8. PREFABRICATED METAL SUNSHADE CANOPY BY C.R. LAURENCE. PER DETAIL 4 BELOW



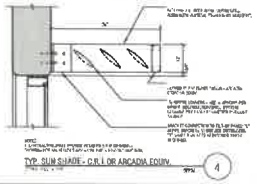
TYPICAL EQUIPMENT SCREEN LINE OF SIGHT (1)
SCALE: 1" = 20'-0"
NOTE: LINE OF SIGHT TAKEN FROM 6'-0" ABOVE FINISH GRADE



SIMILAR ENTRY LIGHTING STYLE (2)
SCALE: N.T.S.



SIMILAR SITE LIGHTING STYLE (3)
SCALE: N.T.S.



TYP. SUN SHADE - C.R.L OR ARCADIA EQUIV. (4)

RGA
Office of Architectural Design
15 Zet Allen Parkway, Suite 100
Irvine, CA 92618
T 949-341-9920
FX 949-341-9923

CONSULTANT

PROFESSIONAL SEALS

HIGHLAND EAST DEVELOPMENT

00000 THIRD STREET
CITY OF HIGHLAND, CA

CROW HOLDINGS
INDUSTRIAL
527 WEST 7TH STREET, SUITE 308
LOS ANGELES, CA 90014
213-378-1270
CONTACT: PHIL PRASSAS

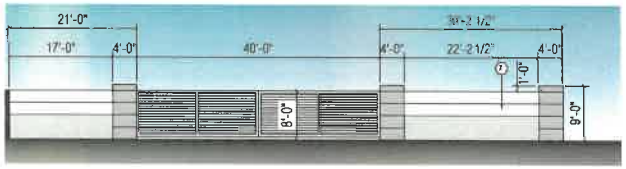
MARK	DATE	DESCRIPTION
CD		
MD		
PC		
DD		
BD		

RGA PROJECT NO: 21077.00
OWNER PROJECT NO: 00000.00
CAD FILE NAME: 21077-00-A3-1P
DRAWN BY: JH
CHKD BY: JH

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RGA, OFFICE OF ARCHITECTURAL DESIGN

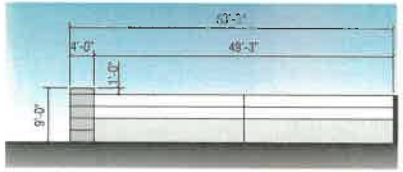
SHEET TITLE
HIGHLAND EAST ELEVATIONS

SHEET A3-1P-E



NORTH ELEVATION - FACING 5TH STREET

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



WEST ELEVATION

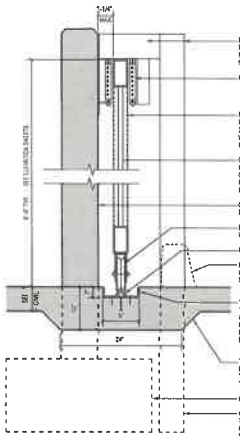
SCALE: 1/8" = 1'-0"

KEYNOTES: (00)

1. PAINTED CONCRETE TILT-UP PANELS W/ ACCENT REVEALS AS SHOWN.
2. REFLECTIVE BLUE GLASS IN CLEAR ANODIZED ALUMINUM MULLION SYSTEM.
3. ALUMINUM FINISHED CANOPY OVER ENTRY.
4. RECESSED ENTRY WITH PRIMARY GLASS ENTRANCE DOORS.
5. PAINTED 8'-0" X 10' (ROOF HIGH VERTICAL LIFT METAL TRUCK DOOR ASSEMBLY WITH DOCK BUMPERS. SEE DOOR SCHEDULE.
6. PAINTED 14' X 15' GRADE LEVEL VERTICAL LIFT METAL TRUCK DOOR ASSEMBLY. SEE DOOR SCHEDULE.
7. CONCRETE TILT-UP SCREEN WALL PAINT AND REVEALS AS SHOWN TO MATCH BUILDING.

FINISH SCHEDULE:

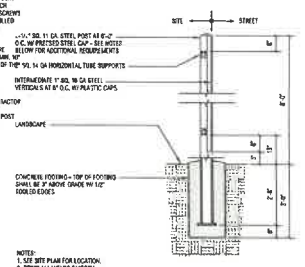
1. FIELD COLOR
   PPG - PPG1002-1 - SILVER FEATHER
2. LIGHT ACCENT COLOR
   PPG - PPG1002-3 - COOL SLATE
3. DARK ACCENT COLOR
   PPG - PPG1002-5 - ANTIQUE SILVER
4. DARK ACCENT COLOR
   PPG - PPG1002-7 - PHANTOM MIST
5. CANOPIES - ALUCOBOND
   CLEAR ANODIZED ALUMINUM
6. GLASS - PRIMARY WINDOW
   PPG SOLARCOOL PACIFICA



NOTES:
1. PERFORATED MESH, WHERE PROVIDED, SHALL BE BY MCNICHOLS OR EQUIV., PAINTED BLACK TO MATCH THE GATE.
2. PROVIDE SHOP DRAWINGS & STRUCTURAL DETAILS & CALCULATIONS INCLUDING WIND-LOAD CRITERIA FOR ALL GATES PRIOR TO FABRICATION FOR REVIEW AND APPROVAL BY ARCHITECT.
3. COORDINATE GATE HEIGHTS WITH GRADE ELEVATIONS PER CIVIL ENGR.
4. SHOP FINISH W/ MINIMUM ONE COAT OF PRIMER AND ONE COAT BLACK SATIN ENAMEL U.N.O. PROVIDE ALTERNATE FOR POWDER COAT FINISH.
5. CONTRACTOR SHALL BE RESPONSIBLE FOR THE DESIGN AND CONSTRUCTION OF ALL GATE SUPPORTS AND SAFETY MECHANISMS.
6. BUILDING OWNER SHALL BE RESPONSIBLE FOR MAINTAINING GATE TRACK FREE FROM DEBRIS TO ALLOW FOR SAFE OPERATION OF GATE.
7. SLIDING VEHICLE GATES INTENDED FOR AUTOMATION SHALL COMPLY WITH CBC SECTION 1010.1 AND ASTM F2200, INCLUDING:
   A. COVER GATE WHEELS W/ COVER GUARDS.
   B. PROVIDE MESH OR PICKET SPACING WITH MAX OPENING LESS THAN 2 1/4".
   C. PROVIDE POSITIVE "STOPS AT BOTH FULLY OPEN AND FULLY CLOSED POSITION".
   D. GATE DOES NOT MOVE / SLIDE / FALL OVER ON ITS OWN IF DISCONNECTED FROM OPERATOR.
8. VEHICLE GATE OPERATORS, WHERE PROVIDED, SHALL BE LISTED IN ACCORDANCE WITH UL 325.
9. VEHICLE GATE OPERATORS, WHERE PROVIDED, SHALL BE PROVIDED WITH KNOX-KEY SWITCH ACCESS FOR EMERGENCY VEHICLE ACCESS.

SINGLE ROLLING GATE

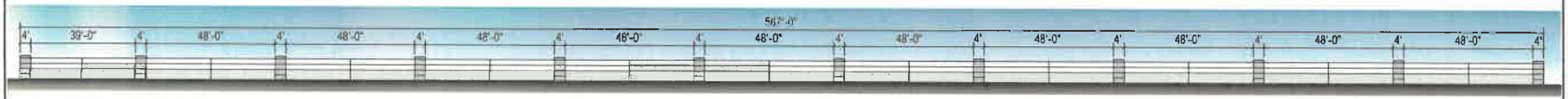
SCALE: 1-1/2" = 1'-0" 01295 2



NOTES:
1. SEE SITE PLAN FOR LOCATION.
2. GRIND ALL WELDS SMOOTH.
3. ALL STEEL WORK TO BE 4-4-SH & SHOP PRIMED. PAINT FLAT BLACK TWO COATS.
4. CONTRACTOR TO SUBMIT DETAILED SHOP DWGS. FOR APPROVAL PRIOR TO FABRICATION.
5. PROVIDE CONT. 8" X 8" CONC. MOW STRIP UNDER FENCE ONLY WHEN FENCE IS ADJACENT TO TURF AREAS.
6. USE 4" OD. 11 GA. STEEL POST W/ PRESSED STEEL CAP AT ALL END AND CORNER CONDITIONS OF THE FENCE RUN.

STEEL FENCE

SCALE: 1/2" 1'-0" 01250 1



NORTH ELEVATION - FACING 5TH STREET

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



EAST ELEVATION

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

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Office of Architectural Design
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Irvine, CA 92618
P 949-341-0929
FX 949-341-0923

CONSULTANT

PROFESSIONAL SEAL

HIGHLAND EAST DEVELOPMENT

00000 THIRD STREET
CITY OF HIGHLAND, CA

CROW HOLDINGS
INDUSTRIAL
527 WEST 7TH STREET, SUITE 308
LOS ANGELES, CA 90014
213-378-1270
CONTACT: PHIL PRASSAS

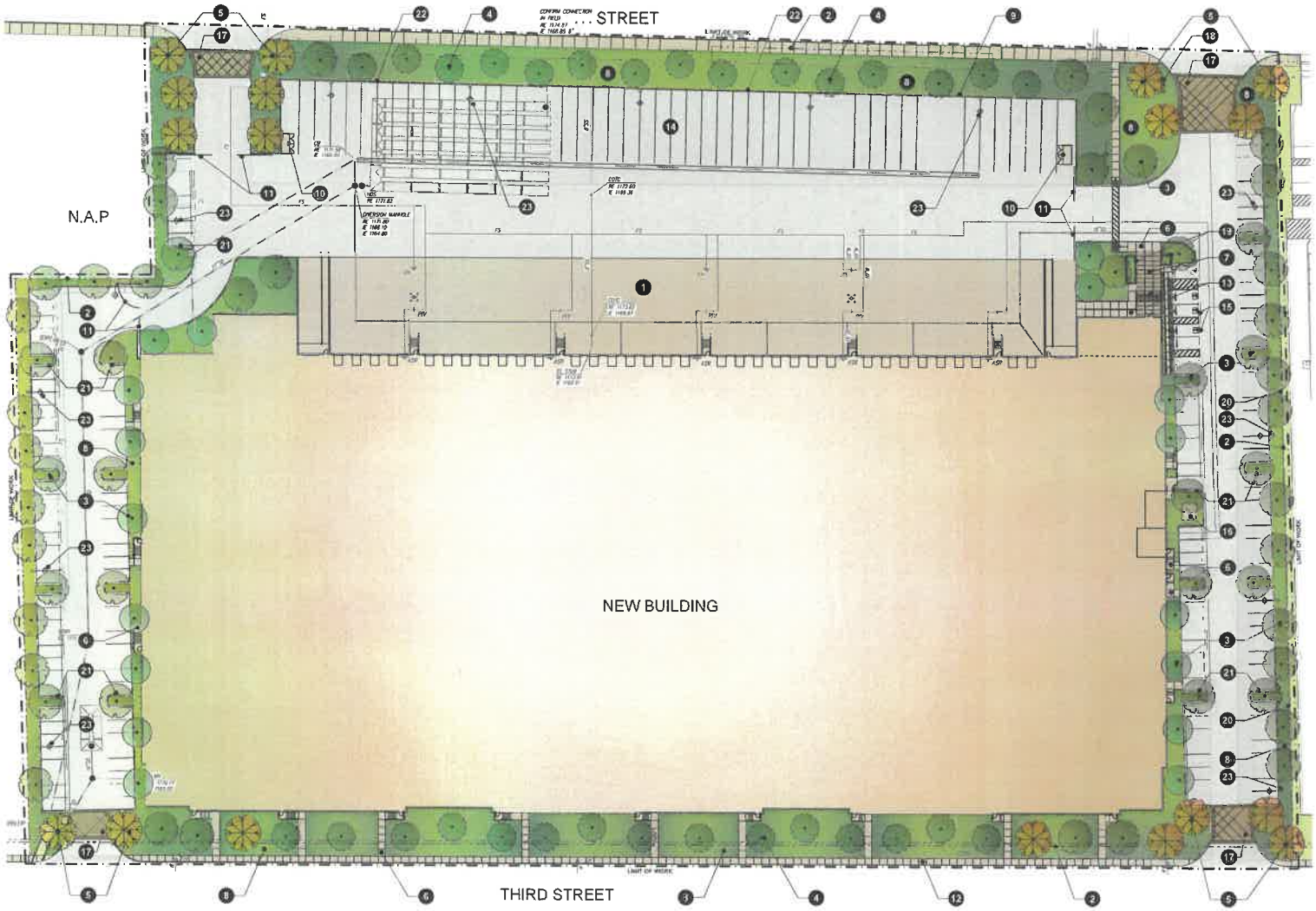
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BID		
PC		
DD		
SD		

RGA PROJECT NO:	21627.00
OWNER PROJECT NO:	0000.00
CAD FILE NAME:	21627-A0-A1-11
DRAWN BY:	JH
CHKD BY:	JH

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RGA, OFFICE OF ARCHITECTURAL DESIGN

SHEET TITLE
HIGHLAND EAST
SCREEN WALL ELEVATIONS

SHEET A3-2P-E



PROPOSED PLANT PALETTE

TREES

SYMBOL	BOTANICAL NAME	COMMON NAME	SIZE / FORM	HT. X SPRD. X CAL. (MIN.)	WATER USE	DESCRIPTION	%	QTY.
	BRACHYCHITON POPULNEUS	BOTTLE TREE	24" BOX STD	8'H X 4'W	L	EVERGREEN CANOPY	15%	18
	PLATANUS RACEMOSA	CALIFORNIA SYCAMORE	48" BOX LOW BRANCH	14'H X 6'W X 2"C	M	DECIDUOUS CANOPY	15%	18
	PINUS ELDARICA	MONDELL PINE	24" BOX STD	8'H X 4'W	L	EVERGREEN TREE	24%	30
	QUERCUS AGRIFOLIA	COAST LIVE OAK	24" BOX STD 36"BOX STD	8'H X 4'W X 1-3/4"C 14'H X 8'W X 3-1/2" C	L	PARKING AREA SHADE CANOPY	31%	39
							15%	18

BACKGROUND SHRUBS

SYMBOL	BOTANICAL NAME	COMMON NAME	SIZE	SPACING	WATER USE	DESCRIPTION
	ROSA 'ICEBERG'	ICEBERG ROSE	5 GAL	48" O.C.	M	LARGE FLOWERING
	LIGUSTRUM JAPONICA 'TEXANUM'	TEXAS PRIVET	5 GAL	36" O.C.	L	SCREENING HEDGE
	OLEA X MONTRA 'LITTLE OLLIE'	LITTLE OLLIE	5 GAL.	48" O.C.	L	INFORMAL SCREENING HEDGE
	LEUCOPHYLLUM F. 'GREEN CLOUD'	TEXAS RANGER	5 GAL	60" O.C.	L	LARGE FLOWERING

MIDGROUND SHRUBS

SYMBOL	BOTANICAL NAME	COMMON NAME	SIZE	SPACING	WATER USE	DESCRIPTION
	MUHLENBERGIA RIGENS	DEER GRASS	5 GAL	36" O.C.	L	ORNAMENTAL GRASS
	RHAPHIOLEPIS UMBELLATA 'MINOR'	DWARF YEDDO HAWTHORN	5 GAL.	36" O.C.	L	FLOWERING ACCENT
	ROSMARINUS O. 'TUSCAN BLUE'	TUSCAN BLUE ROSEMARY	5 GAL	36" O.C.	L	FLOWERING ACCENT
	CALLISTEMON 'LITTLE JOHN'	DWARF BOTTLE BRUSH	5 GAL.	36" O.C.	L	FLOWERING ACCENT
	BACCHARIS PILULARIS 'TWIN PEAKS'	TWIN PEAKS COYOTE BRUSH	5 GAL	36" O.C.	L	CALIFORNIA NATIVE

FOREGROUND SHRUBS

SYMBOL	BOTANICAL NAME	COMMON NAME	SIZE	SPACING	WATER USE	DESCRIPTION
	DIANELLA 'LITTLE REV'	LITTLE REV FLAX LILY	5 GAL.	24" O.C.	L	STRAPPY ACCENT
	FESTUCA MAIREI	ATLAS FESCUE	5 GAL.	30" O.C.	L	ORNAMENTAL GRASS
	HESPERALOE PARVIFLORA	RED YUCCA	5 GAL.	36" O.C.	L	FLOWERING ACCENT
	LOMANDRA LONGIFOLIA 'LOMLON'	LOMLON MOOR GRASS	5 GAL.	36" O.C.	L	ORNAMENTAL GRASS
	COTONEASTER DAMMERI 'LOWFAST'	BEARBERRY COTONEASTER	5 GAL.	36" O.C.	L	EVERGREEN LOW SHRUB

GROUNDCOVERS

SYMBOL	BOTANICAL NAME	COMMON NAME	SIZE	SPACING	WATER USE	DESCRIPTION
	ACACIA REDOLENS 'LOW BOY'	PROSTRATE ACACIA	5 GAL.	8' O.C.	VL	EVERGREEN GROUNDCOVER
	BACCHARIS P. 'PIGEON POINT'	DWARF COYOTE BRUSH	1 GAL.	48" O.C.	L	EVERGREEN GROUNDCOVER
	LONICERA J. 'HALLIANA'	HALL'S HONEYSUCKLE	1 GAL.	36" O.C.	L	FLOWERING GROUNDCOVER
	ROSA X 'FLOWER CARPET RED'	RED CARPET ROSE	1 GAL.	36" O.C	M	FLOWERING GROUNDCOVER
	ROSMARINUS O. 'HUNTINGTON CARPET'	PROSTRATE ROSEMARY	FLATS	12" O.C.	L	EVERGREEN GROUNDCOVER

VINES

SYMBOL	BOTANICAL NAME	COMMON NAME	SIZE	SPACING	WATER USE	DESCRIPTION
▼	DISTICTUS BUCCINATORIA	BLOOD-RED TRUMPET VINE	5 GAL./ STAKED	PER PLAN	M	FLOWERING VINE

WATER USE KEY
VL = VERY LOW WATER USE, L = LOW WATER USE, M = MODERATE WATER USE, H = HIGH WATER USE. WATER USE STATED IS PER " WATER USE CLASSIFICATION OF LANDSCAPE SPECIES" (ALSO REFERRED TO AS WUCOLS IV) FOR CITY OF HIGHLAND

CITY LANDSCAPE NOTES:

- MINIMUM 50% OF TREES TO BE 24" BOX.
- MINIMUM 15% OF TREES TO BE 36" BOX.
- MINIMUM 15% OF TREES TO BE 48" BOX.
- MINIMUM 80% OF SHRUBS TO BE 5 GALLON IN SIZE.
- MINIMUM 20% OF SHRUBS TO BE 1 GALLON IN SIZE.
- GROUNDCOVER TO BE PLANTED TO ACHIEVE 100% COVERAGE WITHIN (1) YEAR.
- 4' HT EVERGREEN HEDGE TO BE PROVIDED WHERE APPLY TO SCREEN THE PARKING LOT FROM THE PUBLIC.
- 24" BOX TREES SHALL HAVE MINIMUM 3/4" CALIPER, 8' HEIGHT AND 4' SPREAD.

LEGEND

1. LOADING AREA
2. PROPERTY LINE
3. PROPOSED PARKING SHADE TREES
4. PROPOSED SCREEN TREES
5. PROPOSED ENTRY ACCENT TREES
6. NATURAL GRAY CONCRETE PAVING
7. OFFICE ENTRY - DECORATIVE CONCRETE PAVING
8. DROUGHT TOLERANT SHRUB PLANTING
9. SCREEN WALL
10. TRASH ENCLOSURE
11. METAL FENCE AND GATE
12. PUBLIC SIDEWALK
13. STEPS AND RAMPS
14. TRUCK PARKING
15. ADA PARKING
16. TRANSFORMER
17. ENHANCED DRIVEWAY ENTRY PAVING
18. ENTRY MONUMENT SIGN
19. ENHANCED PLANTER AT MAIN BUILDING ENTRY
20. CONCRETE MOW CURB TO DELINEATE HE PROPERTY BOUNDARY
21. MIN. 12" WIDE CONCRETE STEP OUT
22. SCREEN WALL AT TRAILER YARD
23. SITE LIGHTING

CROW HOLDINGS INDUSTRIAL

HIGHLAND EAST DEVELOPMENT
CITY OF HIGHLAND, CA

PRELIMINARY LANDSCAPE PLAN
SCHEMATIC DESIGN

SHEET L1.1
JOB # 22079
11.06.2023

0 30 60 90

RLA
8841 RESEARCH DR
SUITE 200
IRVINE - CA 92618
949.380.1325
RLAGELA.COM
RGA

TREES



BRACHYCHITON POPULNEUS /
BOTTLE TREE



PLATANUS RACEMOSA /
CALIFORNIA SYCAMORE



PINUS ELDARICA /
MONDELL PINE



QUERCUS AGRIFOLIA /
COAST LIVE OAK

VINES



DISTICTUS BUCCINATORIA /
BLOOD-RED TRUMPET VINE

FOREGROUND SHRUBS



DIANELLA 'LITTLE REV' /
LITTLE REV FLAX LILY



FESTUCA MAIREI /
ATLAS FESCUE



HESPERALOE PARVIFLORA /
RED YUCCA



LOMANDRA LONGIFOLIA 'LOMLON' /
LOMLON MOOR GRASS



COTONEASTER DAMMERI 'LOWFAST' /
BEARBERRY COTONEASTER

MIDGROUND SHRUBS



MUHLENBERGIA RIGENS /
DEER GRASS



RHAPHIOLEPIS UMBELLATA 'MINOR' /
DWARF YEDDO HAWTHORN

MIDGROUND SHRUBS



ROSMARINUS O. 'TUSCAN BLUE' /
TUSCAN BLUE ROSEMARY



CALLISTEMON 'LITTLE JOHN' /
DWARF BOTTLEBRUSH



BACCHARIS PILULARIS 'TWIN PEAKS' /
TWIN PEAKS COYOTE BRUSH

BACKGROUND SHRUBS



ROSA 'ICEBERG' /
ICEBERG ROSE



LIGUSTRUM JAPONICUM 'TEXANUM' /
WAX LEAF PRIVIT



OLEA EUROPAEA 'MONTRA' /
LITTLE OLLIE DWARF OLIVE



LEUCOPHYLLUM F. 'GREEN CLOUD' /
GREEN CLOUD TEXAS SHADE

GROUNDCOVER



ACACIA REDOLENS 'LOW BOY' /
PROSTRATE ACACIA



BACCHARIS P. 'PIGEON POINT' /
DWARF COYOTE BRUSH



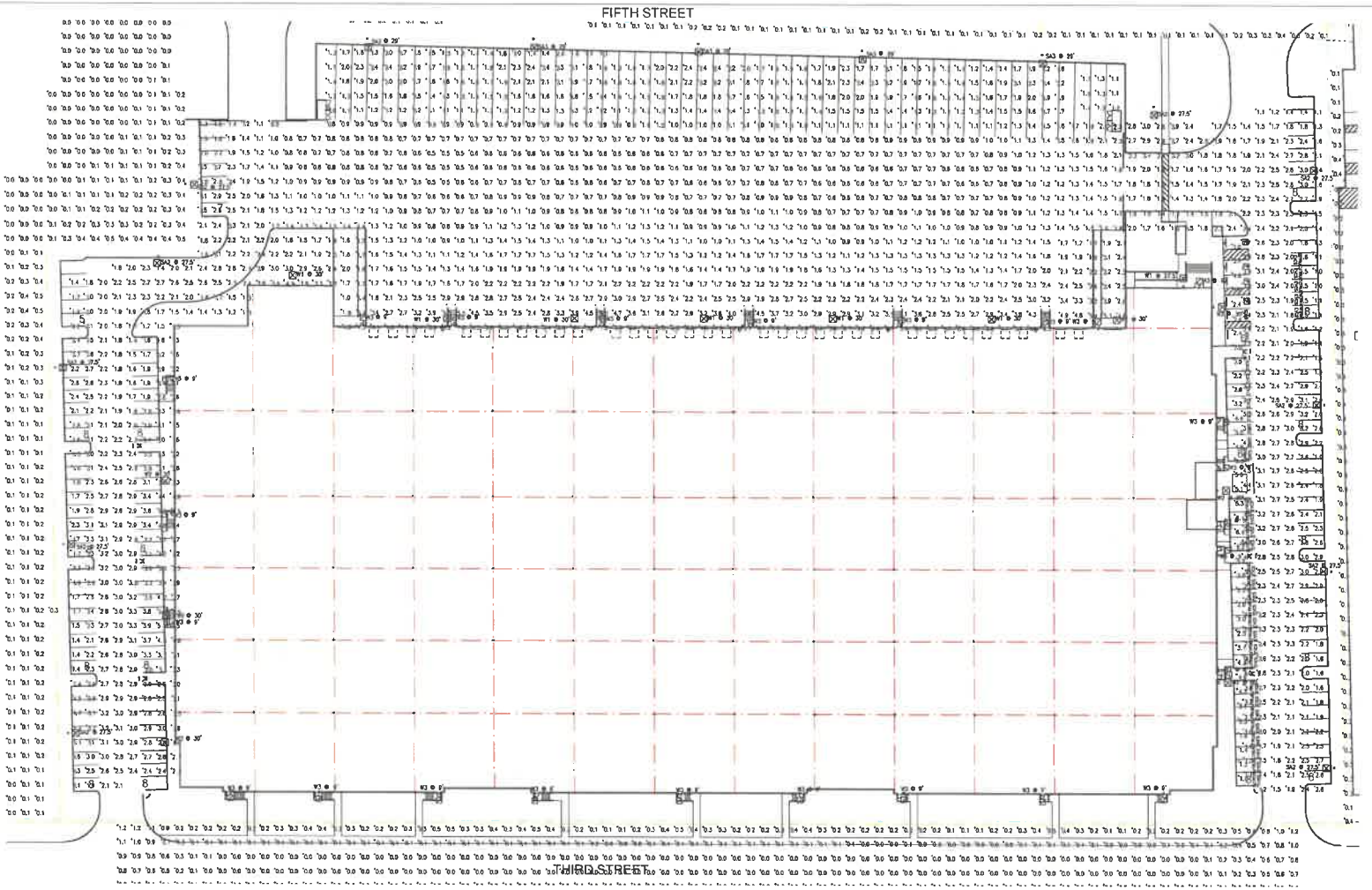
LONICERA J. 'HALLIANA' /
HALL'S HONEYSUCKLE



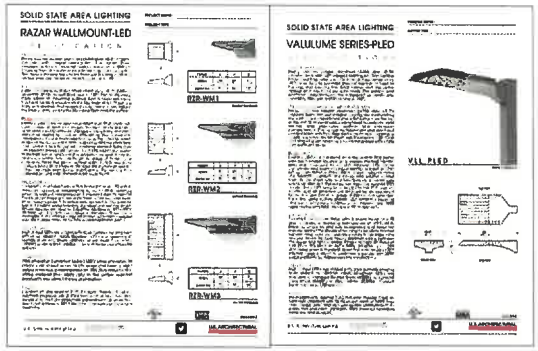
ROSA X 'FLOWER CARPET RED' /
RED CARPET ROSE



ROSMARINUS O. 'HUNTINGTON CARPET' /
PROSTRATE ROSEMARY



ELECTRICAL SITE PHOTOMETRIC PLAN
SCALE: 1"=30'-0"



Statistics

Description	Symbol	Avg	Max	Min	Max/Min	Avg/Min
Calc Zone #2	+	0.1 fc	1.2 fc	0.0 fc	N/A	N/A
Calc Zone #4	+	1.8 fc	7.9 fc	0.5 fc	15.8:1	3.6:1
Calc Zone #4	+	1.3 fc	1.7 fc	1.1 fc	1.5:1	1.2:1
Calc Zone #5	+	2.8 fc	5.4 fc	1.6 fc	3.4:1	1.8:1
Calc Zone #8	+	0.0 fc	0.4 fc	0.0 fc	N/A	N/A
Calc Zone #7	+	0.1 fc	0.2 fc	0.1 fc	2.0:1	1.0:1
Calc Zone #8	+	0.1 fc	0.2 fc	0.1 fc	2.0:1	1.0:1
Calc Zone #8	+	3.5 fc	8.4 fc	1.0 fc	8.4:1	3.5:1
Calc Zone #9	+	0.3 fc	0.4 fc	0.0 fc	4.0:1	3.0:1
Calc Zone #10	+	0.1 fc	0.5 fc	0.0 fc	N/A	N/A

Schedule

Symbol	Label	QTY	Catalog Number	Description	Lamp	Number Lamps	Lumens per Lamp	LLF	Wattage
	W3	25	RZR-WM1-PLED-B-W-20LED-350mA-40K CM1 WML MT AT 9 FT AFG WMM1 BUG RATING B1 U0 G1	CAST BLACK PAINTED FINNED METAL HOUSING.	20 WHITE LIGHT EMITTING DIODES (LEDs), BASE UP.	20	155	0.9	21.4
	W2	6	VLL-PLED-B-W-80LED-525mA-40K MMS11 WML MT AT 30 FT AFG BUG RATING B3 U0 G3	CAST BLACK PAINTED FINNED METAL HOUSING.	80 WHITE LIGHT EMITTING DIODES (LEDs), BASE UP.	80	200	0.9	129.4
	W1	8	VLL-PLED-N-7T-80LED-700mA-40K MMS11 WML MT AT 30 FT AFG BUG RATING B3 U0 G3	CAST BLACK PAINTED FINNED METAL HOUSING.	80 WHITE LIGHT EMITTING DIODES (LEDs), BASE UP.	80	259	0.9	173.6
	SA2	10	VLL-PLED-B-W-80LED-525mA-MMS11WF-HS POLE MT AT 27.5FT AFG BUG RATING B1 U0 G2 25 FT POLE 2.5 FT BASE	CAST BLACK PAINTED FINNED METAL HOUSING.	80 WHITE LIGHT EMITTING DIODES (LEDs), BASE UP.	80	187	0.9	129.4
	SA3	5	VLL-PLED-B-W-80LED-525mA-MMS11 WF-HS POLE MT AT 25FT AFG 25 FT POLE BUG RATING B1 U0 G3 25 FT POLE 4 FT BASE	CAST BLACK PAINTED FINNED METAL HOUSING.	80 WHITE LIGHT EMITTING DIODES (LEDs), BASE UP.	80	187	0.9	129.4

RPM 772-xxx 10/31/23

RGA
Office of Architectural Design

CONSULTANT

RPM
Engineering, Inc.
XXX ORANGETHORPE
XXXXXXXXXXXXXXXX
Tel: 949-XXX-XXXX EXT.
Fax: 949-XXX-XXXX
Contact: Steve Du
e-mail: steve@rpmpe.com

PROFESSIONAL SEALS

REGISTERED PROFESSIONAL ENGINEER
JIAN Y. HUANG
No. 015556
Exp. 12-31-2023
ELECTRICAL
STATE OF CALIFORNIA
10/31/2023

PROJECT NAME

HIGHLAND EAST DEVELOPMENT

0000 CENTRAL AVE,
CITY OF HIGHLAND, CA

NO	MARK	DATE	DESCRIPTION

RGA PROJECT NO: 2022.00
OWNER PROJECT NO:
CAD FILE NAME:
DRAWN BY:
CHK'D BY:
COPYRIGHT: RGA, OFFICE OF ARCHITECTURAL DESIGN
SHEET TITLE:

SITE PHOTOMETRIC PLAN

SHEET E-2.1

Attachment 5

Parking Analysis

MEMORANDUM

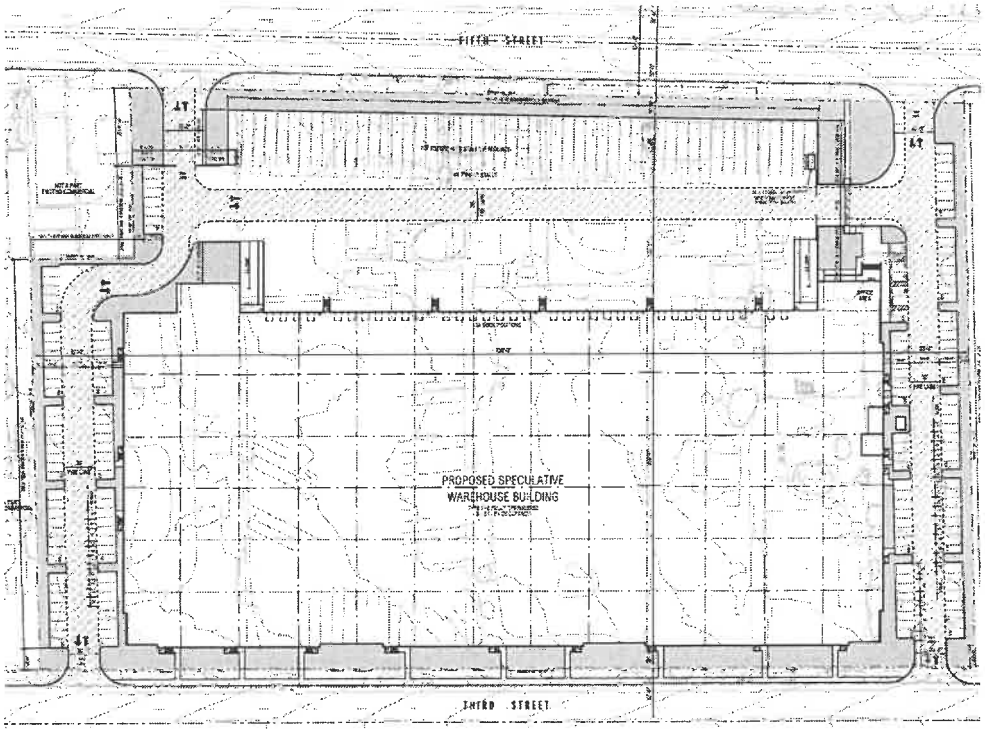
URBAN | CROSSROADS

DATE: August 15, 2023
TO: Jorge Garcia, CHIPT Highland 210, L.P.
FROM: Jose Alire/Robert Vu, Urban Crossroads
JOB NO: 14845-04 Parking

CHIPT HIGHLAND EAST PARKING EVALUATION

Urban Crossroads, Inc. is pleased to provide the following Parking Evaluation for the CHIPT Highland East development (**Project**), which is located north of 3rd Street, south of 5th Street, and east of Central Avenue in the City of Highland, as shown on **Exhibit A**. This Parking Evaluation was developed to address the City's comments and determine if the proposed project provides adequate on-site parking supply to accommodate peak on-site vehicle parking demands.

EXHIBIT A: PRELIMINARY SITE PLAN



INTRODUCTION

It is our understanding that the Project is to consist of a 243,323 square foot (**sf**) industrial warehouse building. 7,000 sf of the 243,323 sf building will be devoted to office use. There are 158 parking spaces proposed on-site and readily available to the public.

PARKING REQUIREMENTS

To demonstrate that adequate parking supply exists within the CHIPT Highland East development, this parking assessment provides a review of the City of Highland Municipal Code parking requirements and an estimate of the peak parking demands. Section 16.52.030 of the City of Highland Municipal Code describes the off-street parking requirements for land uses. Section 16.52.030 Table 16.52.030.A identifies the parking spaces required for Industrial land uses, such as the CHIPT Highland East development.

Table 1 provides a summary of the applicable City of Highland Municipal Code parking requirements. For the warehouse and distribution use, the City of Highland Municipal Code requires 1 space per 1,000 sf devoted to warehousing, plus the required amount of parking for gross floor area devoted to other uses (i.e., 1 space per 250 gross ft of floor area (**GFA**) for office use).

TABLE 1: CITY OF HIGHLAND MUNICIPAL CODE PARKING REQUIREMENTS

Use	Parking Rate	Description
Industrial Use Warehouse and distribution	1 space per 1,000 sf	1 space/1,000 sf
Office Use Administrative, business, professional	1 space per 250 gross ft of floor area	1 space/250 GFA

Based on the City of Highland Municipal Code Section 16.52.030 Table 16.52.030.A.

Using the City of Highland Municipal Code parking rates, it is possible to calculate the parking requirements for the proposed CHIPT Highland East. As shown on **Table 2**, the proposed CHIPT Highland East requires 265 spaces. The proposed Project does not meet the City of Highland municipal code requirements.

TABLE 2: CHIPT HIGHLAND EAST MUNICIPAL CODE PARKING SPACE REQUIREMENTS

Condition	Use	Building Size[1]	Parking Rate[2]	Required Parking	Proposed Parking	Meets Requirement
Proposed	Industrial	236,323 sf	1 per 1,000 sf	237	130	No
Proposed	Office	7,000 GFA	1 per 250 GFA	28	28	Yes
Total		**154,876 sf**		**265**	**158**	**No**

[1] Based on the March 16, 2023 preliminary site plan, prepared by RGA.
[2] Based on the City of Highland Municipal Code Section 16.52.030 Table 16.52.030.A.

PARKING GENERATION

The parking generation rates used for this analysis are based upon information collected by the Institute of Transportation Engineers (**ITE**) as provided in their Parking Generation Manual (5th Edition, 2019) (see **Table 3**). ITE Land Use Code 150 (Warehousing) was chosen for this analysis since the Project is primarily devoted to the storage of materials, but it may also include office areas. As shown on **Table 3**, the proposed Project requires 95 spaces. The application of the ITE parking generation rates indicate that the Code requirements may overestimate the parking supply needed for the proposed Project. The 158 parking spaces readily available to the public can support the ITE parking demand.

TABLE 3: PROJECT PARKING GENERATION SUMMARY

Land Use	Units[2]	ITE LU Code	Rate
Parking Generation Rates:[1,3]			
Warehousing	TSF	150	0.39

[1] Source: Institute of Transportation Engineers (ITE), Parking Generation Manual, 5th Edition (2019).
[2] TSF = Thousand Square Feet
[3] The Parking Generation Manual ITE Land Use Code 150 (Warehousing) combines average rates for both small and large (greater than 1,000,000 sf) industrial warehouses. The current Parking Generation Manual does not separate average rates for larger warehouses.

Land Use	Quantity	Units[1]	Spaces
Project Parking Generation Summary:			
Warehousing	243.323	TSF	95

PROJECT PARKING DEMAND

The Parking Study for the Victoria Avenue and Cypress Street Warehouse Project, City of Highland (**2022 Parking Study**) memorandum, prepared by Dudek dated August 29, 2022, was prepared for the Victoria Avenue and Cypress Street Warehouse. The 2022 Parking Study references two existing occupied warehouses that were chosen to be surveyed for parking demand:

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

To evaluate the on-site parking demands of the referenced warehouses, Dudek conduct hourly vehicle counts at the driveways of the two warehouses. The driveway counts accounted for vehicles entering and exiting all project driveways every 15 minutes, over a 24-hour period for two typical weekdays of a non-holiday week. The driveway counts were conducted at both sites

on Tuesday, February 2, 2021, and Wednesday, February 3, 2021. **Table 4** shows the findings and parking rates of the peak demand data from the 2022 Parking Study.

TABLE 4: OBSERVED PEAK PARKING DEMAND AND RATES

Use	Parking Rate	Description
Average Observed Parking Rate	1 space per 4,038 SF of floor area	1 space/4,038 sf
Highest Observed Parking Rate	1 space per 2,660 SF of floor area	1 space/2,660 sf

Based on the Parking Study for the Victoria Avenue and Cypress Street Warehouse Project, City of Highland memorandum, prepared by Dudek dated August 29, 2022

Based on the parking rates from the 2022 Parking Study, the average observed rate requires 60 parking spaces and the highest observed rate required 92 spaces (see **Table 5**). The proposed spaces can sufficiently support the anticipated parking demand. The 158 parking spaces readily available to the public can support the average and highest observed parking demand.

TABLE 5: PARKING REQUIREMENTS PER OBSERVED RATES

Condition	Building Size[1]	Parking Rate[2]	Parking Demand	Proposed Parking	Meets Demand
Average Observed	243,323 sf	1 per 4,038 sf	60	158	Yes
Highest Observed	243,323 sf	1 per 2,660 sf	92	158	Yes

[1] Based on the March 16, 2023 preliminary site plan, prepared by RGA.
[2] Based on the City of Highland Municipal Code Section 16.52.030 Table 16.52.030.A.

CONCLUSIONS

It is our understanding that the Project is to consist of a 243,323 sf industrial warehouse building, which is located north of 3rd Street, south of 5th Street and east of Central Avenue, in the City of Highland. 7,000 sf of the 243,323 sf building will be devoted to office use. There are 158 parking spaces proposed on-site and readily available to the public.

Based on the City of Highland parking requirements of 1 space per 1,000 sf for warehouse use plus 1 space per 250 GFA for office use, the proposed CHIPT Highland East will require a total of 265 parking spaces. Our evaluation indicates that the proposed parking supply will not meet Municipal Code parking requirements.

Based upon the information collected and published by the Institute of Transportation Engineers (ITE) Parking Generation Manual (5th Edition, 2019), our evaluation indicates that the proposed parking supply will meet the ITE parking demand requirements of 95 spaces. The 158 parking spaces readily available to the public can support the ITE parking demand.

Based on the surveyed parking demand rates in the Parking Study for the Victoria Avenue and Cypress Street Warehouse Project, City of Highland (**2022 Parking Study**) memorandum, prepared by Dudek dated August 29, 2022, our evaluation also indicates that the proposed parking spaces will meet the average and highest parking demand rates utilized in the 2022

Parking Study (60 and 92 spaces, respectively). The 158 parking spaces readily available to the public can support the observed parking demand.

The project's proposed supply of 158 parking spaces can adequately accommodate the published ITE parking demand rate and the observed parking demand rates determined in the 2022 Parking Study. The 158 parking spaces readily available to the public can support both the ITE parking demand and the observed parking demand. Based on the ITE parking demand rates and the 2022 Parking Study observed rates, the proposed Project will accommodate parking demand on-site without impacting the adjacent street or land uses.

If you have any questions or comments, I can be reached at rvu@urbanxroads.com.

Respectfully submitted,

URBAN CROSSROADS, INC.

Jose Alire, P.E.
Senior Traffic Engineer

Robert Vu, P.E.
Transportation Engineer

Attachment 6

Resolution No. 2023-___ Approving CUP-23-009
a. Exhibit A – Conditions of Approval
b. Mitigation Monitoring and Reporting Program

PC RESOLUTION NO. 2023 -

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF HIGHLAND, CALIFORNIA, ADOPTING CONDITIONAL USE PERMIT (CUP-23-009) FOR THE DEVELOPMENT OF A 243,323 SQUARE FOOT SPECULATIVE INDUSTRIAL WAREHOUSE AND ASSOCIATED IMPROVEMENTS GENERALLY LOCATED BETWEEN 3RD STREET AND W. 5TH STREET APPROXIMATELY MIDWAY BETWEEN CENTRAL AVENUE AND PALM AVENUE. APN's: 1192-631-09, -10, -11, -12, -13, -14, -22, -23, -24, -25, -26, -27, and -28; and 1192-641-08, -09, -10, -11, 15, -16, -17, -18, -19, -20, and -21

RELATED ENTITLEMENTS INCLUDE
DESIGN REVIEW APPLICATION (DRA-23-010); VARIANCE (VAR-23-002); AND VESTING TENTATIVE PARCEL MAP (TPM-23-003)

APPLICANT: CHPT HIGHLAND 210 / CROW HOLDINGS INDUSTRIAL

A. RECITALS

1. On May 16, 2023, the Applicant filed an application for Conditional Use Permit (CUP-23-009) to develop a 243,323 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-23-010) including a Site Plan, Building Elevations, Conceptual Grading Plan, Conceptual Landscape Plan; Variance (VAR-23-002) to increase the maximum building height permitted to 52.6'; and Vesting Tentative Parcel Map (TPM-23-003) to consolidate twenty-four (24) parcels to one (1) parcel.

2. The site is located on approximately 11.33 acres between 3rd Street and 5th Street approximately midway between Central Avenue and Palm 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 December 5, 2023, public hearing.

4. On December 5, 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 December 5, 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 and Development Code, include but are not limited to, Chapter 16.24 Employment Zones, Chapter 16.40 General Development Standards, and Chapter 16.54 Parking. The project meets the standards established in these chapters subject to approval of a variance to increase the maximum building height from 35' to 52.6'.

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

Goal 2.5 - Promote a mix of attractive employment-generating areas with a mix of uses that provide a sound and diversified economic base and that are compatible with the community's overall residential character.

Policy 2.5.2 - Require development in areas designated for Business Park uses to provide for light industrial, research and development, and/or office-based firms seeking a pleasant and attractive working environment, as well as for business support services and commercial uses requiring extensive land areas.

Goal 2.13 Transform the 5th Street Corridor into a major employment center and gateway to the San Bernardino International Airport.

Policy 2.13.3 - Develop a comprehensive design and branding program for the 5th Street Corridor, promoting it as a unified, business-friendly employment center.

Policy 2.13.4 - Protect and enhance the integrity and desirability of industrial sites from nonindustrial uses.

Policy 2.13.8 - Until nonconforming residential uses transition out of the area, provide adequate transitions and/or buffers between existing residential neighborhoods and industrial or other incompatible land uses.
Community Design Element:

Goal 10.8 - Ensure that industrial and business park development is professional and attractive in appearance through coordinated site planning, signage and architectural design guidelines.

Policy 10.8.1 - Strengthen the image of industrial and business park areas through entry monument signage, distinctive landscaping and complementary architectural design elements.

Policy 10.8.2 - Encourage contemporary, clean and distinctive industrial buildings with clearly visible entrances.

Policy 0.8.4 - Promote the use of 5th Street as a gateway to San Bernardino International Airport through improved signage, gateway monumentation and skyway landscaping.

Policy 10.8.6 - Provide incentives for consolidating smaller industrial lots into larger parcels.

Policy 10.8.7 - Screen parking, storage and service areas from public view with landscaped walls, berms and appropriate landscaping treatments.

Goal 3.6 Provide a circulation system that reduces conflicts between commercial trucking, private/public transportation and land use.

Policy 3.6.1 - Maintain designated truck routes for use by commercial trucking that link industrial and commercial activity areas with major roadways and regional transportation routes and minimize impacts on local traffic neighborhoods.

Policy 3.6.2 - Provide appropriately designed roadways for the designated truck routes that can safely accommodate truck travel.

Policy 3.6.3 - Develop berms and barriers where feasible along truck routes to minimize noise impacts to sensitive land uses.

Policy 3.6.4 - Provide sufficient loading areas to minimize interference with efficient traffic circulation.

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

Response: The proposed speculative industrial warehouse is in keeping with the integrity and character of Business Park District. It would be developed in compliance with the Highland General Plan and Municipal Code standards related to warehousing in the Business Park District within the 5th Street Corridor Policy Area. It meets development code standards such as land use, setbacks, density, lighting, parking, circulation, etc. It has a contemporary, clean and distinctive design in keeping with the Policy Area standards (Goal 10.8 – Policy 2). It has quality finishes, landscaping, and hardscape and will construct surrounding infrastructure.

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

Response: The 11.3-acre site is adequate for the proposed industrial development with a 49% lot coverage area. The Municipal Code permits up to 60% lot coverage area (Per Table 16.24.040.A). The topography of the site is predominantly flat, featuring a partially developed parcel, a residential structure, and storage facilities. Utilities are readily accessible within the adjacent right-of-way, and the site offers favorable drainage conditions for both on-site water retention and water quality treatment. The proposed development aligns well with the industrial objectives outlined in the 5th Street Corridor Policy Area. Accessibility to the site is facilitated through two separate driveways, thus segregating commercial truck and passenger vehicle traffic. Moreover, the site boasts excellent connectivity to regional transportation networks, being situated approximately half of a mile from the San Bernardino International Airport and a mile from State Route 210 and Interstate 10.

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

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

Response: Existing water, public utilities and services for the project are available adjacent to the site within the public right-of-way. East Valley Water District provided a "Will Serve" letter to the Applicant, confirming the provision of water and sanitary sewer services. All utility providers were given notice of the project and expressed no concern. Public health and safety was addressed with the design and conditioning of the project.

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

Response: The proposed warehouse development will be compliant with Municipal, Fire & Building codes. Each public safety division of the City has reviewed the project and provided relevant Conditions of Approval that

will be adopted by resolution. The necessary ingress and egress are provided and all public utilities and services will be in place. The project will include the use of contemporary, clean and distinctive industrial building design elements in keeping with the Policy Area standards. There is no indication that the project would be detrimental to the public health, safety or welfare, or materially injurious to properties and improvements 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 October 16 through November 22, 2023. Mitigation Measures were necessary to reduce impacts below a level of significance in the areas of Biological Resources, Cultural Resources, Geology and Soils, Hazards, Transpartation, and Hazarous Materials, and Tribal Cultural Resources. All other CEQA topics were found to be less than significant or no impact. Based upon the findings contained in that Study, it was determined that, with the incorporation of mitigation measures, there was no substantial evidence that the Project could have a significant effect on the environment and a Mitigated Negative Declaration ("MND") was prepared by the City in full compliance with CEQA.

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-23-009) facilitating the construction of a 243,323 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.

Exhibit A – CUP 23-009 Conditions of Approval

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 5th day of December, 2023.

ATTEST:

Randall Hamerly, Chairman
Planning Commission

Lawrence A. Mainez
Community Development Director

Exhibit A

CUP 23-009 Conditions of Approval

PLANNING DIVISION CONDITIONS OF APPROVAL

Date:	December 5, 2023
Applicant:	CHPT Highland 210 / Crow Holdings Industrial
File/Index:	Conditional Use Permit (CUP 22-009)
Proposal:	The development and operation of a 243,323 square foot warehouse/logistics and associated improvements.
Location:	A 11.33 acre site located between 3rd Street and 5th Street approximately midway between Central Avenue and Palm Avenue; Assessor's Parcel Number 1192-631-09, -10, -11, -12, -13, -14, -22, -23, -24, -25, -26, -27, and -28; and 1192-641-08, -09, -10, -11, 15, -16, -17, -18, -19, -20, and -21).
Related Entitlements:	Design Review Application (DRA 23-010), Vesting Tentative Parcel Map No. 20616 (TPM 23-003), & Variance (VAR 23-002)

PLANNING CONDITIONS OF APPROVAL

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

Conditional Use Permit (CUP 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 or all Conditions at any time, shall result in initiating revocation of the subject permit.

1. Conditional Use Permit (CUP 23-009) 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 243,323 square foot warehouse and associated improvements including loading docks, tractor-trailer stalls, passenger vehicle parking, a stormwater detention/infiltration basin, landscaping and off-site improvements along the project frontages of 3rd Street and 5th Street as illustrated in the approved plans.

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

3. The project site has been reviewed and approved for warehouse/logistics use with no long-term 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 long-term outdoor storage facilities may be constructed or placed onsite for permanent use. This includes, but is not limited to storage sheds, tents, canopies, or cargo containers. Should cargo containers be used, the following standards shall apply:

    a. Cargo containers shall not be stacked on top of each other or on another structure.

    b. Cargo containers shall be used for storage only and shall not be used for human habitation.

    c. Cargo containers shall be used only by the property owner or occupant of the property where the cargo container is placed, and shall not be rented to, or used by, any other person

    d. Cargo containers shall not be visible from any public or private street that abuts the property. Acceptable screening features for cargo containers include landscaping, fencing, terrain, existing structures, exterior architectural enhancements, or a combination of these features.

    e. Cargo containers shall not occupy fire lanes, designated landscape areas, or storm water facilities.

f. Cargo containers must be kept free of graffiti at all times.

5. There shall be no parking of semi-trailer trucks unrelated to the warehouse business in operation.

6. The operator and recorded owner of the property shall submit to the Planning Division written evidence of agreement with all conditions of this approval before the approval becomes effective. Plan check cannot begin prior to receipt of this signed documentation.

7. Indemnity, Duty to Defend and Obligation to Pay Judgments and Defense Costs, Including Attorneys' Fees, Incurred by the City. The Applicant shall defend, indemnify, and hold harmless the City, its elected officials, officers, employees, volunteers, agents, and those City agents serving as independent contractors in the role of City officials (collectively "Indemnitees") from and against any claims, damages, actions, causes of actions, lawsuits, suits, proceedings, losses, judgments, costs, and expenses (including, without limitation, attorneys' fees or court costs) in any manner arising out of or incident to the Planning Commission's actions, the City Council's actions, related entitlements, or the City's environmental review thereof. The Applicant shall pay and satisfy any judgment, award or decree that may be rendered against City or the other Indemnitees in any such suit, action, or other legal proceeding. The City shall promptly notify the Applicant of any claim, action, or proceeding and the City shall reasonably cooperate in the defense. If the City fails to promptly notify the Applicant of any claim, action, or proceeding, or if the City fails to reasonably cooperate in the defense, the Applicant shall not thereafter be responsible to defend, indemnify, or hold harmless the City or the Indemnitees. The City shall have the right to select counsel of its choice. The Applicant shall reimburse the City, and the other Indemnitees, for any and all legal expenses and costs incurred by each of them in connection therewith or in enforcing the indemnity herein provided. Nothing in this condition shall be construed to require the Applicant to indemnify Indemnitees for any claim arising from the sole negligence or willful misconduct of the Indemnitees. In the event such a legal action is filed challenging the City's determinations herein or the issuance of the approval, the City shall estimate its expenses for the litigation. The Applicant shall deposit said amount with the City within thirty days of being notified of the estimate cost or, at the discretion of the City, enter into an agreement with the City to pay such expenses as they become due.

8. The Owner/Applicant is responsible for implementing all conditions of approval to the satisfaction of the Community Development Director, City Engineer, Fire Department, and Police Department. No final inspection or clearances shall be given until all conditions are met. Each condition of approval is separately

enforced, and if one of the conditions of approval is found to be invalid by a court of law, all the other conditions shall remain valid and enforceable.

9. Revisions, modification, or deletions of associated plans must be submitted to the Planning Division for review and approval. Revisions may require additional review by the Planning Commission.

10. Pursuant to provisions of California Public Resources Code Section 21089 (b), this Application shall not be operative, vested or final, nor will building permits be issued or a map recorded, until: (1) the Notice of Determination (NOD) regarding the associated environmental action is filed and posted with the Clerk of the Board of Supervisors of the County of San Bernardino, and; (2) any and all required filing fees assessed pursuant to California Fish and Game Code Section 711.4, together with any required handling charges, are paid to the Clerk of the Board of Supervisors of the County of San Bernardino.

    a. The Applicant shall provide the Planning Division with a check for the appropriate fee, made payable to the Clerk of the Board of Supervisors, no later than 24 hours after receiving approval of the project. The City will file the NOD and fee payment with the County/State and will provide the Applicant with a copy of the receipt and filed NOD.

    b. Construction and operation of the proposed project shall be in compliance with the project's Mitigation Monitoring and Reporting Program.

11. Development Impact Fees shall be paid in accordance with City Ordinance (**see current attached DIF flyer).** Fees are subject to change by action of the City Council as may be amended from time to time. Fees are locked in upon submission of application to the Building & Safety Division for plan check (footnote #3).

12. A reduction in the number of parking spaces required by Highland Municipal Code Section 16.52.030 *Schedule of off-street parking requirements*, is approved as validated by the project parking study. The project shall provide no less than 158 parking spaces. Minor modifications may be made as authorized by the Community Development Director.

13. The design and installation of signs shall be in accordance with Chapter 16.56, Sign Regulations, of the Highland Municipal Code, unless otherwise approved by the Planning Commission.

14. Northerly and southerly CMU/tilt-up walls shall be eight (8) feet in height with nine (9) foot tall pilasters as measured from the adjacent onsite grade.

15. Westerly tubular steel fence shall be eight (8) feet in height as measured from the adjacent onsite grade.

16. Prior to the issuance of a business license for future tenants, the Community Development Director may review and approve the hours of operation, as appropriate to respond to any future concerns from nearby residential uses.

17. The Developer shall comply with all applicable Conditions of Approval and the Mitigation Monitoring and Reporting Plan related to the associated entitlements; DRA-23-010, VAR-23-002, TPM-23-003.

Development Impact Fee (DIF) Flyer

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	$7,563.37	$13.51	$10.39
Regional Flood Control Facilities	$1,155.73	$494.57	$406.86	$189.42	$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	$4,525.18	$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 Gold Buckle Road and Santa Paula Street, must also pay a Greenspot Impact Fee (Resolution No.1994-037).
2. Fees are per dwelling unit for residential, per lodging unit for commercial lodging, and per gross square footage for commercial or industrial.
3. Fee locked in at time of permit application. (Reso. 2007-060)
4. Fee collected at time of occupancy. (Reso. 2018-002 & 2018-003)
5. Additional inclusionary housing fees of $3,750 required per Resolution 2006-020 & Ordinance 306.
6. Certain projects may be charged an impact fee based on the Alternative Cost Methodology for Regional Circulation ($383.95 per trip-mile), and for Local Circulation ($156.00 per trip-mile.)

IMPACT FEE FOR BUILDING EXPANSION
(no charge for first 499 square feet of residential building expansion)

DETACHED DWELLING	$20.232	per square foot
ATTACHED DWELLING	$14.979	per square foot
MOBILE HOME	$12.082	per square foot
COMMERICIAL LODGING	$ 8.245	per square foot
COMMERCIAL/OFFICE	$19.120	per square foot
INDUSTRIAL	$14.572	per square foot

These fees will change on April 1, 2024

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.*

Mitigation Monitoring and Reporting Program for the Highland East Industrial Project

October 2, 2023

- This document is designed for double-sided printing to conserve natural resources.-

MITIGATION MONITORING AND REPORTING PROGRAM

This Mitigation Monitoring and Reporting Program (MMRP) identifies Mitigation Measures incorporated into the Highland East Industrial Warehouse Project. For each Mitigation Measure, the MMRP identifies the significant impact, the related mitigation measure, the implementation entity, the monitoring and verification entity, and timing requirements.

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IDENTIFIED IMPACT	RELATED MITIGATION MEASURE	MONITORING			VERIFICATION	
		Implementation Entity	Monitoring and Verification Entity	Timing Requirements	Signature	Date
BIOLOGICAL RESOURCES						
Potential Impacts on Burrowing Owl and Ground Nesting Birds.	**BIO-1: Pre-construction Survey for Burrowing Owl and Ground Nesting Birds.** Prior to ground disturbance, the following two surveys shall be conducted to determine presence or absence of burrowing owl or ground nesting birds on the site. *Burrowing Owl.* No more than 14 days prior to ground disturbance a focused survey for burrowing owl will be required to ensure take avoidance. Even though burrowing owls were not located as part of the general biological survey, a pre-construction survey for burrowing owl is required because burrowing owls may encroach or migrate to the property at any time, and therefore steps should be taken to ensure avoidance, including reevaluating the locations/presence of burrowing owl or burrows. Pre-construction surveys shall be conducted in accordance with the survey requirements outlined in Appendix D of the CDFW's *Staff Report on Burrowing Owl*, dated March 7, 2012. If burrowing owl are found on the Project Site during pre-construction surveys, the biologist conducting surveys shall immediately contact the CDFW to develop a plan for avoidance and/or translocation prior to	Project Proponent	Planning and Development Services Department	Prior to issuance of grading/ground disturbance permits.		

IDENTIFIED IMPACT	RELATED MITIGATION MEASURE	MONITORING			VERIFICATION	
		Implementation Entity	Monitoring and Verification Entity	Timing Requirements	Signature	Date
	construction crews initiating any ground disturbance on the Project Site. *Ground Nesting Birds.* To the extent feasible, construction activities should be scheduled to avoid the nesting season. If construction activities are scheduled to take place outside the nesting season, all impacts to nesting birds protected under the MBTA and California Fish and Game Code would be avoided. The nesting season for most birds in San Bernardino County extends from February 1 through September 1. If it is not possible to schedule construction activities between September 1 and January 31, then pre-construction surveys for nesting birds will be conducted by a qualified biologist to ensure that no nests would be disturbed during project implementation. These surveys will be conducted no more than 5 days prior to the initiation of any site disturbance activities and equipment mobilization, including tree, shrub, or vegetation removal, fence installation, grading, etc. If project activities are delayed by more than 5 days, an additional nesting bird survey will be performed. During this survey, the biologist will inspect all trees and other potential nesting habitats (e.g., trees and shrubs) in and immediately adjacent to the impact					

IDENTIFIED IMPACT	RELATED MITIGATION MEASURE	MONITORING			VERIFICATION	
		Implementation Entity	Monitoring and Verification Entity	Timing Requirements	Signature	Date
	area for nests. Active nesting is present if a bird is building a nest, sitting in a nest, a nest has eggs or chicks in it, or adults are observed carrying food to the nest. The results of the surveys will be documented. If an active nest is found sufficiently close to work areas to be disturbed by these activities, the qualified biologist will determine the extent of a construction-free buffer zone to be established around the nest (typically up to 300 feet for raptors and up to 100 feet for other species), to ensure that no nests of species protected by the MBTA and California Fish and Game Code will be disturbed during project implementation. Within the buffer zone, no site disturbance and mobilization of heavy equipment, including but not limited to equipment staging, fence installation, clearing, grubbing, vegetation removal, demolition, and grading will be permitted until the chicks have fledged. A qualified biologist is an individual who has a degree in biological sciences or related resource management with a minimum of two seasonal years post-degree experience conducting surveys for nesting birds. During or following academic training, the qualified biologist will have achieved a high level of professional experience and knowledge in biological sciences and					

IDENTIFIED IMPACT	RELATED MITIGATION MEASURE	MONITORING			VERIFICATION	
		Implementation Entity	**Monitoring and Verification Entity**	**Timing Requirements**	**Signature**	**Date**
	special-status species identification, ecology, and habitat requirements.					
CULTURAL RESOURCES						
Adverse Change in the Significance of an Archaeological Resource.	**CUL-1: Retain a Native American Monitor/Consultant.** The Project Applicant shall be required to retain and compensate for the services of a Tribal monitor/consultant who is both approved by the Gabrieleño Band of Mission Indians - Kizh Nation Tribal Government and is listed under the NAHC's Tribal Contact list for the area of the Project location. This list is provided by the NAHC. The monitor/consultant will only be present on-site during the construction phases that involve ground-disturbing activities. Ground disturbing activities are defined by the Gabrieleño Band of Mission Indians-Kizh Nation as activities that may include, but are not limited to, pavement removal, pot-holing or auguring, grubbing, tree removals, boring, grading, excavation, drilling, and trenching, within the Project area. The Tribal Monitor/consultant will complete daily monitoring logs that will provide descriptions of the day's activities, including construction activities, locations, soil, and any cultural materials identified. The on-site monitoring shall end when the Project site grading and excavation activities are completed, or when the Tribal Representatives and monitor/ consultant	Project Proponent	Planning and Development Services Department	Prior to issuance of grading/ground disturbance permits.		

IDENTIFIED IMPACT	RELATED MITIGATION MEASURE	MONITORING			VERIFICATION	
		Implementation Entity	**Monitoring and Verification Entity**	**Timing Requirements**	**Signature**	**Date**
	have indicated that the site has a low potential for impacting Tribal Cultural Resources.					
Adverse Change in the Significance of an Archaeological Resource.	**CUL-2: Unanticipated Discovery of Tribal Cultural and Archeological Resources.** Upon discovery of any archaeological resources, cease construction activities in the immediate vicinity of the find until the find can be assessed. All archaeological resources unearthed by Project construction activities shall be evaluated by the qualified archaeologist and tribal monitor/consultant approved by the Gabrieleño Band of Mission Indians-Kizh Nation. If the resources are Native American in origin, the Gabrieleño Band of Mission Indians-Kizh Nation shall coordinate with the landowner regarding treatment and curation of these resources. Typically, the Tribe will request reburial or preservation for educational purposes. Work may continue on other parts of the Project while evaluation and, if necessary, mitigation takes place (CEQA Guidelines Section 15064.5 [f]). If a resource is determined by the qualified archaeologist to constitute a "historical resource" or "unique archaeological resource", time allotment and funding sufficient to allow for implementation of avoidance measures, or appropriate mitigation, must be available. The treatment	Project Proponent	Planning and Development Services Department	During grading or ground disturbance activities.		

IDENTIFIED IMPACT	RELATED MITIGATION MEASURE	MONITORING			VERIFICATION	
		Implementation Entity	Monitoring and Verification Entity	Timing Requirements	Signature	Date
	plan established for the resources shall be in accordance with CEQA Guidelines Section 15064.5(f) for historical resources and Public Resources Code Sections 21083.2(b) for unique archaeological resources.					
Adverse Change in the Significance of an Archaeological Resource.	**CUL-3: Public Resources Code Sections 21083.2(b) for Unique Archaeological Resources.** Preservation in place (i.e., avoidance) is the preferred manner of treatment. If preservation in place is not feasible, treatment may include implementation of archaeological data recovery excavations to remove the resource along with subsequent laboratory processing and analysis. Any historic archaeological material that is not Native American in origin shall be curated at a public, non-profit institution with a research interest in the materials, such as the Natural History Museum of Los Angeles County or the Fowler Museum, if such an institution agrees to accept the material. If no institution accepts the archaeological material, they shall be offered to a local school or historical society in the area for educational purposes.	Project Proponent	Planning and Development Services Department	During grading or ground disturbance activities.		
Adverse Change in the Significance of an	**CUL-4: Archaeological Monitoring.** Due to the heightened cultural sensitivity of the proposed Project area, an archaeological monitor with at least 3 years of regional experience in archaeology shall be present	Project Proponent	Planning and Development Services Department	During grading or ground disturbance activities.		

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Archaeological Resource.	for all ground-disturbing activities that occur within the proposed Project area (which includes, but is not limited to, tree/shrub removal and planting, clearing/grubbing, grading, excavation, trenching, compaction, fence/gate removal and installation, drainage and irrigation removal and installation, hardscape installation [benches, signage, boulders, walls, seat walls, fountains, etc.], and archaeological work). A sufficient number of archaeological monitors shall be present each workday to ensure that simultaneously occurring ground-disturbing activities receive thorough levels of monitoring coverage. Monitoring may cease if the archaeologist and Tribal monitor agree that continued efforts are unneeded, and if the San Manuel Band of Mission Indians Cultural Resources Department (SMBMI) agrees with the assessment. A Monitoring and Treatment Plan that is reflective of the Project mitigation ("Cultural Resources" and "Tribal Cultural Resources") shall be completed by the archaeologist and submitted to the Lead Agency for dissemination to SMBMI. Once all parties review and approve the plan, it shall be adopted by the Lead Agency – the plan must be adopted prior to permitting for the Project. Any and all findings will be subject to the protocol detailed within the Monitoring and Treatment Plan.					

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Adverse Change in the Significance of an Archaeological Resource.	**CUL-5: Tribal Monitoring.** Due to the heightened cultural sensitivity of the proposed Project area, Tribal monitors representing the San Manuel Band of Mission Indians shall be present for all ground-disturbing activities that occur within the proposed Project area (which includes, but is not limited to, tree/shrub removal and planting, clearing/grubbing, grading, excavation, trenching, compaction, fence/gate removal and installation, drainage and irrigation removal and installation, hardscape installation [benches, signage, boulders, walls, seat walls, fountains, etc.], and archaeological work). A sufficient number of Tribal monitors shall be present each workday to ensure that simultaneously occurring ground-disturbing activities receive thorough levels of monitoring coverage. Monitoring may cease if the archaeologist and Tribal monitor agree that continued efforts are unneeded, and if the San Manuel Band of Mission Indians Cultural Resources Department (SMBMI) agrees with the assessment. A Monitoring and Treatment Plan that is reflective of the Project mitigation ("Cultural Resources" and "Tribal Cultural Resources") shall be completed by the archaeologist, as detailed within SMBMI-CUL-1, and submitted to the Lead Agency for dissemination to SMBMI. Once all parties review and agree to the	Project Proponent/Tribal Representatives	Planning and Development Services Department	During grading or ground disturbance activities.		

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		Implementation Entity	Monitoring and Verification Entity	Timing Requirements	Signature	Date
	plan, it shall be adopted by the Lead Agency – the plan must be adopted prior to permitting for the Project. Any and all findings will be subject to the protocol detailed within the Monitoring and Treatment Plan.					
Adverse Change in the Significance of an Archaeological Resource.	**CUL-6: Treatment of Cultural Resources.** If a pre-contact cultural resource is discovered during Project implementation, ground-disturbing activities shall be suspended 60 feet around the resource(s) and an Environmentally Sensitive Area (ESA) physical demarcation/barrier constructed. Representatives from the San Manuel Band of Mission Indians Cultural Resources Department (SMBMI), the Archaeological Monitor/applicant, and the Lead Agency shall confer regarding treatment of the discovered resource, as detailed within the Monitoring and Treatment Plan. A research design shall be developed and will include a plan to evaluate the resource for significance under CEQA criteria. The research design shall also acknowledge that, regardless of significance under CEQA, all finds are subject, if feasible, to avoidance/preservation in place as treatment. Should any resource(s) not be a candidate for avoidance or preservation in place, and the removal of the resource(s) is necessary to mitigate impacts, the research	Project Proponent	Planning and Development Services Department	During grading or ground disturbance activities.		

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	design shall include a comprehensive discussion of sampling strategies, resource processing, analysis, and reporting protocols/obligations. Removal of any cultural resource(s) shall be conducted with the presence of a Tribal monitor representing the Tribe, unless otherwise decided by SMBMI. All plans for analysis shall be reviewed and approved by the applicant and SMBMI prior to implementation, and all removed material shall be temporarily curated on-site. It is the preference of SMBMI that removed cultural material be reburied as close to the original find location as possible. However, should reburial within/near the original find location during Project implementation not be feasible, then a reburial location for future reburial shall be decided upon by SMBMI, the landowner, and the Lead Agency, and all finds shall be reburied within this location. Additionally, in this case, reburial shall not occur until all ground-disturbing activities associated with the Project have been completed, all monitoring has ceased, all cataloging and basic recordation of cultural resources have been completed, and a final monitoring report has been issued to Lead Agency, CHRIS, and SMBMI. All reburials are subject to a reburial agreement that shall be developed between the landowner and SMBMI outlining the determined reburial					

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	process/location, and shall include measures and provisions to protect the reburial area from any future impacts (vis a vis project plans, conservation/ preservation easements, etc.). Should it occur that avoidance, preservation in place, and on-site reburial are not an option for treatment, the landowner shall relinquish all ownership and rights to this material and confer with SMBMI to identify an American Association of Museums (AAM)-accredited facility within the County that can include the materials into their permanent collections and provide for the proper care of these objects in accordance with the 1993 CA Curation Guidelines. A curation agreement with an appropriately qualified repository shall be developed between the landowner and museum that legally and physically transfers the collections and associated records to the facility. This agreement shall stipulate the payment of fees necessary for permanent curation of the collections and associated records and the obligation of the Project developer/applicant to pay for those fees. All draft records/reports containing the significance and treatment findings and data recovery results shall be prepared by the archaeologist and submitted to the Lead Agency and SMBMI for their review and comment. After approval from all parties, the final reports and site/isolate records are					

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	to be submitted to the local CHRIS Information Center, the Lead Agency, and SMBMI.					
Adverse Change in the Significance of an Archaeological Resource.	**CUL-7: Tribal Consultation.** 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 an archaeologist meeting the Secretary of Interior's professional qualification standards in archaeology 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 in TCR-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	Project Proponent	Planning and Development Services Department	During grading or ground disturbance activities.		

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	remainder of the project, should YSMN elect to place a monitor on-site.					
Adverse Change in the Significance of an Archaeological Resource.	**CUL-8: Tribal Resources.** If significant pre-contact and/or historic-era cultural resources, as defined by CEQA (as amended, 2015), are discovered and avoidance cannot be ensured, the archaeologist shall develop a Monitoring and Treatment Plan, the drafts of which shall be provided to YSMN for review and comment, as detailed within TCR-1. The archaeologist shall monitor the remainder of the project and implement the Plan accordingly. Any and all archaeological/cultural documents created as a part of the project (isolate records, site records, survey reports, testing reports, etc.) shall be supplied to the applicant and Lead Agency for dissemination to YSMN. The Lead Agency and/or applicant shall, in good faith, consult with YSMN throughout the life of the project.	Project Proponent	Planning and Development Services Department	During grading or ground disturbance activities.		
Adverse Change in the Significance of an Archaeological Resource.	**CUL-9: Unanticipated Discovery of Human Remains and Associated Funerary Objects.** Native American human remains are defined in PRC 5097.98 (d)(1) as an inhumation or cremation and in any state of decomposition or skeletal completeness. Funerary objects, called associated grave	Project Proponent	Planning and Development Services Department	During grading or ground disturbance activities.		

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	goods in PRC 5097.98, are also to be treated according to this statute. Health and Safety Code 7050.5 dictates that any discoveries of human skeletal material shall be immediately reported to the County Coroner and excavation halted until the coroner has determined the nature of the remains. If the coroner recognizes the human remains to be those of a Native American or has reason to believe that they are those of a Native American, he or she shall contact, by telephone within 24 hours, the Native American Heritage Commission (NAHC) and PRC 5097.98 shall be followed.					
Adverse Change in the Significance of an Archaeological Resource.	**CUL-10: Resource Assessment and Continuation of Work Protocol.** Upon discovery, the tribal and/or archaeological monitor/consultant/consultant will immediately divert work at a minimum of 150 feet and place an exclusion zone around the burial. The monitor/consultant(s) will then notify the Tribe, the qualified lead archaeologist, and the construction manager who will call the coroner. Work will continue to be diverted while the coroner determines whether the remains are Native American. The discovery is to be kept confidential and secure to prevent any further disturbance. If the finds are determined to be Native American, the coroner will notify the NAHC	Project Proponent	Planning and Development Services Department	During grading or ground disturbance activities.		

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	as mandated by state law who will then appoint a Most Likely Descendent (MLD).					
Adverse Change in the Significance of an Archaeological Resource.	**CUL-11: Kizh-Gabrieleno Procedures for Burials and Funerary Remains.** If the Gabrieleno Band of Mission Indians – Kizh Nation is designated MLD, the following treatment measures shall be implemented. To the Tribe, 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 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.	Project Proponent	Planning and Development Services Department	During grading or ground disturbance activities.		
Adverse Change in the Significance of an Archaeological Resource.	**CUL-12: Treatment Measures.** Prior to the continuation of ground-disturbing activities, the land owner shall arrange a designated site location within the footprint of the Project for the respectful reburial of the human remains and/or ceremonial objects. In the case where discovered human remains cannot be fully documented and	Project Proponent	Planning and Development Services Department	During grading or ground disturbance activities.		

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	recovered on the same day, the remains will be covered with muslin cloth and a steel plate that can be moved by heavy equipment placed over the excavation opening to protect the remains. If this type of steel plate is not available, a 24-hour guard should be posted outside of working hours. The Tribe will make every effort to recommend diverting the Project and keeping the remains in situ and protected. If the Project cannot be diverted, it may be determined that burials will be removed. The Tribe will work closely with the qualified archaeologist to ensure that the excavation is treated carefully, ethically and respectfully. If data recovery is approved by the Tribe, documentation shall be taken which includes at a minimum detailed descriptive notes and sketches. Additional types of documentation shall be approved by the Tribe for data recovery purposes. Cremations will either be removed in bulk or by means as necessary to ensure completely recovery of all material. If the discovery of human remains includes four or more burials, the location is considered a cemetery and a separate treatment plan shall be created. Once complete, a final report of all activities is to be submitted to the Tribe and the NAHC. The Tribe does NOT authorize any scientific study or the utilization of any invasive diagnostics on human remains. Each occurrence of human					

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	remains and associated funerary objects will be stored using opaque cloth bags. All human remains, funerary objects, sacred objects and objects of cultural patrimony will be removed to a secure container on site if possible. These items should be retained and reburied within six months of recovery. The site of reburial/repatriation shall be on the Project site but at a location agreed upon between the Tribe and the landowner at a site to be protected in perpetuity. There shall be no publicity regarding any cultural materials recovered.					
Adverse Change in the Significance of an Archaeological Resource.	**CUL-13: Professional Standards.** Archaeological and Native American monitoring and excavation during construction projects will be consistent with current professional standards. All feasible care to avoid any unnecessary disturbance, physical modification, or separation of human remains and associated funerary objects shall be taken. Principal personnel must meet the Secretary of Interior standards for archaeology and have a minimum of 10 years of experience as a principal investigator working with Native American archaeological sites in southern California. The Qualified Archaeologist shall ensure that all other personnel are appropriately trained and qualified.	Project Proponent	Planning and Development Services Department	During grading or ground disturbance activities.		

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Adverse Change in the Significance of an Archaeological Resource.	**CUL-14: Inadvertent Discoveries of Human Remains/Funerary Objects.** In the event that any human remains are discovered within the Project area, ground-disturbing activities shall be suspended 100 feet around the resource(s) and an Environmentally Sensitive Area (ESA) physical demarcation/barrier constructed. The on-site lead/foreman shall then immediately who shall notify SMBMI, the applicant/developer, and the Lead Agency. The Lead Agency and the applicant/developer shall then immediately contact the County Coroner regarding the discovery. If the Coroner recognizes the human remains to be those of a Native American, or has reason to believe that they are those of a Native American, the Coroner shall ensure that notification is provided to the NAHC within twenty-four (24) hours of the determination, as required by California Health and Safety Code § 7050.5 (c). The NAHC-identified Most Likely Descendant (MLD), shall be allowed, under California Public Resources Code § 5097.98 (a), to (1) inspect the site of the discovery and (2) make determinations as to how the human remains and funerary objects shall be treated and disposed of with appropriate dignity. The MLD, Lead Agency, and landowner agree to discuss in good faith what constitutes "appropriate dignity" as that term is used in the applicable statutes.	Project Proponent	Planning and Development Services Department	During grading or ground disturbance activities.		

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	The MLD shall complete its inspection and make recommendations within forty-eight (48) hours of the site visit, as required by California Public Resources Code § 5097.98. Reburial of human remains and/or funerary objects (those artifacts associated with any human remains or funerary rites) shall be accomplished in compliance with the California Public Resources Code § 5097.98 (a) and (b). The MLD in consultation with the landowner, shall make the final discretionary determination regarding the appropriate disposition and treatment of human remains and funerary objects. All parties are aware that the MLD may wish to rebury the human remains and associated funerary objects on or near the site of their discovery, in an area that shall not be subject to future subsurface disturbances. The applicant/developer/landowner shall accommodate on-site reburial in a location mutually agreed upon by the Parties. It is understood by all Parties that unless otherwise required by law, the site of any reburial of Native American human remains or cultural artifacts shall not be disclosed and shall not be governed by public disclosure requirements of the California Public Records Act. The Coroner, parties, and Lead Agencies will be asked to withhold public disclosure information					

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	related to such reburial, pursuant to the specific exemption set forth in California Government Code § 6254 (r).					
Adverse Change in the Significance of an Archaeological Resource.	**CUL-15: Human Remains.** If human remains or funerary objects are encountered during any activities associated with the project, work in the immediate vicinity (within a 100-foot buffer of the find) shall cease and the County Coroner shall be contacted pursuant to State Health and Safety Code §7050.5 and that code enforced for the duration of the project.	Project Proponent	Planning and Development Services Department	During grading or ground disturbance activities.		
GEOLOGY/SOILS/PALEONTOLOGY						
Directly or Indirectly Destroy a Unique Paleontological Resource	**GEO-1: Conduct Paleontological Sensitivity Training for Construction Personnel.** The Applicant shall retain a professional paleontologist, who meets the qualifications set forth by the Society of Vertebrate Paleontology, shall conduct a Paleontological Sensitivity Training for construction personnel prior to commencement of excavation activities. The training will include a handout and will focus on how to identify paleontological resources that may be encountered during earthmoving activities, and the procedures to be followed in such an event; the duties of paleontological monitors; notification and other procedures to follow upon discovery of resources; and, the general steps a	Project Proponent and Project Paleontologist	Planning and Development Services Department	Prior to any grading or ground disturbance activities.		

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	qualified professional paleontologist would follow in conducting a salvage investigation if one is necessary.					
Directly or Indirectly Destroy a Unique Paleontological Resource	**GEO-2: Conduct Periodic Paleontological Spot Checks During Grading and Earth-moving Activities.** The Applicant shall retain a professional paleontologist, who meets the qualifications set forth by the Society of Vertebrate Paleontology, shall conduct periodic Paleontological Spot Checks beginning at depths below six (6) feet to determine if construction excavations have extended into older Quaternary deposits. After the initial Paleontological Spot Check, further periodic checks will be conducted at the discretion of the qualified paleontologist. If the qualified paleontologist determines that construction excavations have extended into the older Quaternary deposits, construction monitoring for Paleontological Resources will be required. The Applicant shall retain a qualified paleontological monitor, who will work under the guidance and direction of a professional paleontologist, who meets the qualifications set forth by the Society of Vertebrate Paleontology. The paleontological monitor shall be present during all construction excavations (e.g., grading, trenching, or clearing/grubbing) into the older Pleistocene alluvial deposits. Multiple	Project Proponent	Planning and Development Services Department	During grading or ground disturbance activities.		

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	earth-moving construction activities may require multiple paleontological monitors. The frequency of monitoring shall be based on the rate of excavation and grading activities, proximity to known paleontological resources and/or unique geological features, the materials being excavated (native versus artificial fill soils), and the depth of excavation, and if found, the abundance and type of paleontological resources and/or unique geological features encountered. Full-time monitoring can be reduced to part-time inspections if determined adequate by the qualified professional paleontologist.					
Directly or Indirectly Destroy a Unique Paleontological Resource	**GEO-3: Cease Ground-Disturbing Activities and Implement Treatment Plan if Paleontological Resources Are Encountered.** In the event that paleontological resources and or unique geological features are unearthed during ground-disturbing activities, ground-disturbing activities shall be halted or diverted away from the vicinity of the find so that the find can be evaluated. A buffer area of at least 50 feet shall be established around the find where construction activities shall not be allowed to continue until appropriate paleontological treatment plan has been approved by the Applicant and the City. Work shall be allowed to continue outside of the buffer area. The	Project Proponent	Planning and Development Services Department	During grading or ground disturbance activities.		

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	Applicant and City shall coordinate with a professional paleontologist, who meets the qualifications set forth by the Society of Vertebrate Paleontology, to develop an appropriate treatment plan for the resources. Treatment may include implementation of paleontological salvage excavations to remove the resource along with subsequent laboratory processing and analysis or preservation in place. At the paleontologist's discretion and to reduce construction delay, the grading and excavation contractor shall assist in removing rock samples for initial processing.					
Directly or Indirectly Destroy a Unique Paleontological Resource	**GEO-4: Prepare Report Upon Completion of Monitoring Services.** Upon completion of the above activities, the professional paleontologist shall prepare a report summarizing the results of the monitoring and salvaging efforts, the methodology used in these efforts, as well as a description of the fossils collected and their significance. The report shall be submitted to the Applicant, the City, the Natural History Museums of Los Angeles County, and representatives of other appropriate or concerned agencies to signify the satisfactory completion of the Project and required mitigation measures.	Project Proponent	Planning and Development Services Department	Upon completion of grading and ground disturbance activities.		

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HAZARDS/HAZARDOUS MATERIALS						
Result in a release of hazardous materials into the environment	**HAZ-1: Hazardous Materials Remediation.** Prior to issuance of a building permit, the applicant shall document that the site has been remediated based on the recommendations included in the Phase I Environmental Site Assessment (*Phase I ESA*) prepared for the Project site dated March 1st, 2022 and the Phase II Subsurface Investigation Report (Phase II ESA) prepared and dated March 31, 2022. Both reports were prepared by Partner Engineering and Science, Inc., and are included in Appendix E of the IS/MND. This measure shall be implemented to the satisfaction of the City Planning Division in consultation with the San Bernardino County Fire Department, Hazardous Materials Division (as the County's Consolidated Unified Program Agency or CUPA), County Department of Public Health, California Department of Toxic Substances Control (DTSC), and other regulatory agencies if or as needed. Prior to issuance of a building permit, the applicant shall submit a closure report documenting the various hazardous materials characterization studies, their conclusions and recommendations, and all remediation activities for identified hazmat conditions.	Project Proponent	Planning and Development Services Department	Prior to issuance of a building permit.		

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	Due to the age of the recently demolished buildings, there may still be asbestos-containing materials (ACMs) and/or lead-based paints (LBPs) present. These are considered Business Environmental Risks (BERs) and sampling of possible ACMs and LBPs will need to be done on any remaining demolition materials onsite if they are present prior to grading. Other BERs identified on the Project site include oil spillage in former auto-maintenance areas, four septic tanks systems, and a potential concrete sump. Oil-stained soils shall be disposed of if encountered, the sump and septic tanks removed and abandoned with regard to applicable regulatory requirements. Once all remaining demolition waste has been removed from the site, onsite soils shall be tested to determine if or to what degree they can be used for Project grading based on regulatory standards for industrial buildings. Prior to issuance of a grading permit, the applicant shall demonstrate to the satisfaction of the City Engineer that the onsite soils meet appropriate regulatory standards for industrial properties.					

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NOISE						
Generate a substantial temporary increase in ambient noise levels	**NOI-1: Notify Adjacent Land Use of Construction Activities.** During all construction-related activities, the applicant and/or its designated contractor, contractor's representatives, and all other appropriate personnel shall notify adjacent land uses of planned construction activities. This notice shall be provided at least one week prior to the start of any construction activities, describe the construction noise control best management practices to be implemented by the Project, and include the name and phone number of a designated contact for the Applicant and the City of Highland responsible for handling construction-related noise complaints. This notice shall be provided to the owner/occupants of all occupied properties within 250 feet of the Project site.	Project Proponent	Planning and Development Services Department	At least one week prior to any grading or construction activities.		
Generate a substantial temporary increase in ambient noise levels	**NOI-2: Restrict Work Hours/Equipment Noise.** All work shall be subject to the requirements in City Code Section 15.48.020.A and General Plan Goal 7.3, Action 1. Construction activities, including deliveries, shall only occur during the hours of 7:00 AM to 6:00 PM, Monday through Saturday. Construction activities shall be prohibited on Sundays and City- and Federal-observed holidays. The applicant and/or its contractor shall post a sign at all	Project Proponent	Planning and Development Services Department	During any grading or construction activities.		

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	entrances to the construction site informing contractors, subcontractors, construction workers, etc. of this requirement.					
Generate a substantial temporary increase in ambient noise levels	**NOI-3: Construction Equipment Restrictions.** The following measures shall apply during all of the construction-related activities: ○ Contractors shall use the smallest size equipment capable of safely completing work activities. ○ Construction staging shall occur as far away from the residential properties on West 5th Street as possible. ○ All stationary noise-generating equipment such as pumps, compressors, and welding machines shall be located as far from the residential properties on West 5th Street as possible. ○ Heavy equipment engines shall be covered, and exhaust pipes shall include a muffler in good working condition. ○ Pneumatic tools shall include a noise suppression device on the compressed air exhaust. ○ The Applicant and/or his contractor shall connect to existing electrical service at the site to avoid the use of stationary power generators. This measure shall be subject to the approval of the local electric utility.	Project Proponent	Planning and Development Services Department	During any grading or construction activities.		

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	○ No radios or other amplified sound devices shall be audible beyond the property line of the construction site.					
TRANSPORTATION						
Conflict with CEQA Guidelines Section 15064.3, subdivision (b) regarding VMT	**VMT-1: Commute Trip Reduction (CTR) Marketing Program.** The Project shall implement a marketing program to promote the project site employer's CTR program. Information sharing and marketing promote and educate employees about their travel choices to the employment location beyond driving such as carpooling, taking transit, walking, and biking, thereby reducing VMT. The following features (or similar alternatives) of the marketing strategy are essential for effectiveness. • Onsite or online commuter information services. • Employee transportation coordinators. • Onsite or online transit pass sales. • Guaranteed ride home service	Project Proponent	Planning and Development Services Department	Prior to issuance of a Certificate of Occupancy.		
Conflict with CEQA Guidelines Section 15064.3, subdivision (b) regarding VMT	**VMT-2: Ridesharing Program.** The Project shall provide a ridesharing program and establish a permanent transportation management association with funding requirements for employers. Ridesharing encourages carpooled vehicle trips in place of single-occupied vehicle trips, thereby reducing the number of trips and VMT. Ridesharing must be promoted through a	Project Proponent	Planning and Development Services Department	Prior to issuance of a Certificate of Occupancy.		

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	multifaceted approach. Examples include but are not limited to the following. • Designating a certain percentage of desirable parking spaces for ridesharing vehicles. • Designating adequate passenger loading and unloading and waiting areas for ridesharing vehicles. • Providing an app or website for coordinating rides					
Conflict with CEQA Guidelines Section 15064.3, subdivision (b) regarding VMT	**VMT-3: End-of-Trip Bicycle Facilities.** The Project shall install and maintain end-of-trip facilities for employee use. End-of-trip facilities include bike parking and personal lockers. The provision and maintenance of secure bike parking and related facilities encourages commuting by bicycle, thereby reducing VMT. End-of-trip facilities should be installed at a size proportional to the number of commuting bicyclists and regularly maintained.	Project Proponent	Planning and Development Services Department	Prior to issuance of a Certificate of Occupancy.		
TRIBAL CULTURAL RESOURCES						
Cause a Substantial Adverse Change in the Significance of a Tribal Cultural Resource.	**TCR-1: YSMN Contact.** The Yuhaaviatam of San Manuel Nation Cultural Resources Department (YSMN) shall be contacted 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	Project Proponent	Planning and Development Services Department	During any grading or clearing activities.		

IDENTIFIED IMPACT	RELATED MITIGATION MEASURE	MONITORING			VERIFICATION	
		Implementation Entity	Monitoring and Verification Entity	Timing Requirements	Signature	Date
	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. 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.					

City of Highland

Engineering Department
Conditions of Approval
CUP 23-009, DRA 23-010, VAR 23-002, TPM 23-003
Crow Holdings - Highland East Industrial Warehouse
Between 3rd and 5th Street, East of 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 **3rd and 5th Street** improvements and signing, striping, raised landscaped median 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, in accordance with the Highland East Development Site Plan, new street improvements along **5th Street** project frontage including, but not limited to:

a) Parkway landscape improvements.
b) 12-foot wide full height raised landscaped median from easterly Project limits to Central Avenue intersection, partially funded by in-lieu fee contributions from other project(s).
c) Two commercial drive approaches (easterly drive approach per City Std. 213, westerly drive approach per City Std 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-foot sidewalk easement will be required for the 4-foot sidewalk at back of commercial drive approaches.
d) 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-inch curb and gutter located 36-feet south of street centerline per City Std. 203.
    2. Construct 6-foot wide curb-adjacent sidewalk per City Std 208 Type B.
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.

16. Construct, in accordance with the Highland East Development Site Plan, new street improvements along **3rd Street** project frontage including, but not limited to:

a) Parkway landscape improvements.
b) 12-foot wide full height raised landscaped median from easterly Project limits to Central Avenue intersection, partially funded by in-lieu fee contributions from other project(s).
c) Two commercial drive approaches (easterly drive approach per City Std. 213, westerly drive approach per City Std 213) at existing northerly curb face per the Conceptual Grading. Minimum driveway width for vehicle parking ingress/egress is 30 feet. Note 4.5-foot sidewalk easement will be required for the 4-foot sidewalk at back of commercial drive approaches.
d) Remove existing improvements along 3rd Street including northside drive approaches and conflicting sidewalk, join existing where to be maintained, and
    1. Reconstruct full-height 8-inch curb and gutter located 36 feet north of street centerline per City Std. 203.
    2. Construct 6-foot wide curb-adjacent sidewalk per City Std 208 Type B.
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 17. Construct private ingress/ egress improvements at the following driveway locations:
a) 5th Street east driveway to permit right-in and right-out truck movements.
b) 5th Street west driveway to permit right-in, right-out, and left-in truck movements.
c) 3rd Street east driveway to permit right-in, right-out and left-in passenger vehicle movements.
d) 3rd Street west driveway to permit right-in and right-out passenger vehicle movements.

Coordinate with the property owner/business on the southside of 3rd Street (Address 3465 3rd Street, San Bernardino) for the Project's left turn median break design, and construct median break as directed by the City Engineer.

C 18. 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* 19. Install new LS3 metered street light system along the project frontage of **3rd Street and 5th Street**. 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. **IF** street lights already exist along the Project frontage, demonstrate the existing street lighting meets the City's street light standards for the City Engineer to concur and approve.

C* 20. Install striping and signing for roadway and median and pavement markings along the project frontage with specific locations and types approved by the City Engineer.

C 21. 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 to fronting streets as necessary and in a manner such that drainage does not adversely impact neighboring properties or overload existing capacities of offsite storm drain facilities.

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. Provide proof of registration for 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 and street flow calculations for 3rd Street from the east Project limits to the future catch basins located at the NEC of Central Avenue and 3rd Street.

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 **3rd Street and 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 **3rd Street and 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) 52-foot half street width right of way dedication along 5th Street across the Project frontage.
   b) 52-foot half street width right of way dedication along 3rd Street across the Project frontage.
   c) (2) 10-foot wide minimum landscape easements across the Project frontages on 3rd Street and 5th Street.
   d) 4.5-foot sidewalk easements at the Project's commercial drive approaches as approved by the City Engineer.
   e) (2) temporary construction easements 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.

D* 36. If the site is ever divided in the future, the Project will be required to grant a reciprocal private easement in favor of the parcels created for vehicular access, including emergency access.

D* 37. If the site is ever divided in the future, record a reciprocal private easement for drainage and utilities.

A 38. Include an Improvement Certificate/Statement on the Parcel Map in accordance with Section 66411.1 of the Subdivision Map Act.

FEES/ PERMITS/ BONDING

D 39. 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.

C* 40. Pay City processing fee for application of Development Impact Fee (DIF) credits for street and median improvements pursuant to adopted City Council DIF Credit Policy.

D 41. Obtain a permit from Engineering prior to any on-site construction or construction within the public right-of-way.

E 42. Post a deposit for erosion control which shall not be released prior to completion of all on-site construction.

A 43. Bond for all required grading and street improvements in accordance with City of Highland Public Works Policies, Standards, and Procedures.

A 44. Post a deposit for monumentation based on an estimate of the cost to perform the work by the project surveyor or engineer. The deposit shall not be released prior to written verification from the surveyor or engineer that the monuments have been set and payment for the work has been received.

UTILITIES/ CONSTRUCTION

*E 45. Obtain written permission from adjoining property owners prior to start of any grading, removal or construction work located within the affected private properties.

B 46. 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 47. Reconstruct existing public improvements removed or damaged during construction. Pavement repair, which may include A.C. overlay, T-cut trench repair and/or slurry seal after removal of existing striping shall be across all or a portion of damaged pavement caused by this project as determined by the City Engineer.

C* 48. Coordinate, and where necessary, pay for the relocation of any existing public utilities as necessary.

C 49. Provide all utility services to each building, including sanitary sewers, water, electric power, gas, cable TV, internet, and telephone. All utilities listed under Highland Municipal Code Section 16.40.380 (A) are to be underground per Ordinance 315.

E 50. Comply with applicable requirements of the National Pollutant Discharge Elimination System (NPDES) permit program. Provide written verification from the Regional Water Quality Control Board specifying the projects WDID number.

B 51. Destroy any abandoned wells on the property or similar structures that might result in contamination of underground waters in a manner approved by the City Engineer.

B 52. All underground structures, except those desired to be retained, must be broken in, backfilled, and inspected before covering.

D 53. Comply with the prevailing City design and construction standards and requirements at the time of permit issuance.

B 54. Design and construct a trash enclosure per City Standard 700.

C 55. Install telephone, cable television, and internet enclosures underground whenever the underground installation is an available option offered by the utility companies. If the underground installation is not an available option and utility enclosures must be installed above ground, install the above-ground utility enclosures and any flush mount utility enclosures at locations where construction of retaining walls will not be necessary for compliance with the setback requirements of the utility companies.

B* 56. Submit a Composite Utility Plan 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:	July 19, 2023
Project:	243,323 sqft warehouse with 34 loading docks
Applicant:	MIG Inc.
Site Location:	Mid-block between Palm Ave. and Central Ave. fronting Between 5th St. and 3rd St.
Project Numbers:	**CUP** 23-009, **DRA** 23-010, **VAR** 23-002, **TPM** 23-003
APN(s):	1192-631-09, 14, 22 thru 28, and 1192-641-08 thru 11, 15 thru 21

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

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

2. At the time of submittal for plan review, projects meeting the requirements under Section 5.410.2 and Section 5.410.2.3 of the California Green Building Standards Code shall submit a Commissioning Plan.

3. All structures shall be designed in accordance with the current version of the California Building Codes at the time of submittal (Currently the 2022 codes), including the California Green Building Standards Code. Design all structures to Risk Category II at exposure "C" (ASCE7-22), and Energy Climate Zone 10.

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

5. All construction projects shall comply with the NPDES Stormwater Best Management Program. Prior to building permit issuance submit copy of the Water Quality Management Program Report. (WQMP)

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

7. Site development and grading shall be designed to provide access to all entrances and exterior ground floor exits and access to normal paths of travel. The accessible route(s) of travel shall be the most practical direct route from each site arrival point.

8. All dead and removed trees and foliage is to be properly removed from the site.

9. The building is to be connected to the public sewer system, when provided.

    a. When the public system is not available, an onsite septic system is to be installed. Please provide Building Staff with a will-not/sewer not available letter from EVWD and an approved septic system design from the Santa ana Regional Water Quality Control Board (please contact Susan Beeson at (951) 782-4902). An approved design with percolation test will be required to be submitted to Building & Safety for separate review and permitting prior to issuance of a building Permit.

10. The City enforces the State of California provisions of the California Building Code disabled access requirements. The Federal Americans with Disabilities Act (ADA) standards may differ in some cases from the California State requirements; therefore, it is the building owner's responsibility to be aware of those differences and comply accordingly.

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

a. Prior to Permit issuance – The permit holder shall register a project Construction & Demolition Debris Program application for self-haul or contract services through the City's Franchise hauler.

12. Prior to the issuance of Building Permits, site-grading certifications, compaction reports, and survey report shall be submitted to Building and Safety or to Public Works, as applicable.

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

14. Prior to the issuance of Building Permits, construction projects requiring fire permits must apply and submit fire plans prior to the issuance of the building permit, including fire sprinkler submittals.

15. Prior to the issuance of Building Permits, provide a receipt from the appropriate Unified School District stating that all school fees have been paid.
(San Bernardino City Unified School Districts)

16. 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

17. 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.

18. 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.

19. 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.

20. 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.

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.

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

DATE : 7/26/2023

APPLICANT : MIG Inc (Highland West Development)

ADDRESS : Mid-Block Palm Ave & Central Ave Fronting, N. of 3rd Street, S. of 5th Street

SITE LOCATION: 1192-631-09, -14, -22 thru 28 & 1192-641-08 thru 11, -15 thru 21

FILE / INDEX No.: CUP 23-009, DRA 23-010, VAR 23-002, TPM 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. **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. **Note:** Fire sprinkler design requirements for Spec warehouse buildings will change depending on type of occupancy, storage heights and/or commodities that are being used or handled.

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

Attachment 7

Resolution No. 2023 - ___ Approving VAR-023-002

PC RESOLUTION NO. 2023 –

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF HIGHLAND, CALIFORNIA, ADOPTING VARIANCE (VAR-23-002) TO ALLOW AN INCREASE IN THE MAXIMUM BUILDING HEIGHT IN THE BUSINESS PARK ZONE FROM 35' TO 52.6' TO CONSTRUCT A 243,323 SQUARE FOOT WAREHOUSE, LOCATED BETWEEN 3RD STREET AND W. 5TH STREET APPROXIMATELY MIDWAY BETWEEN CENTRAL AVENUE AND PALM AVENUE. APN's: 1192-631-09, -10, -11, -12, -13, -14, -22, -23, -24, -25, -26, -27, and -28; and 1192-641-08, -09, -10, -11, 15, -16, -17, -18, -19, -20, and -21

RELATED ENTITLEMENTS INCLUDE
DESIGN REVIEW APPLICATION (DRA-23-010); VARIANCE (VAR-23-002); AND VESTING TENTATIVE PARCEL MAP (TPM-23-003)

APPLICANT: CHPT HIGHLAND 210 / CROW HOLDINGS INDUSTRIAL

A. RECITALS

1. On May 16, 2023, the Applicant filed an application for Conditional Use Permit (CUP-23-009) to develop a 243,323 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-23-010) including a Site Plan, Building Elevations, Conceptual Grading Plan, Conceptual Landscape Plan; Variance (VAR-23-002) to increase the maximum building height permitted to 52.6'; and Vesting Tentative Parcel Map (TPM-23-003) to consolidate twenty-four (24) parcels to one (1) parcel.

2. The site is located on approximately 11.33 acres between 3rd Street and 5th Street approximately midway between Central Avenue and Palm 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 December 5, 2023, public hearing.

4. On December 5, 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. 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 December 5, 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.

Section 3. A duly noticed public hearing was held by the Planning Commission on December 5, 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.

Section 4. 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.

Section 5. 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, Requirement No. 8, Maximum building height (in feet) – 35'. Modern day warehousing built to current industry standards requires 36' clear height to accommodate joists, lights and sprinkler systems with 4-5 feet to reach the roof of the structure followed by an additional 4-5 feet above the roofline to screen roof-mounted equipment, such as HVAC. Limiting the overall building height to 35' makes the use of the building infeasible.

Note that pedestrian perspective at street level, the height from the finished floor to the highest parapet is a modest 43.6 feet, surpassing the zoning standard height by 8.6 feet. When measuring from lowest grade to highest parapet the building height measures 52.6 feet surpassing the zoning standard by 17.6 feet. Industrially Zoned property elsewhere in the City permits warehousing, at a maximum building height of 50' (HMC Table 16.24.040.A).

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

Response: The property in question is zoned Business Park which is the limiting condition in this application. While permitting warehousing as a use, the zoning standards did not properly account for the necessary building height to accommodate the operational characteristics as outlined in response 5a above. Within the past two years, the Planning Commission has granted five (5) similar variances to allow warehousing buildings additional height in the Business Park Zone for the same reason. Industrially Zoned property elsewhere in the City permits warehousing, at a maximum building height of 50' (HMC Table 16.24.040.A).

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 due to the fact the HMC height limit of 35' makes the use of the building infeasible. Current industry standards related to a typical tenant of warehouses similar to the proposed warehouse requires internal clear height of 36 feet after accounting for joists, lights, and the sprinkler systems. Modern warehouses require additional 4 to 5 feet to reach the roof of the structures, followed by an additional 4 to 5 feet to screen roof top equipment. In this case, an overall height of 52.6 feet is required to provide the necessary clearance which is similar to other similar zones allowing 50' heights for warehouses.

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

Response: The granting of the variance is permitted by the Municipal Code, Section 16.08.070 Variances with findings. There is no

granting of a special privilege as height variances are explicitly listed and have been recently granted to others based on the finding herein.

e. That a granting of the variance will not be detrimental to the public health, safety or welfare, or materially injurious to properties or improvements in the vicinity; and

Response: The granting of a variance is limited to an additional 17.6' of building height. The site design is consistent with all other HMC standards and General Plan Goals and Policies as noted herein. Potential noise, sound, vibration, lighting and traffic were all analyzed in the project's Initial Study. Mitigation Measures were established as appropriate to respond to any potential negative impact to properties and improvements in the area. The Mitigation Measures are adopted with the project's Conditions of Approval.

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

Response: The granting of the variance will allow the project to be developed in compliance with current industry standards for warehousing and distribution type uses. This use complies with the General Goals and Policies as noted herein. The project's design also complies with other development standards in Title 16.

7. Based on the Findings and Conclusions set forth above, the Planning Commission approves Variance VAR-23-002 to allow a maximum building height for this project of 52.6' in the Business Park Zone. The variance is related to the development of a 243,323 square foot warehouse subject to Conditional Use Permit CUP-23-009, and Design Review DRA-23-010 and their Conditions of Approval.

PASSED, APPROVED AND ADOPTED this 5th day of December, 2023.

ATTEST:

_____
Randall Hamerly, Chairman

_____
Lawrence A. Mainez
Community Development Director

Attachment 8

Resolution No. 2023 - ___ Approving DRA-23-010
a. Exhibit A – Project Plans
b. Exhibit B – Conditions of Approval

PC RESOLUTION NO. 2023 –

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF HIGHLAND, CALIFORNIA, ADOPTING DESIGN REVIEW APPLICATION (DRA-23-010) FOR THE DEVELOPMENT OF A 243,323 SQUARE FOOT CONCRETE TILT-UP WAREHOUSE INCLUDING THE PROJECT'S SITE PLAN, BUILDING ELEVATIONS, CONCEPTUAL GRADING PLAN, AND CONCEPTUAL LANDSCAPE PLAN GENERALLY LOCATED BETWEEN 3RD STREET AND W. 5TH STREET APPROXIMATELY MIDWAY BETWEEN CENTRAL AVENUE AND PALM AVENUE. APN's: 1192-631-09, -10, -11, -12, -13, -14, -22, -23, -24, -25, -26, -27, and -28; and 1192-641-08, -09, -10, -11, 15, -16, -17, -18, -19, -20, and -21

RELATED ENTITLEMENTS INCLUDE DESIGN REVIEW APPLICATION (CUP-23-009); VARIANCE (VAR-23-002); AND VESTING TENTATIVE PARCEL MAP (TPM-23-003)

APPLICANT: CHPT HIGHLAND 210 / CROW HOLDINGS INDUSTRIAL

A. RECITALS

1. On May 16, 2023, the Applicant filed an application for Conditional Use Permit (CUP-23-009) to develop a 243,323 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-23-010) including a Site Plan, Building Elevations, Conceptual Grading Plan, Conceptual Landscape Plan; Variance (VAR-23-002) to increase the maximum building height permitted to 52.6'; and Vesting Tentative Parcel Map (TPM-23-003) to consolidate twenty-four (24) parcels to one (1) parcel.

2. The site is located on approximately 11.33 acres between 3rd Street and 5th Street approximately midway between Central Avenue and Palm 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 December 5, 2023, public hearing.

4. On December 5, 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 December 5, 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 243,323 -square-foot warehouse aligns well with these permissible uses.

The project is also consistent with the objectives outlined in the 5th Street Corridor Policy Area, Circulation Element, and Community Design Element, thereby fulfilling all pertinent goals and policies specifically:

Goal 2.5 - Promote a mix of attractive employment-generating areas with a mix of uses that provide a sound and diversified economic base and that are compatible with the community's overall residential character.

Policy 2.5.1 - Require development in areas designated for Industrial uses to provide for light industrial, research and development, and office based firms seeking an attractive and pleasant working environment and a prestige location.

Goal 2.13 Transform the 5th Street Corridor into a major employment center and gateway to the San Bernardino International Airport.

Policy 2.13.3 - Develop a comprehensive design and branding program for the 5th Street Corridor, promoting it as a unified, business-friendly employment center.

Policy 2.13.4 - Protect and enhance the integrity and desirability of industrial sites from nonindustrial uses.

Policy 2.13.5 - Improve landscaping along the edges and median of 5th Street and the boundaries of the corridor.

Goal 10.8 - Ensure that industrial and business park development is professional and attractive in appearance through coordinated site planning, signage and architectural design guidelines.

Policy 10.8.1 - Strengthen the image of industrial and business park areas through entry monument signage, distinctive landscaping and complementary architectural design elements.

Policy 10.8.2 - Encourage contemporary, clean and distinctive industrial buildings with clearly visible entrances.

Policy 10.8.4 - Promote the use of 5th Street as a gateway to San Bernardino International Airport through improved signage, gateway monumentation and skyway landscaping.

Policy 10.8.6 - Provide incentives for consolidating smaller industrial lots into larger parcels.

Policy 10.8.7 - Screen parking, storage and service areas from public view with landscaped walls, berms and appropriate landscaping treatments.

Goal 3.6 - Provide a circulation system that reduces conflicts between commercial trucking, private/public transportation and land use.

Policy 3.6.1 - Maintain designated truck routes for use by commercial trucking that link industrial and commercial activity areas with major roadways and regional transportation routes and minimize impacts on local traffic neighborhoods.

Policy 3.6.2 - Provide appropriately designed roadways for the designated truck routes that can safely accommodate truck travel.
Policy 3.6.3 - Develop berms and barriers where feasible along truck routes to minimize noise impacts to sensitive land uses.

b. That the proposed use is in accordance with the objectives of Title 16, Land Use and Development of the City of Highland Municipal Code, and the purposes of the land use district in which the site is located.

Response: In alignment with the Highland Municipal Code's standards for warehousing within the Business Park District, the project is

designed to comply with Section 16.24.040, which delineates the Employment District Development Standards. The project proposes a lot coverage of 49%, well within the maximum allowable limit of 60% (per Table 16.24.040.A). Additionally, the project meets the mandated building setbacks and landscape coverage specifications. It is also in compliance with general development standards concerning circulation, and lighting.

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

Response: In accordance with the Highland General Plan, specific criteria are outlined for this location under the Land Use (General Plan Chapter 2) and Community Design Elements (General Plan Chapter 10). General Plan Chapter 10, Goal 10.8 is designed to ensure that developments are both professionally executed and aesthetically pleasing through a coordinated approach to site planning, signage, and architectural design. To comply with these guidelines, the project will feature specialized landscaping at its entrances, which serves to enhance the contemporary architectural elements of the building. This approach is congruent with the established thematic development in the Highland area.

The design meets the intent of General Plan Chapter 2, Policy 10.8.2 which encourages "contemporary, clean and distinctive buildings with clearly visible entrances" and Policy 10.8.3 to "avoid long, blank building walls by incorporating diagonal façade articulation and modulation and varying use of color, materials and landscaping." Parking and service areas are screened from public view with walls and landscaping and berms and utilities will be underground. The building is set back as far as possible from adjacent educational facilities.

d. That the proposed use, together with the conditions applicable thereto, will not be detrimental to the public health, safety, or welfare or will not be materially injurious to properties or improvements in the vicinity of the site.

Response: The warehouse development will be in compliance with Municipal, Fire & Building codes. Each public safety division of the City has reviewed the project and provided relevant Conditions of Approval that will be adopted by resolution. The necessary ingress and egress are provided, and all public utilities and services will be in place. The project will include the use of high-quality material and modern design elements in keeping with the Policy Area standards. There is no indication that the project would be detrimental to the public health, safety or welfare, or materially injurious to properties and improvement in the vicinity.

Section 5. Based on the Findings and Conclusions set forth above, the Planning Commission approves Design Review (DRA -23-010) facilitating the construction of a 243,323 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.

Exhibit A: Project Plans
Exhibit B: DRA 23-010 Conditions of Approval

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.

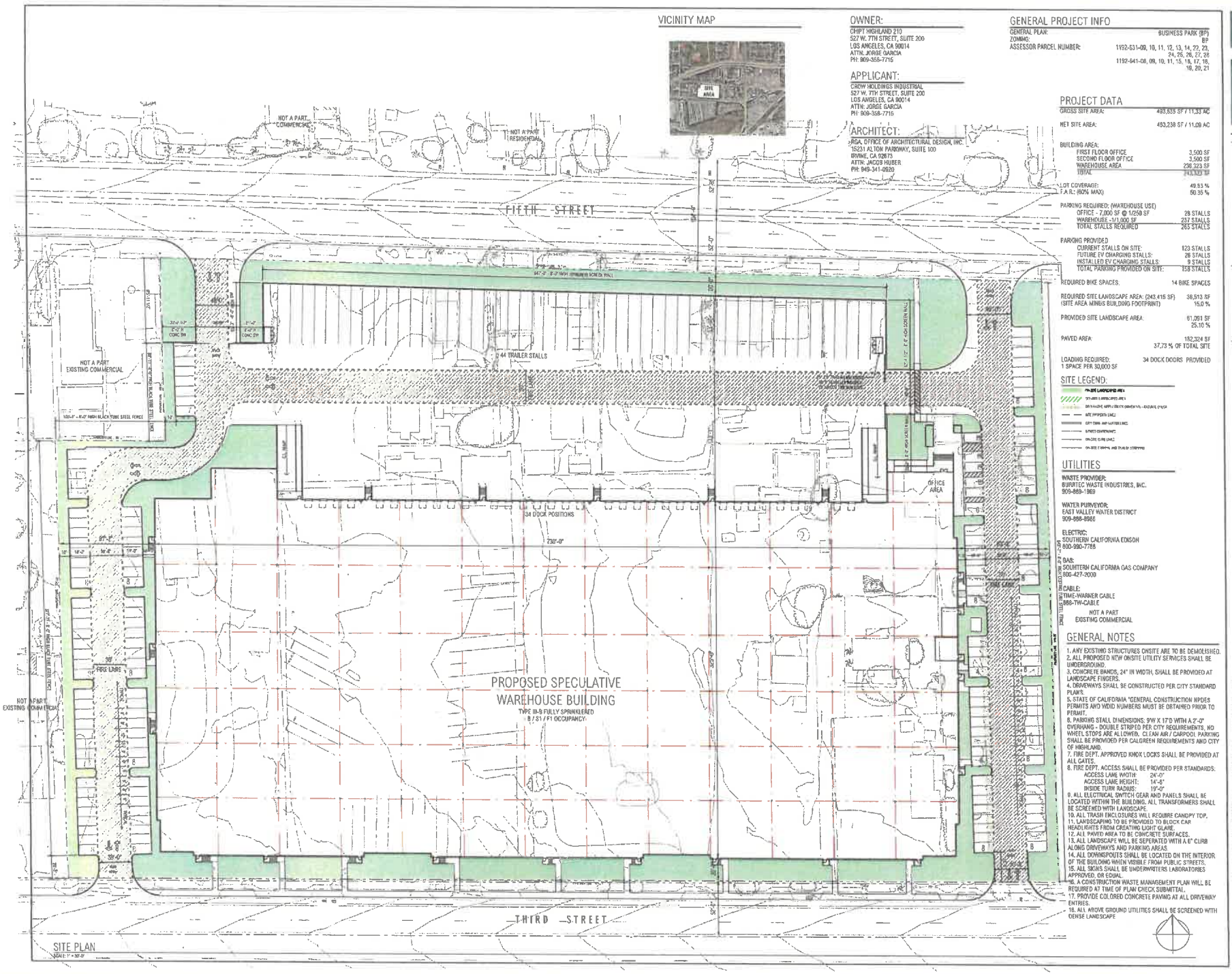
PASSED, APPROVED AND ADOPTED this 5th day of December 2023.

ATTEST:

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

Exhibit A

Project Plans



VICINITY MAP

OWNER:

CHIPT HIGHLAND 210
527 W. 7TH STREET, SUITE 200
LOS ANGELES, CA 90014
ATTN: JORGE GARCIA
PH: 909-358-7715

APPLICANT:

CROW HOLDINGS INDUSTRIAL
527 W. 7TH STREET, SUITE 200
LOS ANGELES, CA 90014
ATTN: JORGE GARCIA
PH: 909-358-7715

ARCHITECT:

RGA, OFFICE OF ARCHITECTURAL DESIGN, INC.
15231 ALTON PARKWAY, SUITE 100
IRVINE, CA 92618
ATTN: JACOB HUBER
PH: 949-341-0520

GENERAL PROJECT INFO

GENERAL PLAN:	BUSINESS PARK (BP)
ZONING:	BP
ASSESSOR PARCEL NUMBER:	1192-631-09, 10, 11, 12, 13, 14, 22, 23, 24, 25, 26, 27, 28
	1192-641-08, 09, 10, 11, 15, 16, 17, 18, 19, 20, 21

PROJECT DATA

GROSS SITE AREA:	493,835 SF / 11.33 AC
NET SITE AREA:	483,238 SF / 11.09 AC
BUILDING AREA:	
FIRST FLOOR OFFICE	3,500 SF
SECOND FLOOR OFFICE	3,500 SF
WAREHOUSE AREA	236,323 SF
TOTAL	243,323 SF
LOT COVERAGE:	49.83 %
F.A.R.: (60% MAX)	50.35 %
PARKING REQUIRED: (WAREHOUSE USE)	
OFFICE - 7,000 SF @ 1/250 SF	28 STALLS
WAREHOUSE - 1/1,000 SF	237 STALLS
TOTAL STALLS REQUIRED	265 STALLS
PARKING PROVIDED	
CURRENT STALLS ON SITE:	123 STALLS
FUTURE EV CHARGING STALLS:	26 STALLS
INSTALLED EV CHARGING STALLS:	9 STALLS
TOTAL PARKING PROVIDED ON SITE:	158 STALLS
REQUIRED BIKE SPACES:	14 BIKE SPACES
REQUIRED SITE LANDSCAPE AREA: (243,415 SF) (SITE AREA MINUS BUILDING FOOTPRINT)	36,513 SF 15.0 %
PROVIDED SITE LANDSCAPE AREA:	61,091 SF 25.10 %
PAVED AREA:	182,324 SF 37.73 % OF TOTAL SITE
LOADING REQUIRED: 1 SPACE PER 50,000 SF	34 DOCK DOORS PROVIDED

SITE LEGEND:

UTILITIES

WASTE PROVIDER:
BURRTEC WASTE INDUSTRIES, INC.
909-889-1969

WATER PURVEYOR:
EAST VALLEY WATER DISTRICT
909-886-8986

ELECTRIC:
SOUTHERN CALIFORNIA EDISON
800-990-7788

GAS:
SOUHTERN CALIFORNIA GAS COMPANY
800-427-2000

CABLE:
TIME-WARNER CABLE
866-TW-CABLE

NOT A PART
EXISTING COMMERCIAL

GENERAL NOTES

1. ANY EXISTING STRUCTURES ONSITE ARE TO BE DEMOLISHED.
2. ALL PROPOSED NEW ONSITE UTILITY SERVICES SHALL BE UNDERGROUND.
3. CONCRETE BANDS, 24" IN WIDTH, SHALL BE PROVIDED AT LANDSCAPE FINGERS.
4. DRIVEWAYS SHALL BE CONSTRUCTED PER CITY STANDARD PLANS.
5. STATE OF CALIFORNIA "GENERAL CONSTRUCTION NPDES PERMITS AND WDID NUMBERS MUST BE OBTAINED PRIOR TO PERMIT.
6. PARKING STALL DIMENSIONS: 9'W X 17'D WITH A 2'-0" OVERHANG - DOUBLE STRIPED PER CITY REQUIREMENTS, NO WHEEL STOPS ARE ALLOWED. CLEAN AIR / CARPOOL PARKING SHALL BE PROVIDED PER CALGREEN REQUIREMENTS AND CITY OF HIGHLAND.
7. FIRE DEPT. APPROVED KNOX LOCKS SHALL BE PROVIDED AT ALL GATES.
8. FIRE DEPT. ACCESS SHALL BE PROVIDED PER STANDARDS:
   ACCESS LANE WIDTH: 24'-0"
   ACCESS LANE HEIGHT: 14'-6"
   INSIDE TURN RADIUS: 19'-0"
9. ALL ELECTRICAL SWITCH GEAR AND PANELS SHALL BE LOCATED WITHIN THE BUILDING. ALL TRANSFORMERS SHALL BE SCREENED WITH LANDSCAPE.
10. ALL TRASH ENCLOSURES WILL REQUIRE CANOPY TOP.
11. LANDSCAPING TO BE PROVIDED TO BLOCK CAR HEADLIGHTS FROM CREATING LIGHT GLARE.
12. ALL PAVED AREA TO BE CONCRETE SURFACES.
13. ALL LANDSCAPE WILL BE SEPERATED WITH A 6" CURB ALONG DRIVEWAYS AND PARKING AREAS.
14. ALL DOWNSPOUTS SHALL BE LOCATED ON THE INTERIOR OF THE BUILDING WHEN VISIBLE FROM PUBLIC STREETS.
15. ALL SIGNS SHALL BE UNDERWRITERS LABORATORIES APPROVED, OR EQUAL.
16. A CONSTRUCTION WASTE MANAGEMENT PLAN WILL BE REQUIRED AT TIME OF PLAN CHECK SUBMITTAL.
17. PROVIDE COLORED CONCRETE PAVING AT ALL DRIVEWAY ENTRIES.
18. ALL ABOVE GROUND UTILITIES SHALL BE SCREENED WITH DENSE LANDSCAPE

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15231 Alton Parkway, Suite 100
Irvine, CA 92618
T 949.341.0520
F 949.341.0599

CONSULTANT

PROFESSIONAL SEALS

HIGHLAND EAST
DEVELOPMENT

00000 THIRD STREET
CITY OF HIGHLAND, CA

CROW HOLDINGS
INDUSTRIAL
527 WEST 7TH STREET, SUITE 308
LOS ANGELES, CA 90014
213-378-1270
CONTACT: PHIL PRASSAS

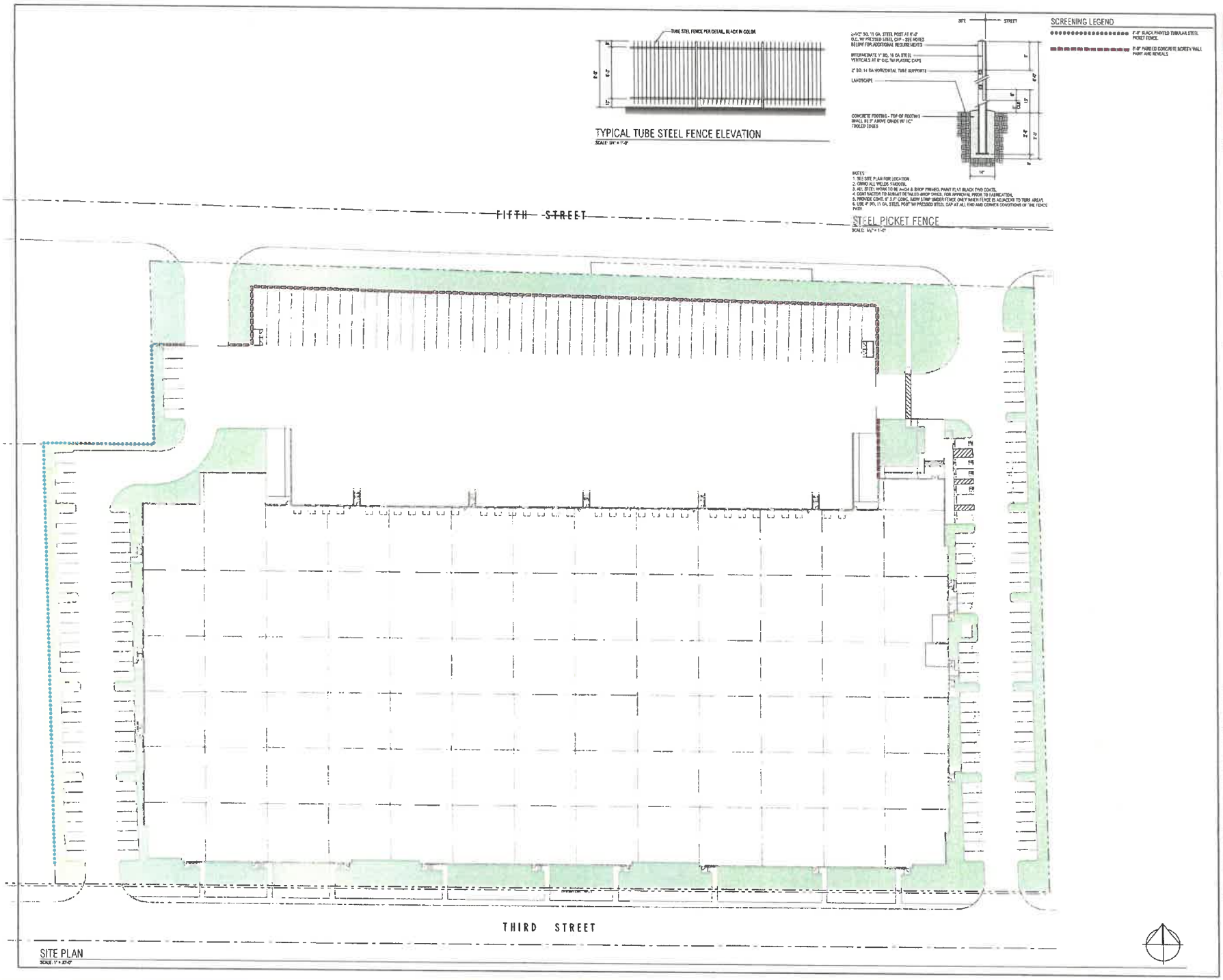
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OWNER PROJECT NO:	00.000.00
CAD FILE NAME:	21627-00-A1-1E
DRAWN BY:	MG
CHK'D BY:	CS

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SHEET TITLE
SITE PLAN - EAST

SHEET: A1-1-E



TYPICAL TUBE STEEL FENCE ELEVATION
SCALE: 1/4" = 1'-0"

NOTES
1. SEE SITE PLAN FOR LOCATION.
2. GRIND ALL WELDS SMOOTH.
3. ALL STEEL WORK TO BE PAINTED & SHOP PRIMED. PAINT FLAT BLACK TWO COATS.
4. CONTRACTOR TO SUBMIT DETAILED SHOP DWGS. FOR APPROVAL PRIOR TO FABRICATION.
5. PROVIDE CONT. 6" X 3'-0" CONC. KERB STRIP UNDER FENCE ONLY WHEN FENCE IS ADJACENT TO TURF AREAS.
6. USE 4" SQ. 11 GA. STEEL POST W/ PRESSED STEEL CAP AT ALL END AND CORNER CONDITIONS OF THE FENCE PHDY.

STEEL PICKET FENCE
SCALE: 1/4" = 1'-0"

SCREENING LEGEND

- 6'-0" BLACK PAINTED TUBULAR STEEL PICKET FENCE.
- 8'-0" PAINTED CONCRETE SCREEN WALL PAINT AND REVEALS

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[illegible]

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HIGHLAND EAST DEVELOPMENT

00000 THIRD STREET
CITY OF HIGHLAND, CA

CROW HOLDINGS
INDUSTRIAL
527 WEST 7TH STREET, SUITE 308
LOS ANGELES, CA 90014
213-378-1270
CONTACT: PHIL PRASSAS

MARK	DATE	DESCRIPTION
CD		
SD		
PC		
DD		
BD		

RGA PROJECT NO	21402.00
OWNER PROJECT NO	0.0.0.0.0
CAD FILE NAME	21402-00-A1-2
DRAWN BY:	MD
CHKD BY:	CS

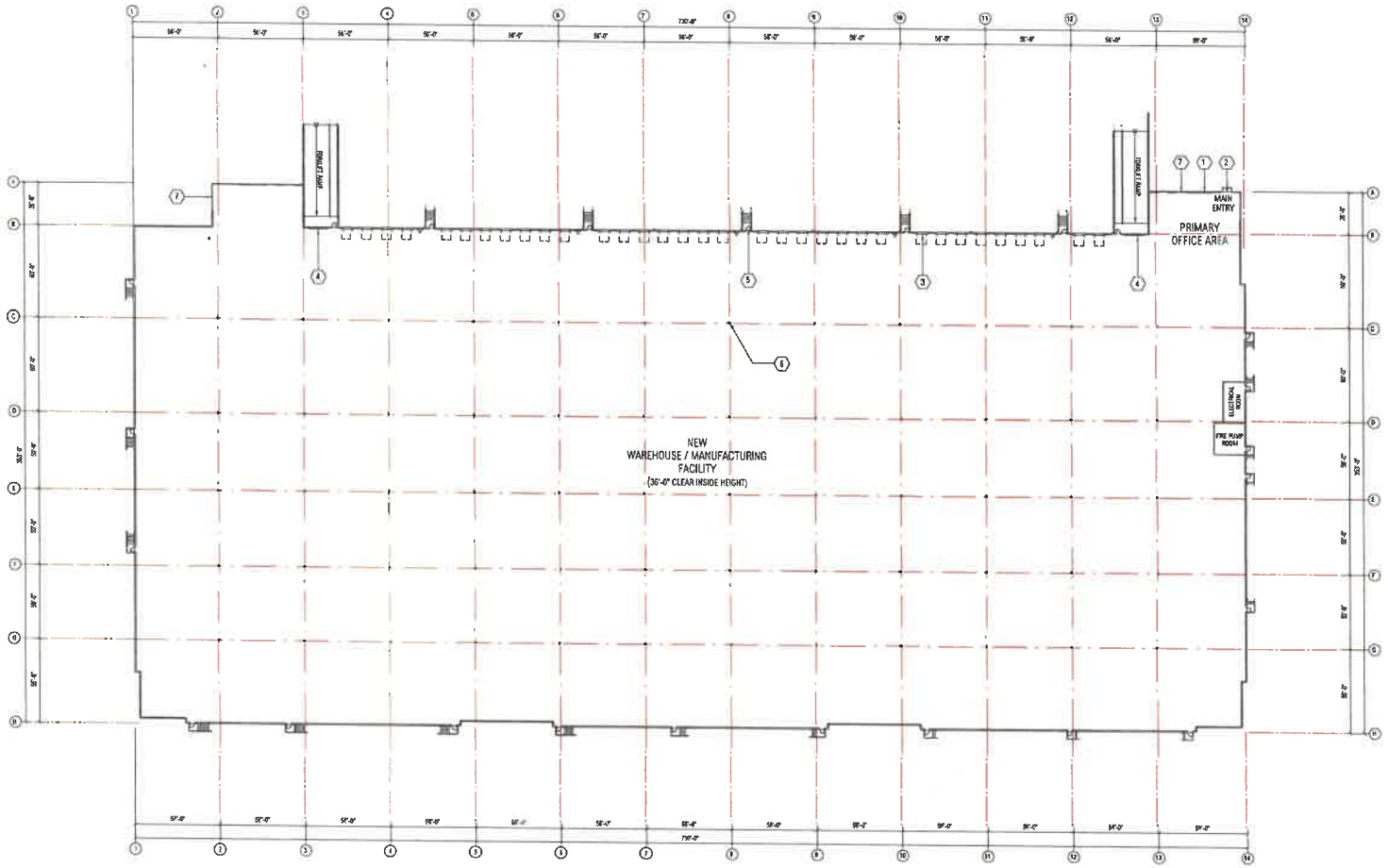
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SHEET TITLE
FENCE AND WALL PLAN - EAST

SHEET A1-2-E

KEYNOTES

1. PAINTED CONCRETE TILT-UP WAREHOUSE / OFFICE / MANUFACTURING FACILITY.
2. PRIMARY ENTRANCE.
3. PAINTED 9' X 10' DOCK HIGH METAL TRUCK DOORS.
4. PAINTED 12' X 14' GRADE LEVEL METAL TRUCK DOORS.
5. PAINTED 3' X 7' METAL ACCESS MAN DOORS.
6. STRUCTURAL BUILDING COLUMN.
7. STOREFRONT GLAZING SET IN CLEAR ANODIZED ALUMINUM 2" X 4 1/2" MIN. OFF-SET GLAZING SYSTEM



FLOOR PLAN

SCALE: 1" = 70'-0"

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HIGHLAND EAST DEVELOPMENT

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CROW HOLDINGS
INDUSTRIAL

527 WEST 7TH STREET, SUITE 308
LOS ANGELES, CA 90014
213-378-1270
CONTACT: PHIL PRASSAS

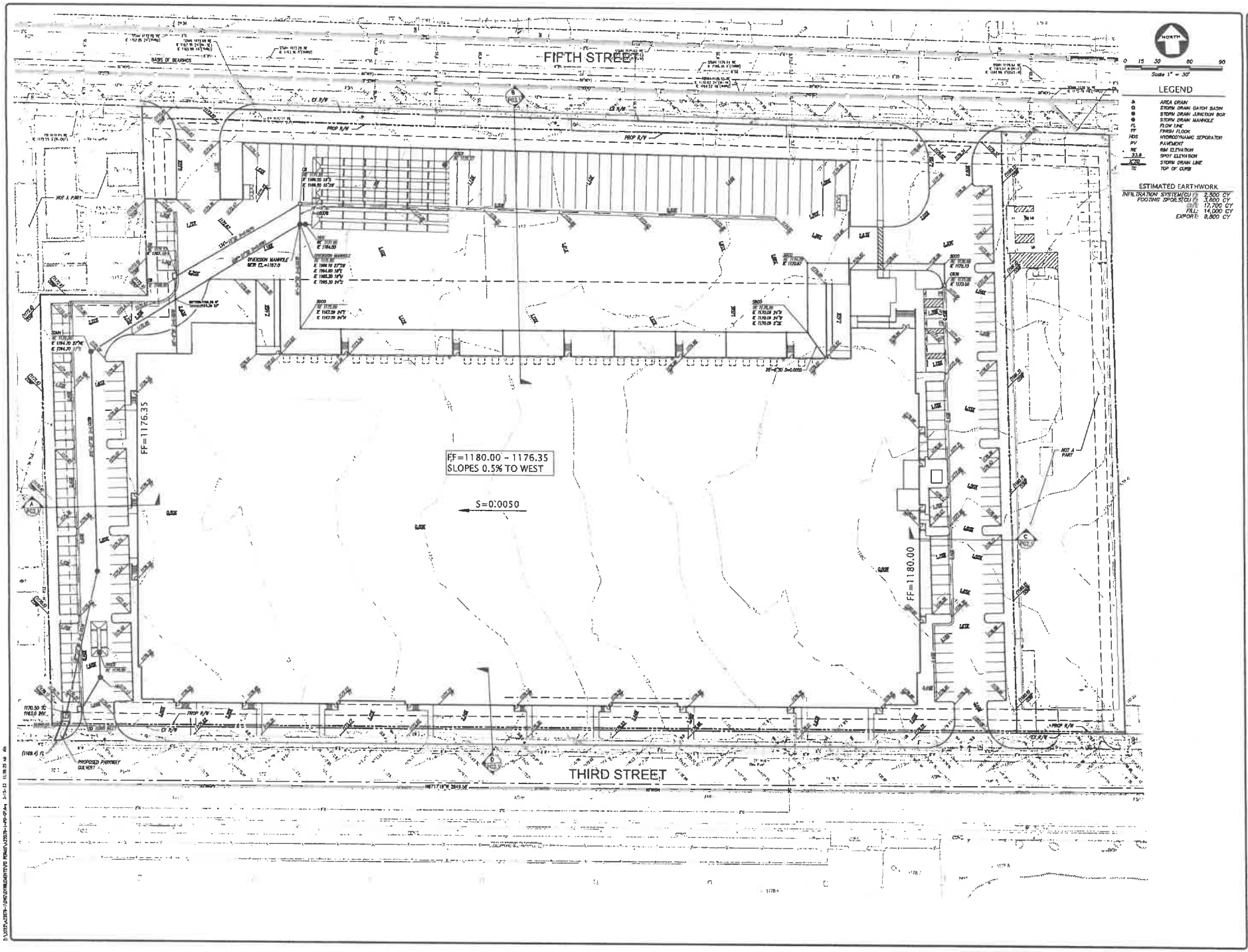
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CAD FILE NAME:	22078-00-A2-1
DRAWN BY:	JH
CHKD BY:	JH

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SHEET TITLE
FLOOR PLAN - EAST

SHEET A2-1-E



BY | NO. | REVISION

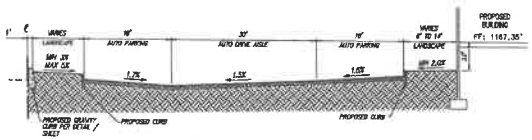
BY | NO. | REVISION

KIER+WRIGHT

PRELIMINARY GRADING PLAN
EAST BUILDING
OF
E. 3RD STREET & CENTRAL AVENUE
FOR
CROW HOLDINGS

HIGHLAND CALIFORNIA

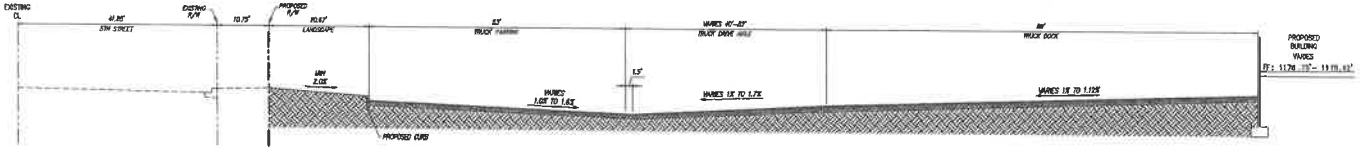
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SCALE	AS SHOWN
DESIGNER	JO
DRAWN BY	STAFF
JOB NO.	A220776-1
SHEET	PG2.0



TYPICAL SECTION

HORIZ: 1"=10'
VERT: 1"=5'

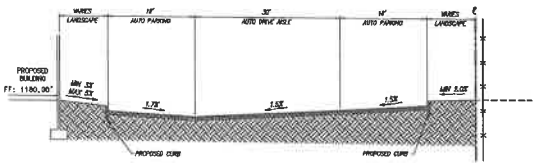
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TYPICAL SECTION

HORIZ: 1"=10'
VERT: 1"=5'

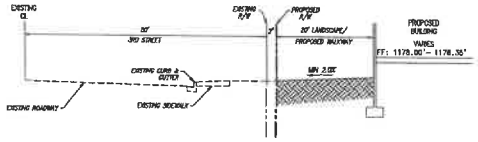
B



TYPICAL SECTION

HORIZ: 1"=10'
VERT: 1"=5'

C



TYPICAL SECTION

HORIZ: 1"=10'
VERT: 1"=5'

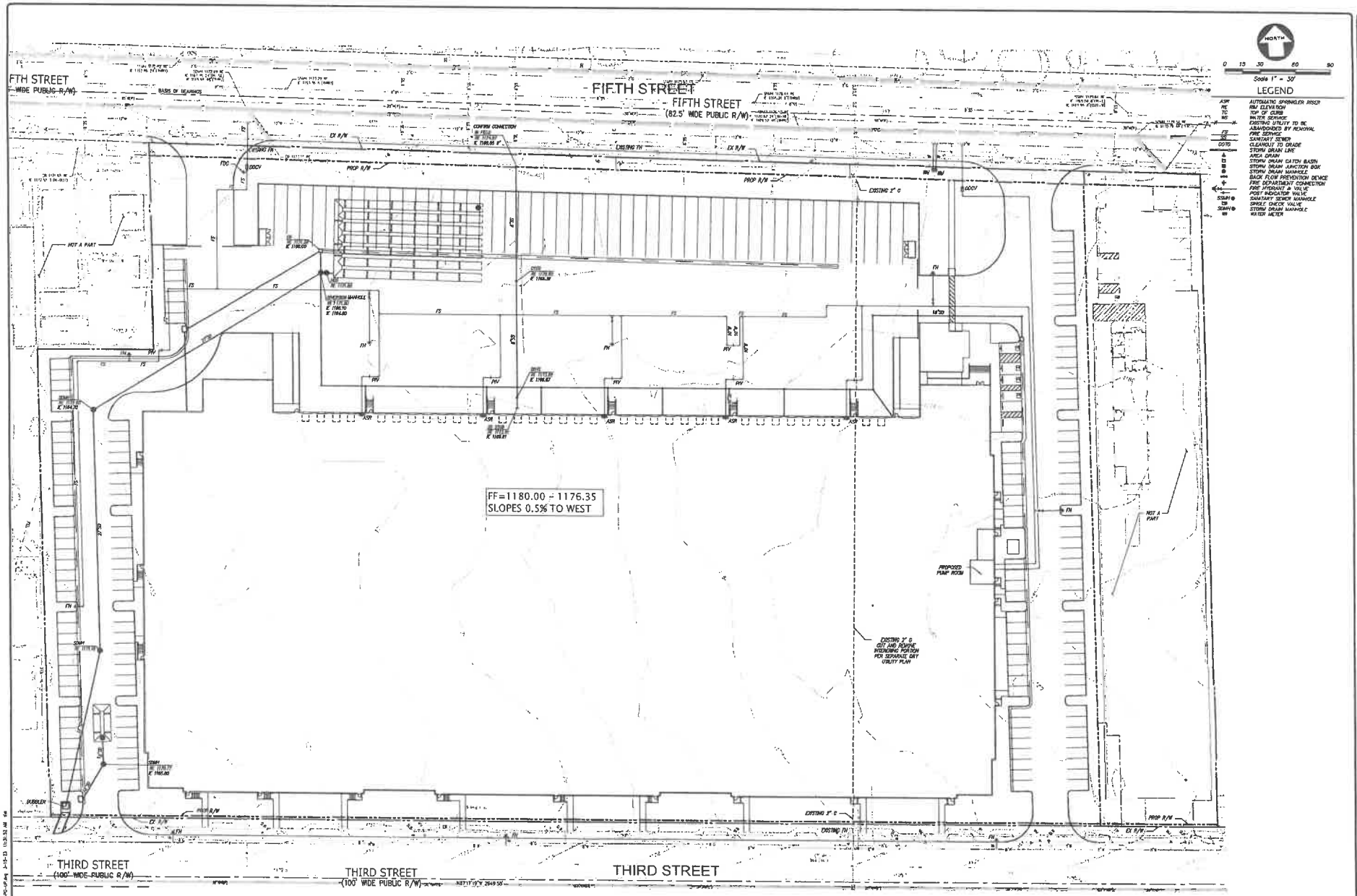
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NO.	REVISION	BY

KIER+WRIGHT

TYPICAL SECTIONS
EAST BUILDING
E. 3RD STREET & CENTRAL AVENUE
FOR
CROW HOLDINGS
HIGHLAND CALIFORNIA

DATE	JANUARY, 2023
SCALE	AS SHOWN
DESIGNER	
DRAWN BY	STAFF
JOB NO.	A23078-1
SHEET	PG2.1



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PRELIMINARY UTILITY PLAN
EAST BUILDING
OF
E. 3RD STREET & CENTRAL AVENUE
FOR
CROW HOLDINGS
HIGHLAND
CALIFORNIA

DATE	JANUARY, 2023
SCALE	AS SHOWN
DESIGNER	JO
DRAWN BY	STAFF
JOB NO.	422078-1
SHEET	PG3.0

VESTING TENTATIVE MAP NO. 20616

PROJECT DATA

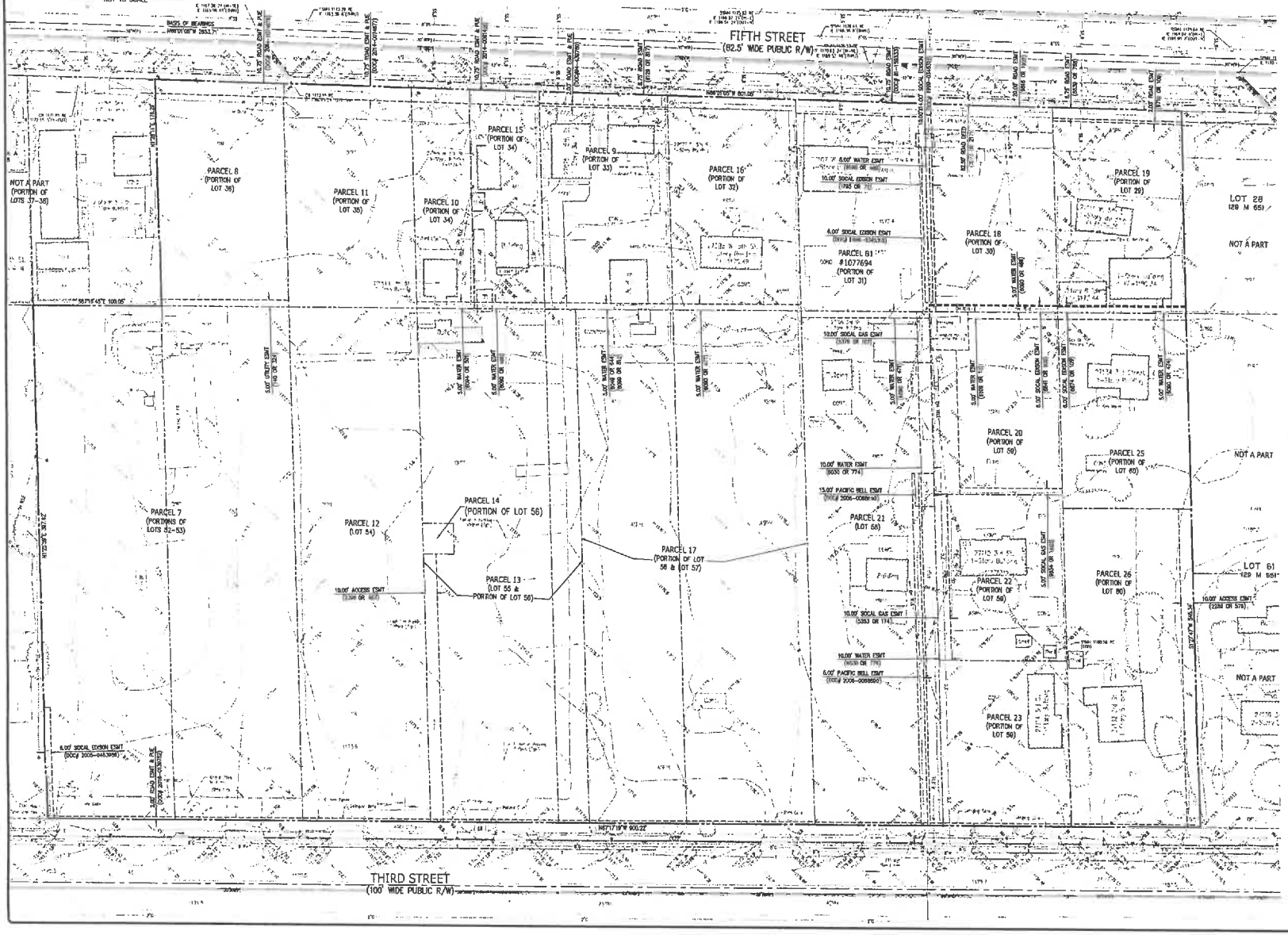
1. OWNER/APPLICANT: DHPT HIGHLAND 2NL LP, 327 WEST 7TH STREET, SUITE 200, LOS ANGELES, CA 90014, PHONE: (909) 389-7715
2. MAP PREPARED BY: KIER & WRIGHT CIVIL ENGINEERS & SURVEYORS, INC., 3350 SCOTT BOULEVARD, BUILDING 22, SANTA CLARA, CA 95054, PHONE: (408) 727-6665, EXT. 1020, CONTACT: RODNEY A. STEWART & LS 6225
3. APN'S: 1192-63-06, 10, 11, 12, 13, 14, 22, 23, 24, 25, 26, 27, 28, AND 1192-64-08, 09, 10, 11, 15, 16, 17, 18, 19, 20, & 21.
4. EXISTING USE: OFFICE
5. PROJECT TYPE: DEVELOPER BUILD-OUT
6. PROPOSED USE: INDUSTRIAL WAREHOUSE
7. EXISTING ZONING: BUSINESS PARK, BP
8. PROPOSED ZONING: NO CHANGE
9. GENERAL PLAN: BUSINESS PARK
10. EXISTING NUMBER OF LOTS: 24
11. PROPOSED NUMBER OF LOTS: 1
12. TOTAL ACREAGE: 11.33778 ACRES (GROSS), 11.06373 ACRES (NET)
13. ALL DISTANCES ARE APPROXIMATE.
14. NO NEW STREET NAMES PROPOSED.
15. THIS TENTATIVE MAP WAS PREPARED FROM INFORMATION FURNISHED IN A PREPARED FROM INFORMATION FURNISHED IN AN ALTA FOR COMMITMENT FOR TITLE INSURANCE, PREPARED BY: FIRST AMERICAN TITLE INSURANCE COMPANY, DATED FEBRUARY 28, 2022, ORDER NUMBER: CS-1115930-GNT). NO LIABILITY IS ASSUMED FOR MATTERS OF RECORD NOT STATED IN SAID REPORT THAT MAY AFFECT THE TITLE LINES, OR EXCEPTIONS, OR EASEMENTS OF THE PROPERTY.
16. FLOOD ZONE NOTE: THE SUBJECT PROPERTY IS SHOWN ON THE FEDERAL EMERGENCY MANAGEMENT AGENCY (FEMA) FLOOD INSURANCE RATE MAP FOR SAN BERNARDINO COUNTY, CALIFORNIA, MAP NUMBER 06071C8672GH FOR COMMUNITY NUMBER 060735 (CITY OF HIGHLAND), WITH AN EFFECTIVE DATE OF AUGUST 28, 2008, AS BEING LOCATED IN FLOOD ZONE "X", ACCORDING TO FEMA THE DEFINITION OF ZONE "X" IS:AN AREA OF 0.2% ANNUAL CHANCE FLOOD; AREAS OF 1% ANNUAL CHANCE FLOOD WITH AVERAGE DEPTHS OF LESS THAN 1 FOOT OR WITH DRAINAGE AREAS LESS THAN 1 SQUARE MILE; AND AREAS PROTECTED BY LEVEES FROM 1% ANNUAL CHANCE FLOOD.
17. BENCHMARK: CITY OF HIGHLAND PUBLIC WORKS BENCHMARK NO. 0009: CHISELED BOX AT THE EAST END OF THE NORTHEAST CURB RETURN AT 5TH AND CHURCH AVENUE
ELEVATION: 1253.30 FT. CITY OF HIGHLAND DATUM (NGVD29)
18. BASIS OF BEARINGS: THE BEARING OF NORTH 89° 01' 05" WEST TAKEN ON THE CENTER LINE OF 5TH STREET AS SHOWN ON THAT CERTAIN RECORD OF SURVEY FILED FOR RECORD ON AUGUST 15, 2000, IN BOOK 114 OF MAPS AT PAGE 26, OFFICIAL RECORDS OF SAN BERNARDINO COUNTY WAS TAKEN AS THE BASIS FOR ALL BEARINGS SHOWN HEREON.
19. ADDITIONAL EASEMENTS MAY BE NECESSARY, ANY ADDITIONAL EASEMENT REQUIREMENTS WILL BE DETERMINED AS THE PROJECT EVOLVES.
20. EASEMENTS TO BE DEDICATED ON THE PARCEL MAP OR BY SEPARATE INSTRUMENT.
21. THIS SUBDIVISION WILL CONFORM TO THE STREET TREE PLAN OF THE CITY OF HIGHLAND.
22. THERE ARE NO ACTIVE OR DESTROYED WELLS LOCATED ON THE SUBJECT PROPERTY, PER VALLEY WATER DISTRICT WELL INFORMATION WEB SITE.
23. THE SUBJECT PROPERTY IS NOT LOCATED WITHIN A GEOLOGICAL HAZARD ZONE.
24. UTILITIES:
STORM DRAIN & SANITARY SEWER & WATER SUPPLY: CITY OF HIGHLAND, EAST VALLEY WATER DISTRICT, 31111 GREENSPOT RD, HIGHLAND, CA 92346, (909) 889-9501
GAS: SOUTHERN CALIFORNIA GAS COMPANY, 1136 NORTH MOUNT VERNON AVENUE SUITE 305, SAN BERNARDINO, CA, (800) 427-2000
ELECTRIC: SOUTHERN CALIFORNIA EDISON COMPANY, HEADQUARTERS ROSEMEAD, CA 91770, (800) 655-4555
TELEPHONE: HIGHLAND COMMUNICATIONS SERVICES, 1115 BROADWAY, HIGHLAND, IL 62249, (618) 654-9961
CABLE: TIME WARNER CABLE TELEVISION, 27470 N ELDORRA AVENUE, UNIT A2, ROLLANDS, CA 92374, (855) 366-7132

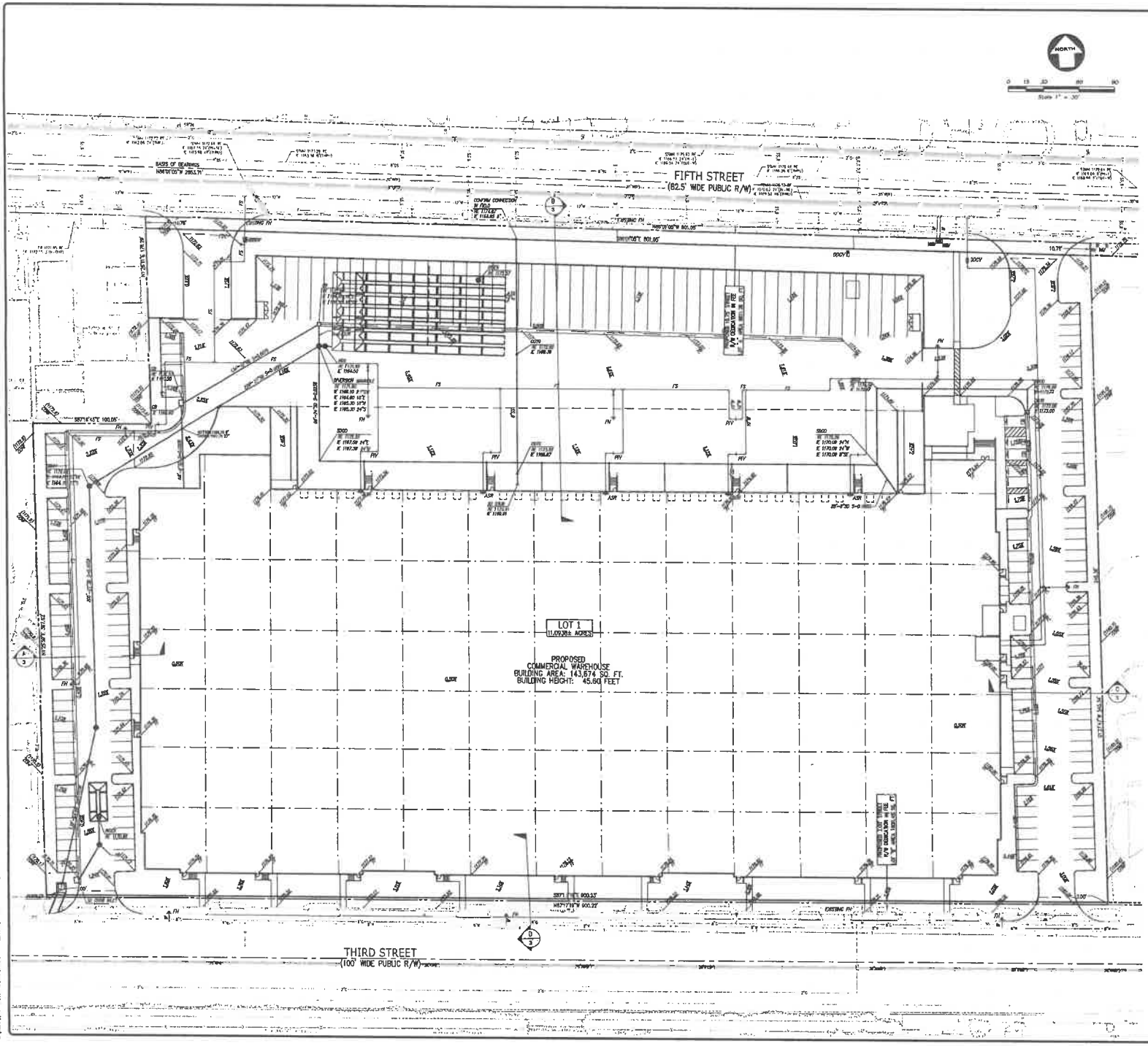
OFFICIAL USE ONLY

VICINITY MAP

NOT TO SCALE




FIFTH STREET
(82.5' WIDE PUBLIC R/W)
THIRD STREET
(100' WIDE PUBLIC R/W)
BASIS OF BEARINGS
PARCEL 7 (PORTIONS OF LOTS 52-53)
PARCEL 8 (PORTION OF LOT 36)
PARCEL 9 (PORTION OF LOT 33)
PARCEL 10 (PORTION OF LOT 34)
PARCEL 11 (PORTION OF LOT 35)
PARCEL 12 (LOT 54)
PARCEL 13 (LOT 55 & PORTION OF LOT 56)
PARCEL 14 (PORTION OF LOT 56)
PARCEL 15 (PORTION OF LOT 34)
PARCEL 16 (PORTION OF LOT 32)
PARCEL 17 (PORTION OF LOT 56 & LOT 57)
PARCEL 18 (PORTION OF LOT 30)
PARCEL 19 (PORTION OF LOT 29)
PARCEL 20 (PORTION OF LOT 59)
PARCEL 21 (LOT 58)
PARCEL 22 (PORTION OF LOT 59)
PARCEL 23 (PORTION OF LOT 59)
PARCEL 25 (PORTION OF LOT 60)
PARCEL 26 (PORTION OF LOT 60)
PARCEL B1 #1077694 (PORTION OF LOT 31)
NOT A PART (PORTION OF LOTS 37-38)
LOT 28 (29 M 65)
LOT 61 (29 M 65)
NOT A PART
N89°01'05"W 801.05'
S87°14'45"E 100.05'
N87°17'18"W 900.22'
10.00' ACCESS EASEMENT (2284 OR 576)
10.00' ACCESS EASEMENT (5033 OR 774)
6.00' SOCAL EDISON ESMT (DOC# 2005-0483958)
6.00' SOCAL EDISON ESMT (DOC# 2014-0314477)
6.00' SOCAL EDISON ESMT (DOC# 2014-0314478)
6.00' SOCAL EDISON ESMT (DOC# 2014-0314479)
6.00' SOCAL EDISON ESMT (DOC# 2014-0314480)
6.00' SOCAL EDISON ESMT (DOC# 2014-0314481)
6.00' SOCAL EDISON ESMT (DOC# 2014-0314482)
6.00' SOCAL EDISON ESMT (DOC#



LEGEND

- BUILDING LINE
- CENTER LINE
- CONCRETE/BLOCK WALL
- CONCRETE CURB
- CONCRETE CURB & GUTTER
- DRIVEWAY
- EASEMENT LINE
- EDGE OF PAVEMENT
- ELECTRIC LINE
- FENCE LINE
- GAS LINE-VALVE & METER
- LOT LINE
- MONUMENT/MONUMENT LINE
- PROPERTY LINE
- SANITARY SEWER LINE-MANHOLE & CLEANOUT
- SIDEWALK
- STORM DRAIN LINE-MANHOLE & CATCH BASIN
- STORM DRAIN LINE-MANHOLE & CATCH BASIN
- TELEPHONE LINE
- CABLE TELEVISION LINE
- UNKNOWN UTILITY LINE
- WATER LINE & VALVE
- ROLLING/SLIDING GATE
- ACCESSIBLE PARKING SYMBOL
- MANHOLE
- AREA DRAIN
- AUTOMATIC SPRINKLER
- BACKFLOW PREVENTION DEVICE
- ELECTROLIER
- FIRE DEPARTMENT CONNECTION
- FIRE HYDRANT
- GAS METER
- GUY ANCHOR
- ROSEBAR
- IRON PIPE FOUND
- MAIL BOX
- NAIL FOUND
- POST INDICATOR VALVE
- POWER POLE/LIGHT POLE
- TRANSFORMER
- TRAFFIC SIGNAL POLE
- TRAFFIC SIGN
- UTILITY BOX
- UTILITY LINE MARKER
- WALL-BOLLARD LIGHT
- WATER VALVE
- WELL
- ITEM NO. IN TITLE REPORT
- ITEM NO. IN TITLE REPORT
- NO. OF PARKING SPACES (ACCESSIBLE)
- NO. OF PARKING SPACES (STANDARD)

ABBREVIATIONS

BLBD	BOLLARD	PUE	PUBLIC UTILITY EASEMENT
BLDG	BUILDING	OR	OFFICIAL RECORDS
CB	CATCH BASIN	R/W	RIGHT OF WAY
CONC	CONCRETE	SFWF	SEARCH FOR WITH FOUND
DI	DROP INLET	SL	STREET LIGHT
DOC	DOCUMENT	SQ. FT.	SQUARE FEET
EB	ELECTRIC BOX	SSMH	SANITARY SEWER MANHOLE
EMH	ELECTRICAL MANHOLE	TSB	TRAFFIC SIGNAL BOX
ESMT	EASEMENT	UB	UTILITY BOX
FH	FIRE HYDRANT	UMH	UTILITY MANHOLE
FNC	FENCE	W/	WITH
FND	FOUND	W/O	WITHOUT
FF	FINISH FLOOR	WB	WATER BOX
GM	GAS METER	WM	WATER METER
IP	IRON PIPE	ELEC	ELECTRICAL
MB	MAIL BOX	TELE	TELEPHONE
PL	PROPERTY LINE		

UTILITIES LEGEND

ASR	AUTOMATIC SPRINKLER RISER
BE	BASE ELEVATION
TC	TOP OF CURB
WS	WATER SERVICE
	EXISTING UTILITY TO BE ABANDONED BY REMOVAL
FIRE	FIRE SERVICE
SAN	SANITARY SEWER
CO/TC	CLEANOUT TO GRADE
FL	FLOW LINE
FF	FINISH FLOOR
HSS	HYDROSTATIC SEPERATION
PV	PAVEMENT
RE	RIM ELEVATION
X.XX	SPOT ELEVATION
SD	STORM DRAIN LINE
	AREA DRAIN
	STORM DRAIN CATCH BASIN
	STORM DRAIN CLEAN OUT
	STORM DRAIN MANHOLE
	BACK FLOW PREVENTION DEVICE
	FIRE DEPARTMENT CONNECTION
	FIRE HYDRANT & VALVE
	POST INDICATION VALVE
SSMH	SANITARY SEWER MANHOLE
DCB	DOUBLE DETECTOR CHECK VALVE
SDMH	STORM DRAIN MANHOLE
WM	WATER METER
RD	ROOF DRAIN
SDJCO	STORM DRAIN JUNCTION BOX

ESTIMATED EARTHWORK

INFILTRATION SYSTEM (CUT):	2,500 CY
FOOTING SPOILS (CUT):	3,690 CY
CUT:	17,790 CY
FILL:	14,000 CY
EXPORT:	3,800 CY

NOTES

1. LOT "A" AND "B" WILL BE DEDICATED IN FEE TO THE CITY OF HIGHLAND.
2. A LOT LINE ADJUSTMENT TO MERGE 3 PARCELS IS IN PROGRESS WITH THE CITY OF HIGHLAND. APN'S 1192-064-01, 1192-064-02 & 1192-064-03.

LEGAL DESCRIPTION

REAL PROPERTY IN THE CITY OF HIGHLAND, COUNTY OF SAN BERNARDINO, STATE OF CALIFORNIA, DESCRIBED AS FOLLOWS

PARCEL 1:

THE NORTH 1/2 OF LOT 91, TRACT NO. 2080, BLUE RIBBON FARMS, AS PER PLAT RECORDED IN BOOK 39 OF MAPS, PAGE(S) 45, RECORDS OF SAID COUNTY.

PARCEL 2:

THE SOUTH ONE HALF OF LOT 91, TRACT NO. 2080, BLUE RIBBON FARMS, IN THE COUNTY OF SAN BERNARDINO AS PER MAP RECORDED IN BOOK 39, PAGE 45 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

PARCEL 3:

THAT PORTION OF LOT 28, TRACT NO. 2080, BLUE RIBBON FARMS, IN THE CITY OF HIGHLAND, COUNTY OF SAN BERNARDINO, STATE OF CALIFORNIA AS SHOWN BY MAP ON FILE IN BOOK 39, PAGE 45, OF MAPS, LYING SOUTHERLY OF THE SOUTHERLY LINE OF LAND CONVEYED TO THE COUNTY OF SAN BERNARDINO, A BODY CORPORATE AND POLITIC OF THE STATE OF CALIFORNIA BY DEED RECORDED JULY 10, 1948 IN BOOK 2288, PAGE 488, OFFICIAL RECORDS.

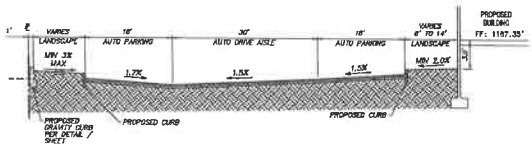
PROPOSED CONDITIONS

NO.	BY	REVISION

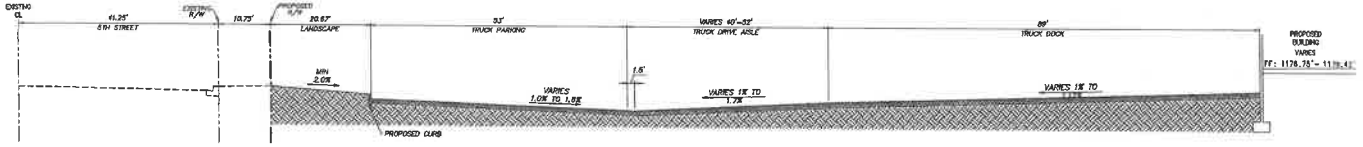
KIER+WRIGHT
3756 Grant Boulevard, Building 12
Lake Oswego, California 92064
Phone: (408) 727-6665
www.kierwright.com

VESTING TENTATIVE PARCEL MAP
OF
3RD STREET AND CENTRAL - EAST
FOR
CROW HOLDINGS INDUSTRIAL
HIGHLAND, CALIFORNIA

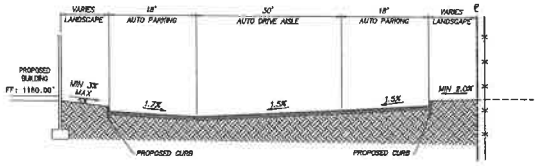
DATE	MARCH, 2023
SCALE	1" = 30'
SURVEYOR	AKR
DRAWN BY	EAP
JOB NO.	A22078-1
SHEET	2
OF	3 SHEETS



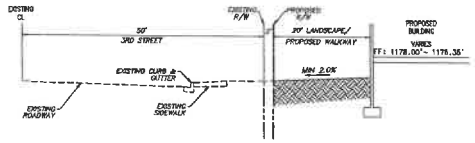
TYPICAL SECTION (A)
HORIZ: 1"=10'
VERT: 1"=5'



TYPICAL SECTION (B)
HORIZ: 1"=10'
VERT: 1"=5'



TYPICAL SECTION (C)
HORIZ: 1"=10'
VERT: 1"=5'



TYPICAL SECTION (D)
HORIZ: 1"=10'
VERT: 1"=5'

TYPICAL SECTIONS

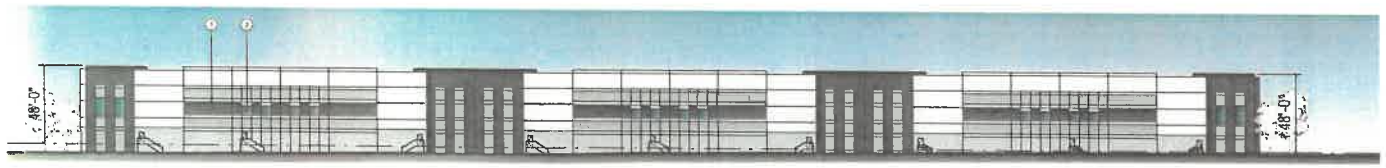
NO.	BY	REVISION

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2350 Bonn Boulevard, Building 12
Santa Clara, California 95054
Phone: (408) 727-6665
www.kierwright.com

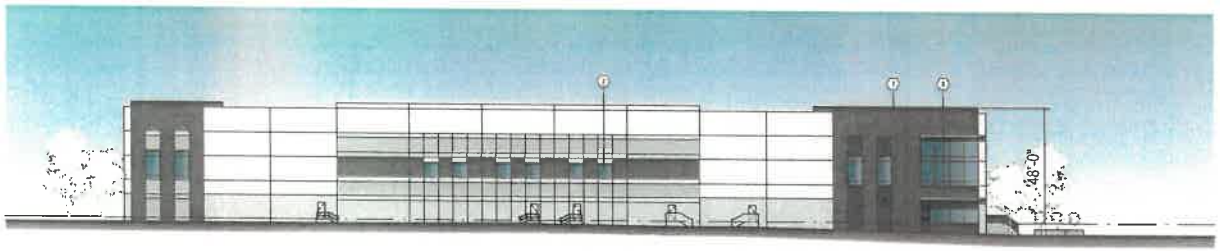
VESTING TENTATIVE PARCEL MAP
OF
3RD STREET AND CENTRAL - EAST
FOR
CROW HOLDINGS INDUSTRIAL
HIGHLAND, CALIFORNIA

DATE	MARCH,2023
SCALE	AS SHOWN
SURVEYOR	AKS
DRAWN BY	EAP
JOB NO.	A220778-1
SHEET	3
OF	3 SHEETS

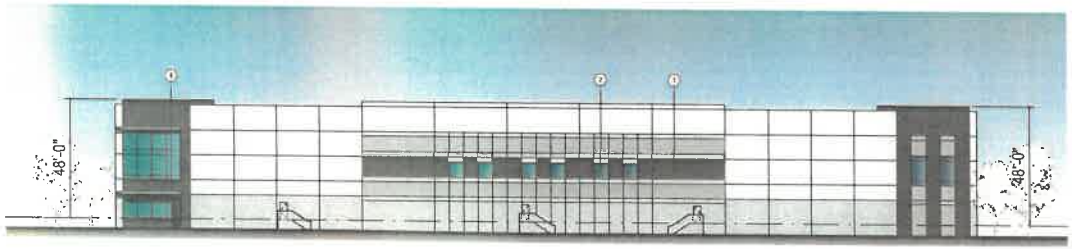
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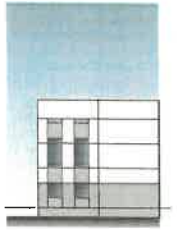
SOUTH ELEVATION



EAST ELEVATION



WEST ELEVATION



DOCK RETURN ELEVATION



NORTH ELEVATION

FINISH SCHEDULE:

1. FIELD COLOR
PPG - PPG1002-1 - SILVER FEATHER
2. LIGHT ACCENT COLOR
PPG - PPG1002-3 - COOL SLATE
3. DARK ACCENT COLOR
PPG - PPG1002-5 - ANTIQUE SILVER
4. DARK ACCENT COLOR
PPG - PPG1002-6 - GIBRALTER GRAY
5. ENTRY ACCENT COLOR
PPG - GROW BLUE
6. GLASS - PRIMARY WINDOW
PPG SOLARCOOL PACIFICA

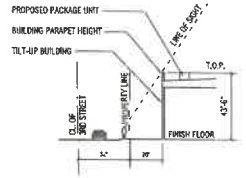
NOTES:

1. ALL ROOFTOP MECH. EQUIPMENT SHALL BE SCREENED FROM VIEW.

2. PROVIDE GRAFFITI RESISTANT COATING TO A HEIGHT OF 12 FEET ON THE WEST ELEVATION.

KEYNOTES: (W)

1. PAINTED CONCRETE TILT-UP PANELS W/ ACCENT REVEALS AS SHOWN.
2. REFLECTIVE BLUE GLASS IN CLEAR ANODIZED ALUMINUM MULLION SYSTEM.
3. NOT USED.
4. RECESSED ENTRY WITH PRIMARY GLASS ENTRANCE DOORS.
5. PAINTED 9'-0" X 10' DOCK HIGH VERTICAL LIFT METAL TRUCK DOOR ASSEMBLY WITH DOCK BUMPERS. SEE DOOR SCHEDULE.
6. PAINTED 12' X 14' GRADE LEVEL VERTICAL LIFT METAL TRUCK DOOR ASSEMBLY. SEE DOOR SCHEDULE.
7. CONCRETE TILT-UP SCREEN WALL, PAINT AND REVEALS AS SHOWN TO MATCH BUILDING.
8. PREFABRICATED METAL SUNSHADE CANOPY BY C.R. LAURENCE. PER DETAIL 4 BELOW



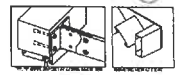
TYPICAL EQUIPMENT SCREEN LINE OF SIGHT (1)
SCALE: 1" = 20'-0"
NOTE: LINE OF SIGHT TAKEN FROM 6'-0" ABOVE FINISH GRADE

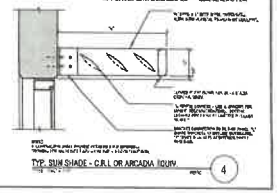


SIMILAR ENTRY LIGHTING STYLE (2)
SCALE: N.T.S.



SIMILAR SITE LIGHTING STYLE (3)
SCALE: N.T.S.





TYP. SUN SHADE - C.R.L. OR ARCADIA EQUIV. (4)

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Office of Architectural Design
11711 Atlantis Parkway, Suite 103
Riverside, CA 92518
T 951-784-7929
FX 951-653-0912

CONSULTANT

PROFESSIONAL SEAL

HIGHLAND EAST DEVELOPMENT

00000 THIRD STREET
CITY OF HIGHLAND, CA

CROW HOLDINGS
INDUSTRIAL
527 WEST 7TH STREET, SUITE 308
LOS ANGELES, CA 90014
213-378-1270
CONTACT: PHIL PRASSAS

MARK	DATE	DESCRIPTION
CD		
BID		
PC		
DD		
SD		

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OWNER PROJECT NO: 0000.00
CAD FILE NAME: 21427-00-A1-1E
DRAWN BY: JH
CHK'D BY: JH

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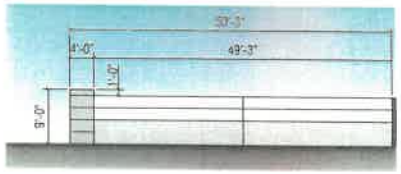
SHEET TITLE
HIGHLAND EAST ELEVATIONS

SHEET: A3-1P-E



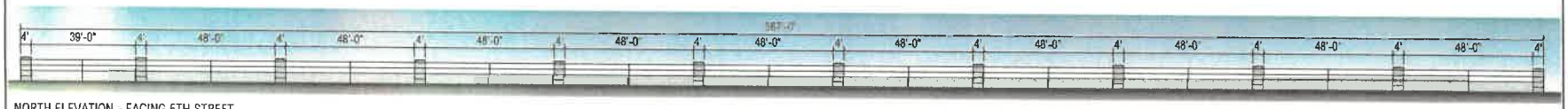
NORTH ELEVATION - FACING 5TH STREET

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



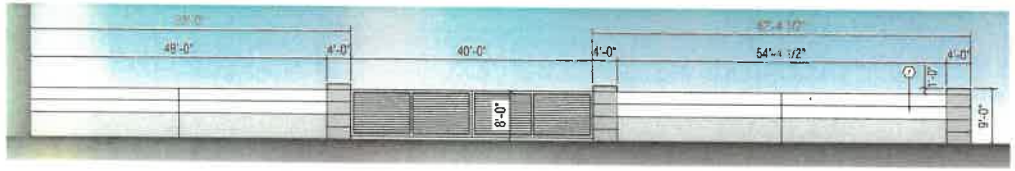
WEST ELEVATION

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



NORTH ELEVATION - FACING 5TH STREET

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



EAST ELEVATION

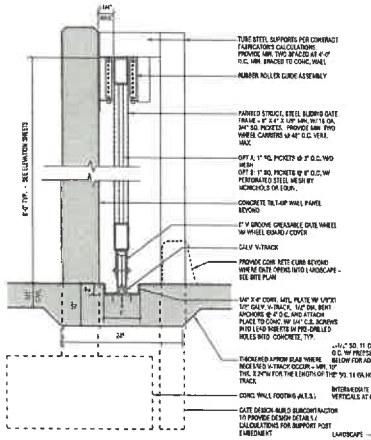
SCALE: 1/8" = 1'-0"

KEYNOTES: (W)

1. PAINTED CONCRETE TILT-UP PANELS W/ ACCENT REVEALS AS SHOWN.
2. REFLECTIVE BLUE GLASS IN CLEAR ANODIZED ALUMINUM MULLION SYSTEM.
3. ALUMINUM FINISHED CANOPY OVER ENTRY.
4. RECESSED ENTRY WITH PRIMARY GLASS ENTRANCE DOORS.
5. PAINTED 8'-0" X 10' ORNAMENTAL LIFT METAL TRUCK DOOR ASSEMBLY WITH DOCK BUMPERS, SEE DOOR SCHEDULE.
6. PAINTED 12' X 10' ORNAMENTAL LIFT METAL TRUCK DOOR ASSEMBLY. SEE DOOR SCHEDULE.
7. CONCRETE TILT-UP SCREEN WALL PAINT AND REVEALS AS SHOWN TO MATCH BUILDING.

FINISH SCHEDULE:

1. FIELD COLOR
PPG - PPG1002-1 - SILVER FEATHER
2. LIGHT ACCENT COLOR
PPG - PPG1002-3 - COOL SLATE
3. DARK ACCENT COLOR
PPG - PPG1002-5 - ANTIQUE SILVER
4. DARK ACCENT COLOR
PPG - PPG1002-7 - PHANTOM MIST
5. CANOPIES - ALUCOBOND:
CLEAR ANODIZED ALUMINUM
6. GLASS - PRIMARY WINDOW
PPG SOLARCOOL PACIFICA

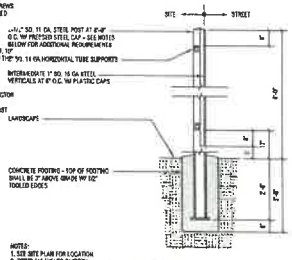


NOTES:
1. PERFORATED MESH, WHERE PROVIDED, SHALL BE BY MCNICHOLS OR EQUA., PAINTED BLACK TO MATCH THE GATE.
2. PROVIDE SHOP DRAWINGS & STRUCTURAL DETAILS & CALCULATIONS INCLUDING WIND LOAD CRITERIA FOR ALL GATES PRIOR TO FABRICATION FOR REVIEW AND APPROVAL BY ARCHITECT.
3. COORDINATE GATE HEIGHTS WITH GRADE ELEVATIONS PER CIVIL DWGS.
4. SHOP FINISH: MIN MINIMUM (1) ONE COAT OF PRIMER AND ONE COAT BLACK SATIN ENAMEL U.N.O. PROVIDE ALTERNATE FOR POWDER COAT FINISH.
5. CONTRACTOR SHALL BE RESPONSIBLE FOR THE DESIGN AND CONSTRUCTION OF ALL GATE SUPPORTS AND "SAFETY MECHANISMS".
6. SUB DBG OWNER SHALL BE RESPONSIBLE FOR MAINTAINING GATE TRACK FREE FROM DEBRIS TO ALLOW FOR SAFE OPERATION OF GATE.
7. SLIDING VEHICLE GATES INTENDED FOR AUTOMATION SHALL COMPLY WITH CBC SECTION 3110.3 AND ASTM F2200, INCLUDING:
A. COVER GATE WHEELS W/ COVER GUARDS.
B. PROVIDE MIN. OF (4) PICKET SPACING WITH MAX. OPENINGS LESS THAN 2.25".
C. PROVIDE POSITIVE "STOPS AT BOTH FULLY OPEN AND FULLY CLOSED POSITIONS".
D. GATE DOES NOT MOVE / SLIDE / FALL OVER ONTO OWN IF DISCONNECTED FROM OPERATOR.
8. VEHICLE GATE OPERATIONS, WHERE PROVIDED, SHALL BE LISTED IN ACCORDANCE WITH UL 325.
9. VEHICLE GATE OPERATORS, WHERE PROVIDED, SHALL BE PROVIDED WITH KNOX KEY SWITCH ACCESS FOR EMERGENCY VEHICLE ACCESS.

SINGLE ROLLING GATE

SCALE: 1/4" = 1'-0" 01745

2



NOTES:
1. SEE SITE PLAN FOR LOCATION
2. GRIND ALL WELDS SMOOTH.
3. ALL STEEL WORK TO BE A-36 & CROP PRIMED. PAINT FLAT BLACK, TWO COATS.
4. CONTRACTOR TO SUBMIT DETAILED SHOP DWGS. FOR APPROVAL PRIOR TO FABRICATION.
5. PROVIDE CONT. 8" X 8" CONC. MTW STRIP UNDER FENCE ONLY WHEN FENCE IS ADJACENT TO TURF AREAS
6. USE 4" SQ. 11 GA. STEEL POST W/ PREFAB STEEL CAP AT ALL END AND CORNER CONDITIONS OF THE FENCE PATH

STEEL FENCE

SCALE: 1/2" = 1'-0" 01650

1

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CITY OF HIGHLAND, CA

CROW HOLDINGS
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527 WEST 7TH STREET, SUITE 308
LOS ANGELES, CA 90014
213-376-1270
CONTACT: PHIL PRASSAS

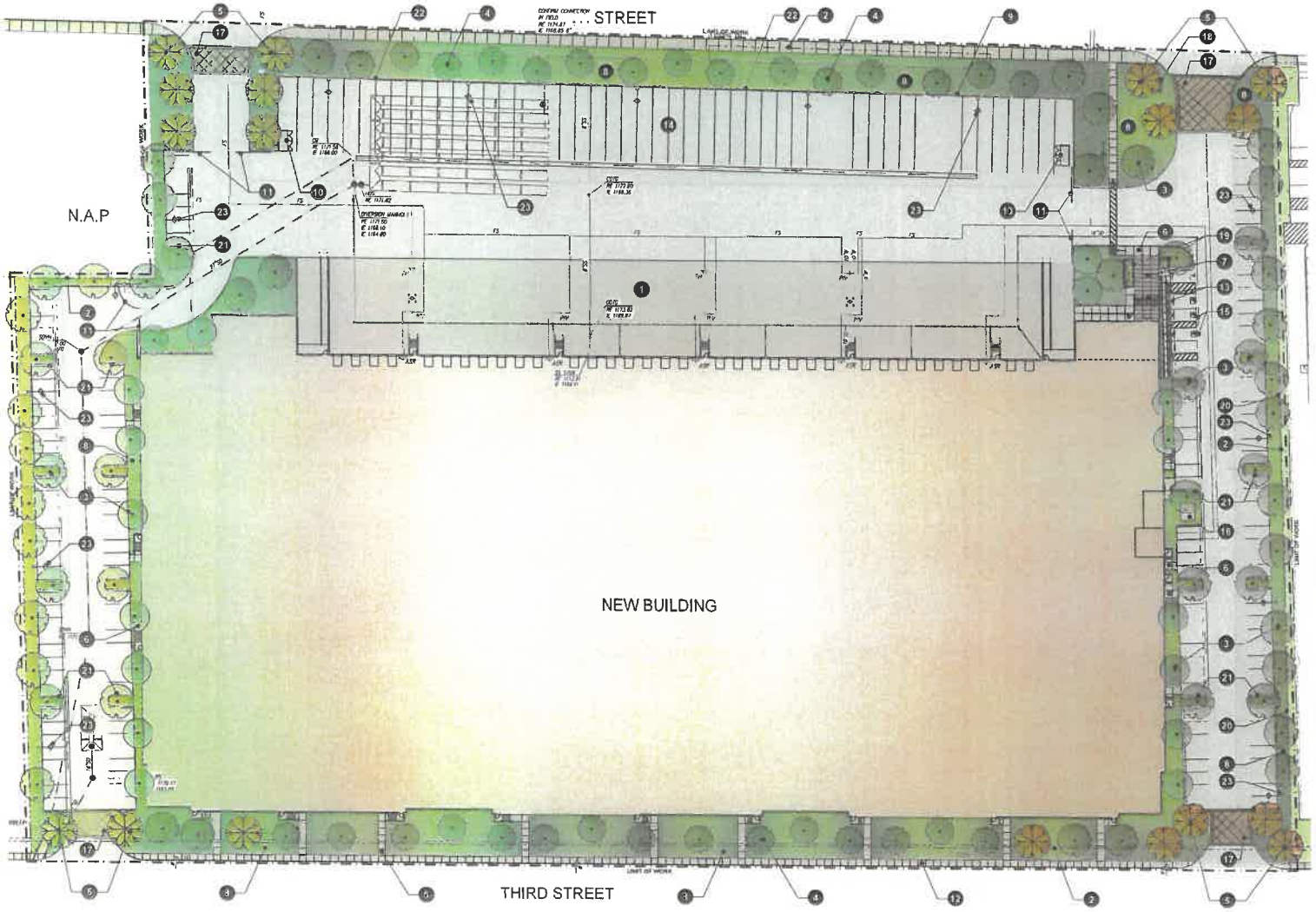
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CAD FILE NAME:	21062-00-A1-10
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SHEET TITLE
HIGHLAND EAST
SCREEN WALL ELEVATIONS

SHEET: A3-2P-E



PROPOSED PLANT PALETTE

TREES

SYMBOL	BOTANICAL NAME	COMMON NAME	SIZE / FORM	HT. X SPRD. X CAL. (MIN.)	WATER USE	DESCRIPTION	%	QTY.
	BRACHYCHITON POPULNEUS	BOTTLE TREE	24" BOX STD	9'H X 4'W	L	EVERGREEN CANOPY	15%	18
	PLATANUS RACEMOSA	CALIFORNIA SYCAMORE	48" BOX LOW BRANCH	14'H X 8'W X 2"C	M	DECIDUOUS CANOPY	15%	18
	PINUS ELDARICA	MONDELL PINE	24" BOX STD	9'H X 4'W	L	EVERGREEN TREE	24%	30
	QUERCUS AGRIFOLIA	COAST LIVE OAK	24" BOX STD. 36"BOX STD.	9'H X 4'W X 3-3/4"C 14'H X 8'W X 3-1/2" C	L	PARKING AREA SHADE CANOPY	31%	38
							15%	18

BACKGROUND SHRUBS

SYMBOL	BOTANICAL NAME	COMMON NAME	SIZE	SPACING	WATER USE	DESCRIPTION
	ROSA 'ICEBERG'	ICEBERG ROSE	5 GAL.	48" O.C.	M	LARGE FLOWERING
	LIGUSTRUM JAPONICA 'TEXANUM'	TEXAS PRIVET	5 GAL.	36" O.C.	L	SCREENING HEDGE
	OLEA X MONTRA 'LITTLE OLLIE'	LITTLE OLLIE	5 GAL.	48" O.C.	L	BIPOSAL SCREENING HEDGE
	LEUCOPHYLLUM F. 'GREEN CLOUD'	TEXAS RANGER	5 GAL.	60" O.C.	L	LARGE FLOWERING

MIDGROUND SHRUBS

SYMBOL	BOTANICAL NAME	COMMON NAME	SIZE	SPACING	WATER USE	DESCRIPTION
	MUHLENBERGIA RIGENS	DEER GRASS	5 GAL.	36" O.C.	L	ORNAMENTAL GRASS
	RHAPHIOLEPIS UMBELLATA 'MINOR'	DWARF YEDDO HAWTHORN	5 GAL.	36" O.C.	L	FLOWERING ACCENT
	ROSMARINUS O. 'TUSCAN BLUE'	TUSCAN BLUE ROSEMARY	5 GAL.	36" O.C.	L	FLOWERING ACCENT
	CALLISTEMON 'LITTLE JOHN'	DWARF BOTTLE BRUSH	5 GAL.	36" O.C.	L	FLOWERING ACCENT
	BACCHARIS PILULARIS 'TWIN PEAKS'	TWIN PEAKS COYOTE BRUSH	5 GAL.	36" O.C.	L	CALIFORNIA NATIVE

FOREGROUND SHRUBS

SYMBOL	BOTANICAL NAME	COMMON NAME	SIZE	SPACING	WATER USE	DESCRIPTION
	DIANELLA 'LITTLE REV'	LITTLE REV FLAX LILY	5 GAL	24" O.C.	L	STRAPPY ACCENT
	FESTUCA MAIREI	ATLAS FESCUE	5 GAL.	30" O.C.	L	ORNAMENTAL GRASS
	HESPERALOE PARVIFLORA	RED YUCCA	5 GAL.	36" O.C.	L	FLOWERING ACCENT
	LOMANDRA LONGIFOLIA 'LOMLON'	LOMLON MOOR GRASS	5 GAL.	36" O.C.	L	ORNAMENTAL GRASS
	COTONEASTER DAMMERI 'LOWFAST'	BEARBERRY COTONEASTER	5 GAL.	36" O.C	L	EVERGREEN LOW SHRUB

GROUNDCOVERS

SYMBOL	BOTANICAL NAME	COMMON NAME	SIZE	SPACING	WATER USE	DESCRIPTION
	ACACIA REDOLENS 'LOW BOY'	PROSTRATE ACACIA	5 GAL	6' O.C.	VL	EVERGREEN GROUNDCOVER
	BACCHARIS P. 'PIGEON POINT'	DWARF COYOTE BRUSH	1 GAL	48" O.C.	L	EVERGREEN GROUNDCOVER
	LONICERA J. 'HALLIANA'	HALL'S HONEYSUCKLE	1 GAL.	36" O.C.	L	FLOWERING GROUNDCOVER
	ROSA X 'FLOWER CARPET RED'	RED CARPET ROSE	1 GAL.	36" O.C.	M	FLOWERING GROUNDCOVER
	ROSMARINUS O. 'HUNTINGTON CARPET'	PROSTRATE ROSEMARY	FLATS	12" O.C.	L	EVERGREEN GROUNDCOVER

VINES

SYMBOL	BOTANICAL NAME	COMMON NAME	SIZE	SPACING	WATER USE	DESCRIPTION
	DISTICTUS BUCCINATORIA	BLOOD-RED TRUMPET VINE	5 GAL./ STAKED	PER PLAN	M	FLOWERING VINE

WATER USE KEY:
VL = VERY LOW WATER USE, L = LOW WATER USE, M = MODERATE WATER USE, H = HIGH WATER USE. WATER USE STATED IS PER "WATER USE CLASSIFICATION OF LANDSCAPE SPECIES" (ALSO REFERRED TO AS WUCOLS IV) FOR CITY OF HIGHLAND

CITY LANDSCAPE NOTES:

- MINIMUM 50% OF TREES TO BE 24" BOX.
- MINIMUM 15% OF TREES TO BE 36" BOX.
- MINIMUM 15% OF TREES TO BE 48" BOX.
- MINIMUM 80% OF SHRUBS TO BE 5 GALLON IN SIZE.
- MINIMUM 20% OF SHRUBS TO BE 1 GALLON IN SIZE.
- GROUNDCOVER TO BE PLANTED TO ACHIEVE 100% COVERAGE WITHIN (1) YEAR
- 4' HT EVERGREEN HEDGE TO BE PROVIDED WHERE APPLY TO SCREEN THE PARKING LOT FROM THE PUBLIC.
- 24" BOX TREES SHALL HAVE MINIMUM 3/4" CALIPER, 9' HEIGHT AND 4' SPREAD

LEGEND

1. LOADING AREA
2. PROPERTY LINE
3. PROPOSED PARKING SHADE TREES
4. PROPOSED SCREEN TREES
5. PROPOSED ENTRY ACCENT TREES
6. NATURAL GRAY CONCRETE PAVING
7. OFFICE ENTRY - DECORATIVE CONCRETE PAVING
8. DROUGHT TOLERANT SHRUB PLANTING
9. SCREEN WALL
10. TRASH ENCLOSURE
11. METAL FENCE AND GATE
12. PUBLIC SIDEWALK
13. STEPS AND RAMPS
14. TRUCK PARKING
15. ADA PARKING
16. TRANSFORMER
17. ENHANCED DRIVEWAY ENTRY PAVING
18. ENTRY MONUMENT SIGN
19. ENHANCED PLANTER AT MAIN BUILDING ENTRY
20. CONCRETE MOW CURB TO DELINEATE HE PROPERTY BOUNDARY
21. MIN. 12" WIDE CONCRETE STEP OUT
22. SCREEN WALL AT TRAILER YARD
23. SITE LIGHTING

CROW HOLDINGS INDUSTRIAL

HIGHLAND EAST DEVELOPMENT
CITY OF HIGHLAND, CA

PRELIMINARY LANDSCAPE PLAN
SCHEMATIC DESIGN

SHEET L1.1
JOB # 22079
11.06.2023

0 30 60 90

RLA
8043 RESEARCH DR
SUITE 200
IRVINE - CA 92618
949.387.1323
RLAGELA.COM
RGA

TREES



BRACHYCHITON POPULNEUS / BOTTLE TREE



PLATANUS RACEMOSA / CALIFORNIA SYCAMORE



PINUS ELDARICA / MONDELL PINE



QUERCUS AGRIFOLIA / COAST LIVE OAK

VINES



DISTICTUS BUCCINATORIA / BLOOD-RED TRUMPET VINE

FOREGROUND SHRUBS



DIANELLA 'LITTLE REV' / LITTLE REV FLAX LILY



FESTUCA MAIREI / ATLAS FESCUE



HESPERALOE PARVIFLORA / RED YUCCA



LOMANDRA LONGIFOLIA 'LOMLON' / LOMLON MOOR GRASS

MIDGROUND SHRUBS



COTONEASTER DAMMERI 'LOWFAST' / BEARBERRY COTONEASTER



MUHLENBERGIA RIGENS / DEER GRASS



RHAPHIOLEPIS UMBELLATA 'MINOR' / DWARF YEDDO HAWTHORN

MIDGROUND SHRUBS



ROSMARINUS O. 'TUSCAN BLUE' / TUSCAN BLUE ROSEMARY



CALLISTEMON 'LITTLE JOHN' / DWARF BOTTLEBRUSH



BACCHARIS PILULARIS 'TWIN PEAKS' / TWIN PEAKS COYOTE BRUSH

BACKGROUND SHRUBS



ROSA 'ICEBERG' / ICEBERG ROSE



LIGUSTRUM JAPONICUM 'TEXANUM' / WAX LEAF PRIVIT



OLEA EUROPAEA 'MONTRA' / LITTLE OLLIE DWARF OLIVE



LEUCOPHYLLUM F. 'GREEN CLOUD' / GREEN CLOUD TEXAS SHADE

GROUNDCOVER



ACACIA REDOLENS 'LOW BOY' / PROSTRATE ACACIA



BACCHARIS P. 'PIGEON POINT' / DWARF COYOTE BRUSH



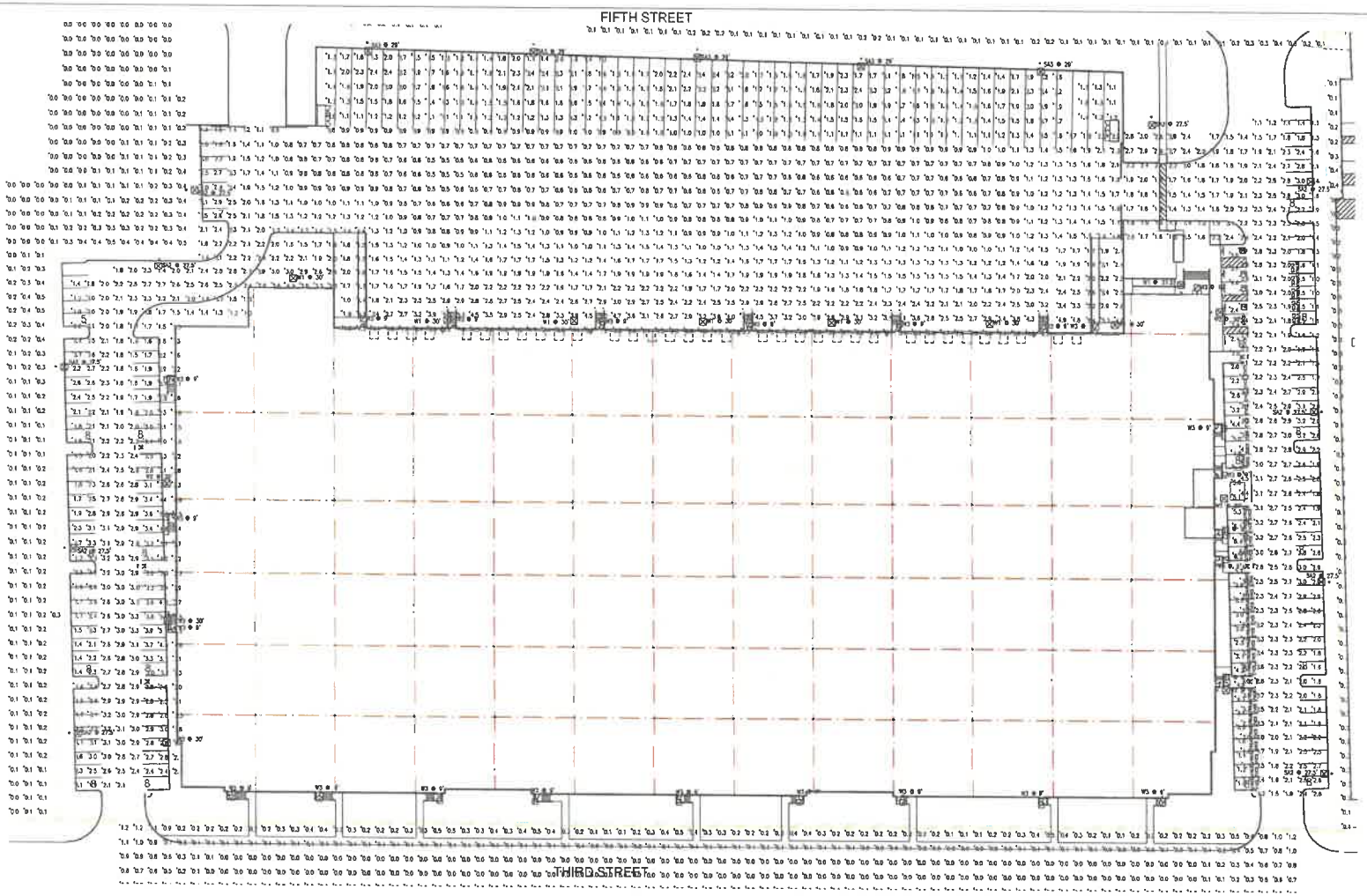
LONICERA J. 'HALLIANA' / HALL'S HONEYSUCKLE



ROSA X 'FLOWER CARPET RED' / RED CARPET ROSE

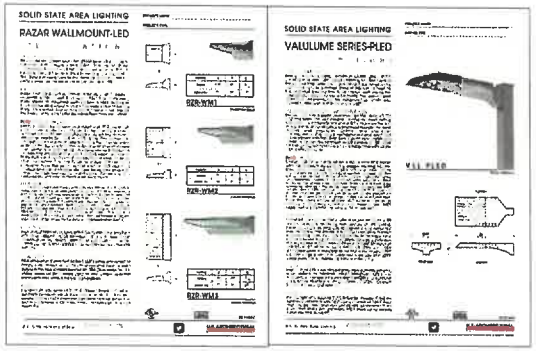


ROSMARINUS O. 'HUNTINGTON CARPET' / PROSTRATE ROSEMARY



ELECTRICAL SITE PHOTOMETRIC PLAN

1



Statistics

Description	Symbol	Avg	Max	Min	Max/Min	Avg/Min
Calc Zone #2	+	0.1 fc	1.2 fc	0.0 fc	N/A	N/A
Calc Zone #4	+	1.9 fc	7.9 fc	0.5 fc	15.8:1	3.8:1
Calc Zone #4	+	1.3 fc	1.7 fc	1.1 fc	1.5:1	1.2:1
Calc Zone #5	+	2.8 fc	5.4 fc	1.6 fc	3.4:1	1.8:1
Calc Zone #6	+	0.0 fc	0.4 fc	0.0 fc	N/A	N/A
Calc Zone #7	+	0.1 fc	0.2 fc	0.1 fc	2.0:1	1.0:1
Calc Zone #8	+	0.1 fc	0.2 fc	0.1 fc	2.0:1	1.0:1
Calc Zone #8	+	3.5 fc	6.4 fc	1.0 fc	6.4:1	3.5:1
Calc Zone #9	+	0.3 fc	0.4 fc	0.5 fc	4.0:1	3.0:1
Calc Zone #10	+	0.1 fc	0.5 fc	0.0 fc	N/A	N/A

Schedule

Symbol	Label	QTY	Catalog Number	Description	Lamp	Number Lamps	Lumens per Lamp	LLF	Wattage
☑	W3	25	RZR-WM1-PLED-B-W-[FIELD--350mA--40K CRI] WALL MT AT 8 FT AFG WMS11 BUG RATING B1 U0 G1	CAST BLACK PAINTED FINNED METAL HOUSING.	24 WHITE LIGHT EMITTING DIODES (LEDS), BASE UP.	20	151	0.9	21.4
☒	W2	8	RZR-PLED-B-W-SOLID--[FIELD--350mA--40K CRI] WALL MT AT 30 FT AFG BUG RATING B3 U0 G3	CAST BLACK PAINTED FINNED METAL HOUSING.	80 WHITE LIGHT EMITTING DIODES (LEDS), BASE UP.	80	218	0.9	129.4
☒	W1	8	RZR-PLED-W-FT-SOLID--[FIELD--350mA--40K CRI] WALL MT AT 30 FT AFG BUG RATING B3 U0 G3	CAST BLACK PAINTED FINNED METAL HOUSING.	80 WHITE LIGHT EMITTING DIODES (LEDS), BASE UP.	80	250	0.9	173.6
☒	SA2	10	RZR-PLED-B-W-SOLID--[525mA--NMS11HW--HS WALL MT AT 22FT AFG BUG RATING B1 U0 G3 25 FT POLE 2.5 FT BASE	CAST BLACK PAINTED FINNED METAL HOUSING.	80 WHITE LIGHT EMITTING DIODES (LEDS), BASE UP.	80	187	0.9	129.4
☒	SA3	5	RZR-PLED-B-W-SOLID--[525mA--NMS11 NW--HS POLE MT AT 22FT AFG 25 FT POLE BUG RATING B1 U0 G3 25 FT POLE + FT BASE	CAST BLACK PAINTED FINNED METAL HOUSING.	80 WHITE LIGHT EMITTING DIODES (LEDS), BASE UP.	80	187	0.9	129.4

RPM 221-xxx 10/31/23

RGA

CONSULTANT

RPM
Engineers, Inc.
106 DISCOVERY
Tel: 949-460-4444
Fax: 949-460-4445
Contact: Dave Du
e-mail: dave@rpmpe.com

PROFESSIONAL SEALS

REGISTERED PROFESSIONAL ENGINEER
LAM V. NGUYEN
No. 015595
Exp. 12-31-2023
ELECTRICAL
STATE OF CALIFORNIA
10/31/2023

PROJECT NAME

HIGHLAND EAST DEVELOPMENT

0000 CENTRAL AVE,
CITY OF HIGHLAND, CA

NO	DATE	DESCRIPTION

RGA PROJECT NO: 23132.00
OWNER PROJECT NO:
CAD FILE NAME:
DRAWN BY:
CHK'D BY:
COPYRIGHT: RGA, OFFICE OF ARCHITECTURE & DESIGN
SHEET TITLE

SITE PHOTOMETRIC PLAN

SHEET E-2.1

Exhibit B

DRA 23-010 Conditions of Approval

PLANNING DIVISION CONDITIONS OF APPROVAL

Date:	November 28, 2023
Applicant:	CHPT Highland 210 / Crow Holdings Industrial
File/Index:	Design Review Application (DRA 23-010)
Proposal:	The development and operation of a 243,323 square foot warehouse/logistics and associated improvements.
Location:	A 11.33 acre site located between 3rd Street and 5th Street approximately midway between Central Avenue and Palm Avenue; Assessor's Parcel Number 1192-631-09, -10, -11, -12, -13, -14, -22, -23, -24, -25, -26, -27, and -28; and 1192-641-08, -09, -10, -11, 15, -16, -17, -18, -19, -20, and -21).
Related Entitlements:	Conditional Use Permit (CUP 23-009), Vesting Tentative Parcel Map No. 20616 (TPM 23-003), & Variance (VAR 23-002)

PLANNING CONDITIONS OF APPROVAL

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

This Design Review Application is conditionally approved, subject to compliance with the requirements as specified below. The Conditions listed below are continuing Conditions; failure of the Applicant and/or operator to comply with any or all Conditions at any time, shall result in initiating revocation of the subject permit.

1. Design Review Application (DRA 23-010) shall become null and void:

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

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

application shall be filed together with the City's processing fee, as established by the City Council.

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

2. The proposed Design Review entitlement includes approval of a Site Plan, Building Elevations, Rough Grading Plan and Conceptual Landscape Plan for the construction and operation of an approximately 243,323 square foot warehouse/ logistics and associated improvements including loading docks, tractor-trailer stalls, passenger vehicle parking, a stormwater detention/infiltration basin, landscaping and off-site improvements as illustrated in project plans.

    a. The approved site plan, building elevations, rough grading plan, conceptual landscape plan, color and material samples are on file with the Planning Division and included herein by reference.

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

3. The operator and recorded owner of the property shall submit to the Planning Division written evidence of agreement with all conditions of this approval before the approval becomes effective. Plan check cannot begin prior to receipt of this signed documentation.

4. In compliance with the Highland Municipal Code, the Applicant/Owner shall agree, at his/her sole cost and expense, to defend, indemnify, and hold harmless, the City, its officers, employees, agents, and consultants, from any claim, action, or proceeding brought by a third-party against the City, its officers, agents, and employees, which seeks to attack, set aside, challenge, void, or annul an approval of the City Council, Planning Commission, or other decision-making body, including staff, concerning this project. The City may, at its sole discretion, participate at its own expense in the defense of any such action but such participation shall not relieve the Applicant/Owner of his/her obligations under this condition.

5. The Owner/Applicant is responsible for implementing all conditions of approval to the satisfaction of the Community Development Director, City Engineer, Fire Department, and Police Department. No final inspection or clearances shall be given until all conditions are met. Each condition of approval is separately enforced, and if one of the conditions of approval is found to be invalid by a court of law, all the other conditions shall remain valid and enforceable.

6. Revisions, modification, or deletions of associated plans must be submitted to the Planning Division for review and approval. Revisions may require additional review by the Planning Commission.

7. Pursuant to provisions of California Public Resources Code Section 21089 (b), this Application shall not be operative, vested or final, nor will building permits be issued or a map recorded, until: (1) the Notice of Determination (NOD) regarding the associated environmental action is filed and posted with the Clerk of the Board of Supervisors of the County of San Bernardino, and; (2) any and all required filing fees assessed pursuant to California Fish and Game Code Section 711.4, together with any required handling charges, are paid to the Clerk of the Board of Supervisors of the County of San Bernardino.

    a. The Applicant shall provide the Planning Division with a check for the appropriate fee, made payable to the Clerk of the Board of Supervisors, no later than 24 hours after receiving approval of the project. The City will file the NOD and fee payment with the County/State and will provide the Applicant with a copy of the receipt and filed NOD.

8. Development Impact Fees shall be paid in accordance with City Ordinance. 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.

9. A copy of the utility plan shall be submitted with or prior to the submittal of a grading plan to the Community Development Director and City Engineer for review and approval. The utility plan shall show the location of all proposed above ground electrical transformers, utility cabinets, back flow devices, detector check valves, etc. both on site and in the public right-of-way.

10. Prior to issuance of a certificate of occupancy by the City, all on and off-site landscaping, irrigation or other improvements shown on the approved landscaping and irrigation plans, including any walls and fences, shall be installed.

11. The project site has been reviewed and approved for warehouse use. Any change of use of this project site, the occupancy, or tenant change in the building, or portion thereof, may require a revised plot plan be submitted to the City for review and approval, which identifies location of use, letter of intent and parking requirements. Outdoor storage of materials is prohibited.

12. All permanent parking areas shall be paved and permanently maintained with asphalt or concrete and designated with clearly painted lines. The number of parking spaces, including disabled parking, shall comply with the approved Site Plan.

13. The Applicant / Developer shall install a bicycle rack on-site near the building. The bike racks shall be located in areas where they will not impede the flow of pedestrian traffic.

14. All ground mounted, as well as wall mounted mechanical, electrical, or gas equipment shall be screened from public view by the use of landscaping and/or architectural treatments compatible with the adjoining building's architectural design.

15. All rooftop mounted mechanical equipment, with the exception of solar panels, shall be screened from public view. This can be accomplished by architectural treatments of parapets equal in height to the tallest piece of roof-mounted equipment, but not to exceed an overall height of 52.6 feet measured from the lowest grade.

16. A photometric plan shall be provided to the Planning Department for review and approval prior to issuance of a grading plan in compliance with Municipal Code Sections 16.40.160 *Lighting* and 16.48.080 *Light and glare*.

    a) The amount of illumination projected onto a residential 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 commercial properties.

    b) Lights shall be shielded and directed away from surrounding properties and right-of-way.

    c) Parking lot light standards shall not exceed twenty-five (25) feet in height measured from grade.

    d) Parking lot light standards shall be located at a distance from parking lot trees, so the trees do not interfere with the lighting pattern or the light fixture. Lighting standards shall be shown on the landscape plans and appropriately positions so as not to displace the intended location of trees in parking lot planters.

17. The Developer shall comply with all applicable Conditions of Approval and the Mitigation Monitoring and Reporting Plan related to the associated entitlements; Conditional Use Permit (CUP 23-009), Tentative Parcel Map No. 20616 (TPM 23-003), and Variance (VAR 23-002).

18. A reduction in the number of parking spaces required by Highland Municipal Code Section 16.52.030 *Schedule of off-street parking requirements*, is approved as validated by the project parking study. The project shall provide no less than 158 parking spaces. Minor modifications may be made as authorized by the Community Development Director.

19. 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.

Landscaping

20. Applicant shall provide lighting locations on landscape plans to eliminate any conflicts with proposed tree locations and verify total counts

21. No trees shall be removed or lost due to conflicts with site utilities, including lights, check valves, backflows, and or transformers or other equipment during the design development process.

22. Applicant shall add additional trees that offer more accents or flowering options to tree palette.

23. For structural concrete based walls 6' or higher, the location and impact of any structural footings shall be included to verify no impacts to landscape areas.

24. Applicant shall add berming or other landscape features to break up the large expanse of building frontage along 3rd street.

25. Plants shall be grouped into hydro zones with plants of the same water use.

26. Applicant shall coordinate street tree selection with City Landscape Architect for final approval of species for street trees on 3rd & 5th. In general street trees shall provide shade for the sidewalk and trees outside the ROW shall be for scaling the building and adding vertical hierarchy to the plant palette. Due to the size of building taller more columnar trees will be required to help scale the height (45'+) and soften its impact to adjacent neighborhoods to the north.

27. Applicant shall include enhanced paving treatments, design elements, and specimen trees and flowering plants that will provide individual identity to the project at main project entrances. Including the entire pedestrian entry corridor from 5th Street.

28. Applicant shall provide a mow curb or other form of separation eastern frontage property boundaries to clearly identify where maintenance responsibilities end.

29. Applicant shall add concrete step outs adjacent to any parking stall and landscape areas (min.12" wide).

Attachment 9

Resolution No. 2023 - ___ Approving TPM-23-003
a. Exhibit A – Vesting Tentative Parcel Map No. 20616
b. Exhibit B – Conditions of Approval

RESOLUTION NO. 2023 -

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF HIGHLAND, CALIFORNIA, APPROVING VESTING TENTATIVE PARCEL MAP NO. 20616 (TPM 23-003) TO MERGE TWENTY-FOUR (24) EXISTING PARCELS INTO ONE (1) PARCEL IN ASSOCIATION WITH CONDITIONAL USE PERMIT (CUP 23-009), DESIGN REVIEW APPLICATION (DRA 23-010), VARIANCE (VAR 23-002) TO DEVELOP A 243,323 SQUARE FOOT INDUSTRIAL WAREHOUSE, LOCATED BETWEEN 3RD STREET AND W. 5TH STREET APPROXIMATELY MIDWAY BETWEEN CENTRAL AVENUE AND PALM AVENUE.

APN's: 1192-631-09, -10, -11, -12, -13, -14, -22, -23, -24, -25, -26, -27, and -28; and 1192-641-08, -09, -10, -11, 15, -16, -17, -18, -19, -20, and -21

APPLICANT: CHPT HIGHLAND 210 / CROW HOLDINGS INDUSTRIAL

A. RECITALS

1. On May 16, 2023, the Applicant filed an application for Conditional Use Permit (CUP-23-009) to develop a 243,323 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-23-010) including a Site Plan, Building Elevations, Conceptual Grading Plan, Conceptual Landscape Plan; Variance (VAR-23-002) to increase the maximum building height permitted to 52.6'; and Vesting Tentative Parcel Map (TPM-23-003) to consolidate twenty-four (24) parcels to one (1) parcel.

2. The site is located on approximately 11.33 acres between 3rd Street and 5th Street approximately midway between Central Avenue and Palm Avenue in the City's Business Park Zoning and General Plan Designations.

3. On December 5, 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.

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

B. RESOLUTION

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

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

2. The City of Highland Planning Commission after due consideration, inspection, investigation and study made by itself and on its behalf, and after due consideration of all evidence and reports offered at said hearing, including the staff report to the Planning Commission dated December 5, 2023, does find and determine the following facts:

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

3. Vesting Tentative Parcel Map No. 20616 (TPM 23-003) proposes to merge twenty-four (24) lots into one (1) on approximately 6.93 acres.

4. A duly noticed public hearing was held by the Planning Commission on December 5, 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. Vesting Tentative Parcel Map No. 20616 (TPM 23-003) complies with the provisions of Chapter 16.68 *Land Divisions* of the Highland Municipal Code.

6. Tentative Parcel Map No. 20616 (TPM 23-003) complies with the Subdivision Map Act, Sections 66410-66499.58 of the Government Code of the State of California.

7. Pursuant to the California Environmental Quality Act (CEQA) Guidelines, an Initial Study was prepared for the project. It was determined that Mitigation Measures were necessary to address potential impacts. A Notice of Intent to adopt a Mitigated Negative Declaration (MND) was circulated and Mitigation Monitoring and Reporting Program prepared for consideration by the Commission.

8. Findings of Fact for Tentative Parcel Map No. 20616 (TPM 23-003):

    a. That the proposed map is consistent with applicable General and Specific Plans as specified in Section 65451.

Response: The project site has a General Plan designation of Business Park (BP) which cites appropriate uses to "include light manufacturing, wholesaling and warehousing conducted within an enclosed building." It meets Goal 2.5 to, "promote a mix of attractive employment-generating areas with a mix of uses that provide a sound and diversified economic base and that are compatible with the community's overall residential character" and Goal 2.13 to, "transform the 5th Street Corridor into a major employment center and gateway to the San Bernardino International Airport." It is not located within a Specific Plan area.

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

Response: The subdivision and warehouse improvement are consistent with the design criteria of the General Plan's 5th Street Corridor, Goal 2.13, Policies 1-9, encouraging the consolidation of parcels to promote a quality, planned development and reducing curb cuts and access points along 3rd Street and 5th Street to improve traffic flow.

It also satisfies the policies of Goal 10.8 to, "ensure that industrial and business park development is professional and attractive in appearance through coordinated site planning, signage and architectural design guidelines.

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

Response: The project site is appropriate for a warehouse development as it combines twenty-four (24) parcels for a total of 11.33 acres. It is relatively flat and consists of twenty-four (24) vacant parcels. There are no geographic or man-made impediments to the development of a warehouse on this site. There are utilities available within the adjacent right-of-way and drainage is good for on-site water retention and water quality treatment.

There is passenger vehicle and truck access to and from 5th Street to the north and 3rd Street to the south. It is also located within a one (1) mile of the San Bernardino Airport and one (1) mile of the 210 Freeway.

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

Response: Per Municipal Code Section 16.24.040 Employment District Development Standards, the maximum lot coverage is 60%. The project calls for 49%. It meets the minimum lot size, lot width and dept as well as required building setbacks and landscape coverage.

e. That the design of the subdivision or the proposed improvements are not likely to cause substantial environmental damage or substantially and avoidably injure fish or wildlife or their habitat.

Response: The site itself is zoned for Business Park and the general area, the 5th Street Corridor, is in transition from its older, contractor storage type uses to more commercial/light-industrial airport-related uses. The consolidation of twenty-four (24) existing parcels in to one (1) for this development will not harm fish, wildlife or their habitat. There are no endangered or protected animals onsite.

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

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

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

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

9. This project is not within a high fire severity zone. Findings required by Government Code section 66474.02 are not applicable.

10. The project is not subject to the Williamson Act. Findings required by Government Code section 66474.4 are not applicable.

11. Based on the Findings and Conclusions set forth above, the Planning Commission approves Vesting Tentative Parcel Map No. 20616 (TPM 23-003) to merge twenty-four (24) parcels into one (1) for the development of a 243,323 square foot warehouse subject to the Conditions of Approval.

Exhibit A: Vesting Tentative Parcel Map No. 20616 (TPM 23-003)
Exhibit B: TPM 23-003 Conditions of Approval

PASSED, **APPROVED,** and **ADOPTED** this 5th day of December, 2023.

ATTEST:

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

Exhibit A

Vesting Tentative Parcel Map (TPM 23-003)

VESTING TENTATIVE MAP NO. 20616

PROJECT DATA

1. OWNER/APPLICANT: CHIPT HIGHLAND 210, LP
537 WEST 7TH STREET, SUITE 209
LOS ANGELES, CA 90014
PHONE: (909) 308-7715

2. MAP PREPARED BY: KIER & WRIGHT CIVIL ENGINEERS & SURVEYORS, INC.
3350 SCOTT BOULEVARD, BUILDING 22
SANTA CLARA, CA 95054
PHONE: (408) 727-6665, EXT. 1020
CONTACT: RODNEY A. STEWART II, LS 8225

3. APN'S: 1192-63-08, 10, 11, 12, 13, 14, 22, 23, 24, 25, 26, 27, 28, AND 1192-64-08, 09, 10, 11, 15, 16, 17, 18, 19, 20, & 21.

4. EXISTING USE: OFFICE

5. PROJECT TYPE: DEVELOPER BUILD-OUT

6. PROPOSED USE: INDUSTRIAL WAREHOUSE

7. EXISTING ZONING: BUSINESS PARK, BP

8. PROPOSED ZONING: NO CHANGE

9. GENERAL PLAN: BUSINESS PARK

10. EXISTING NUMBER OF LOTS: 24

11. PROPOSED NUMBER OF LOTS: 1

12. TOTAL ACREAGE: 11.3327± ACRES (GROSS)
11.0693± ACRES (NET)

13. ALL DISTANCES ARE APPROXIMATE.

14. NO NEW STREET NAMES PROPOSED.

15. THIS TENTATIVE MAP WAS PREPARED FROM INFORMATION FURNISHED IN A PREPARED FROM INFORMATION FURNISHED IN AN ALTA FOR COMMITMENT FOR TITLE INSURANCE, PREPARED BY FIRST AMERICAN TITLE INSURANCE COMPANY, DATED FEBRUARY 28, 2022, ORDER NUMBER CS-1115630-OMTL. NO LIABILITY IS ASSUMED FOR MATTERS OF RECORD NOT STATED IN SAID REPORT THAT MAY AFFECT THE TITLE LINES, OR EXCEPTIONS, OR EASEMENTS OF THE PROPERTY.

16. FLOOD ZONE NOTE:
THE SUBJECT PROPERTY IS SHOWN ON THE FEDERAL EMERGENCY MANAGEMENT AGENCY (FEMA) FLOOD INSURANCE RATE MAP FOR SAN BERNARDINO COUNTY, CALIFORNIA, MAP NUMBER 06071C8675H FOR COMMUNITY NUMBER 060733 (CITY OF HIGHLAND), WITH AN EFFECTIVE DATE OF AUGUST 28, 2008, AS BEING LOCATED IN FLOOD ZONE "X".
ACCORDING TO FEMA THE DEFINITION OF ZONE "X" IS:AN AREA OF 0.2% ANNUAL CHANCE FLOOD; AREAS OF 1% ANNUAL CHANCE FLOOD WITH AVERAGE DEPTHS OF LESS THAN 1 FOOT OR WITH DRAINAGE AREAS LESS THAN 1 SQUARE MILE; AND AREAS PROTECTED BY LEVEES FROM 1% ANNUAL CHANCE FLOOD.

INFORMATION WAS OBTAINED FROM THE FEMA WEBSITE (WWW.FEMA.GOV) ON APRIL 13, 2022.

17. BENCHMARK:
CITY OF HIGHLAND PUBLIC WORKS BENCHMARK NO. 0001: CHISELED BOX AT THE EAST END OF THE NORTHEAST CURB RETURN AT 5TH AND CHURCH AVENUE.

ELEVATION: 1215.30 FT. CITY OF HIGHLAND DATUM (NOV29)

18. BASIS OF BEARINGS:
THE BEARING OF NORTH 88° 01' 05" WEST TAKEN ON THE CENTER LINE OF 5TH STREET AS SHOWN ON THAT CERTAIN RECORD OF SURVEY FILED FOR RECORD ON AUGUST 15, 2000, IN BOOK 114 OF MAPS AT PAGE 25, OFFICIAL RECORDS OF SAN BERNARDINO COUNTY WAS TAKEN AS THE BASIS FOR ALL BEARINGS SHOWN HEREON.

19. ADDITIONAL EASEMENTS MAY BE NECESSARY, ANY ADDITIONAL EASEMENT REQUIREMENTS WILL BE DETERMINED AS THE PROJECT EVOLVES.

20. EASEMENTS TO BE DEDICATED ON THE PARCEL MAP OR BY SEPARATE INSTRUMENT.

21. THIS SUBDIVISION WILL CONFORM TO THE STREET TREE PLAN OF THE CITY OF HIGHLAND.

22. THERE ARE NO ACTIVE OR DESTROYED WELLS LOCATED ON THE SUBJECT PROPERTY, PER VALLEY WATER DISTRICT WELL INFORMATION WEB SITE.

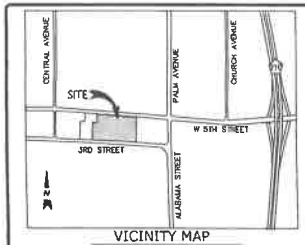
23. THE SUBJECT PROPERTY IS NOT LOCATED WITHIN A GEOLOGICAL HAZARD ZONE.

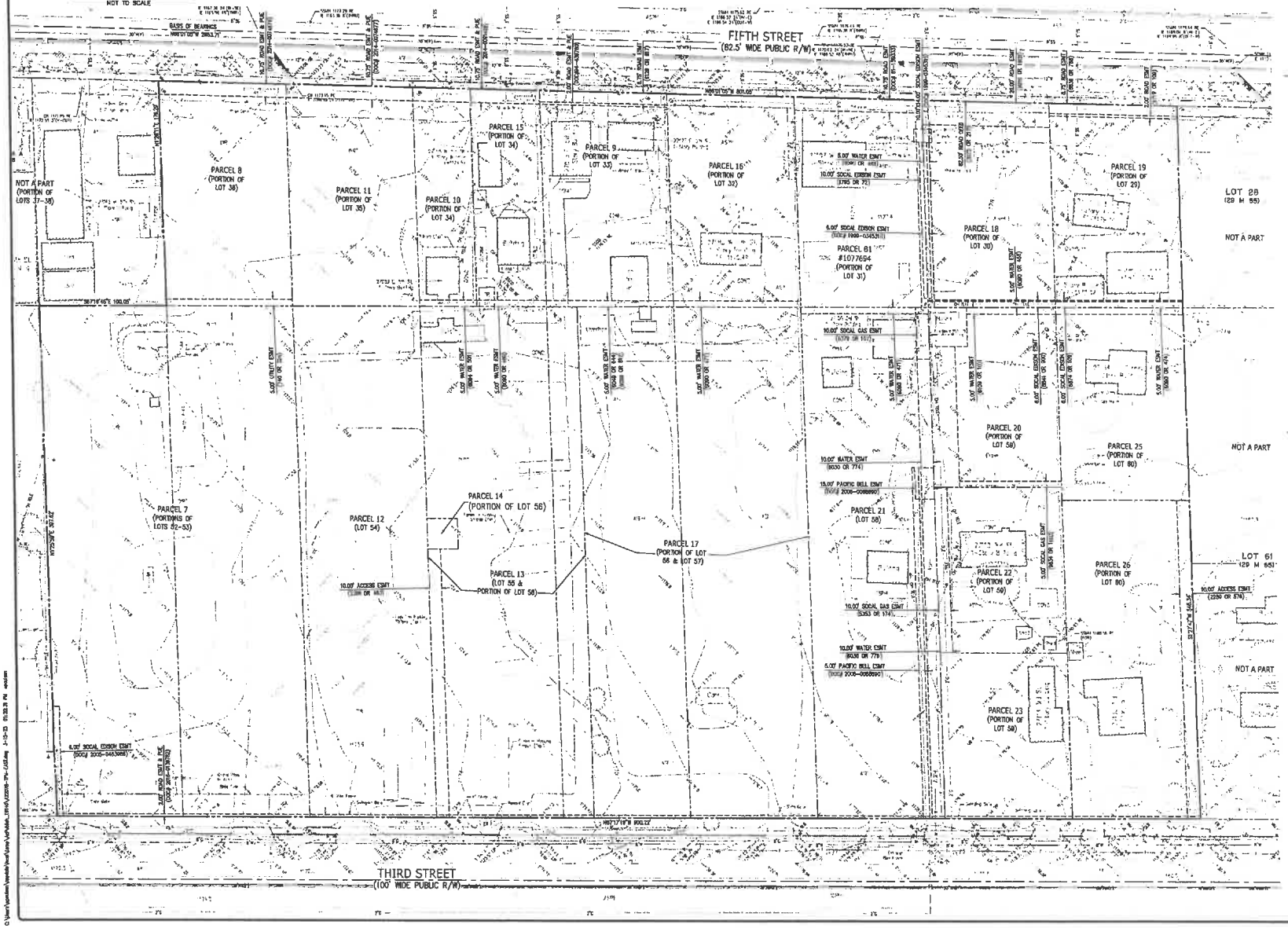
24. UTILITIES:
STORM DRAIN: CITY OF HIGHLAND
SANITARY SEWER & WATER SUPPLY: EAST VALLEY WATER DISTRICT
31111 GREENSPOT RD, HIGHLAND, CA 92346
(909) 889-9501
GAS: SOUTHERN CALIFORNIA GAS COMPANY
1338 NORTH MOUNT VERNON AVENUE SUITE 305
SAN BERNARDINO, CA
(800) 427-2000
ELECTRIC: SOUTHERN CALIFORNIA EDISON COMPANY
HEADQUARTERS MOREMEAD, CA 91770
(800) 655-4555
TELEPHONE: HIGHLAND COMMUNICATIONS SERVICES
1115 BROADWAY, HIGHLAND, IL 62249
(618) 654-9691
CABLE: TIME WARNER CABLE TELEVISION
27470 W LUGONIA AVENUE UNIT A2
REDLANDS, CA 92374
(855) 366-7132

OFFICIAL USE ONLY

VICINITY MAP

NOT TO SCALE





LEGEND

- BUILDING LINE
- CENTER LINE
- CONCRETE/BLOCK WALL
- CONCRETE CURB
- CONCRETE CURB & GUTTER
- DRIVEWAY
- EASEMENT LINE
- EDGE OF PAVEMENT
- ELECTRIC LINE
- FENCE LINE
- GAS LINE-VALVE & METER
- LOT LINE
- MONUMENT/MONUMENT LINE
- PROPERTY LINE
- SANITARY SEWER LINE-MANHOLE & CLEANOUT
- RETAINING
- STORM DRAIN LINE-MANHOLE & CATCH BASIN
- STORM DRAIN LINE-MANHOLE & CATCH BASIN
- TELEPHONE LINE
- CABLE TELEVISION LINE
- UNKNOWN UTILITY LINE
- WATER LINE & VALVE
- HOUSE/BUILDING GATE
- ACCESSIBLE PARKING SYMBOL
- AMOCE
- AREA DRAIN
- AUTOMATIC SPRINKLER
- BACKFLOW PREVENTION DEVICE
- ELECTRICAL
- FIRE DEPARTMENT CONNECTION
- FIRE HYDRANT
- GAS METER
- GUY ANCHOR
- HOSEBIBB
- IRON PIPE FOUND
- MAIL BOX
- MAIL FOUND
- POST INDICATOR VALVE
- POWER POLE/JOINT POLE
- TRANSFORMER
- TRAFFIC SIGNAL POLE
- TRAFFIC SIGN
- UTILITY BOX
- UTILITY LINE MARKER
- WALK-BOLLARD LIGHT
- WATER VALVE
- WELL
- ITEM NO. IN TITLE REPORT
- ITEM NO. IN TITLE REPORT
- NO. OF PARKING SPACES (ACCESSIBLE)
- NO. OF PARKING SPACES (STANDARD)

ABBREVIATIONS

BLVD	BOLLARD
BLDG	BUILDING
CB	CATCH BASIN
CONC	CONCRETE
DI	DROP INLET
DOC	DOCUMENT
ED	ELECTRIC BOX
EMH	ELECTRICAL MANHOLE
ESMT	EASEMENT
FH	FIRE HYDRANT
FNC	FENCE
FND	FOUND
FF	FINISH FLOOR
GM	GAS METER
IP	IRON PIPE
MB	MAIL BOX
PL	PROPERTY LINE
PUE	PUBLIC UTILITY EASEMENT
OF	OFFICIAL RECORDS
R/W	RIGHT OF WAY
SFMH	SEARCH FOR MOT FOUND
SL	STREET LIGHT
SSMH	SANITARY SEWER MANHOLE
TSB	TRAFFIC SIGNAL BOX
UB	UTILITY BOX
UMH	UTILITY MANHOLE
W/	WITH
W/O	WITHOUT
WB	WATER BOX
WM	WATER METER
ELEC	ELECTRICAL
TELE	TELEPHONE

NORTH

0 15 30 60 90

Scale 1" = 30'

EXISTING CONDITIONS

NO.	BY	REVISION

KIER+WRIGHT
3350 Scott Boulevard, Building 22
Santa Clara, California 95054
Phone: (408) 727-6665
www.kierwright.com

VESTING TENTATIVE PARCEL MAP
OF
3RD STREET AND CENTRAL - EAST
FOR
CROW HOLDINGS INDUSTRIAL
HIGHLAND, CALIFORNIA

DATE	MARCH, 2023
SCALE	1" = 30'
SURVEYOR	AKB
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JOB NO.	A23078-1
SHEET	1
OF	2 SHEETS

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Exhibit B

TPM 23-003 Conditions of Approval

PLANNING DIVISION CONDITIONS OF APPROVAL

Date:	November 28, 2023
Applicant:	CHPT Highland 210 / Crow Holdings Industrial
File/Index:	"Vesting" Tentative Parcel Map No. 20616 (TPM 23-003)
Proposal:	Merging twenty-four (24) lots into one lot (1) to accommodate the development of an approximately 243,323 square foot warehouse and related facilities.
Location:	A 11.33 acre site located between 3rd Street and 5th Street approximately midway between Central Avenue and Palm Avenue; Assessor's Parcel Number 1192-631-09, -10, -11, -12, -13, -14, -22, -23, -24, -25, -26, -27, and -28; and 1192-641-08, -09, -10, -11, 15, -16, -17, -18, -19, -20, and -21).
Related Entitlements:	Conditional Use Permit (CUP 23-009), Design Review Application (DRA 23-010), & Variance (VAR 23-002)

PLANNING CONDITIONS OF APPROVAL

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

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

    a. Unless all conditions have been complied with and the vesting tentative parcel map authorized by this application has occurred within thirty-six (36) months from the approval date of this vesting tentative parcel map application, this vesting tentative parcel map application shall expire and be null and void without further action by the City of Highland.

    b. Where circumstances beyond the control of the Applicant cause delays which do not permit compliance within the time limitation established in this Section, the Community Development Director may grant an extension of time for a period of time not to exceed an additional thirty-six (36) months. An application for an extension of time must be set forth in writing, stating the reasons for the extension, and must be filed with the Planning Division a minimum of thirty (30) calendar days prior to the expiration of the vesting tentative parcel map. Such application shall be

filed together with the City's processing fee, as established by the City Council.

PLANNING CONDITIONS

2. The subject property shall be developed in accordance with plans and materials approved by the Planning Commission on December 5, 2023.

3. Vesting Tentative Parcel Map No. 20616 (TPM 23-003) approves the merging of Twenty-four (24) parcels into one (1) parcel. The site is approximately 11.33 acres.

4. Revisions, modifications, and/or deletions to the approved plans must be submitted to the Planning Division for review and approval.

5. Easements of Record not shown on the Vesting Tentative Map shall be relinquished or relocated. Lots affected by Easements or Easements of Records, which cannot be relinquished or relocated, shall be redesigned subject to review and approval of the Assistant Community Development Director.

6. The Site lies within a Business Park (BP) Zone and all future development shall occur in accordance with the zone and all other related Highland Municipal Code provisions.

7. In compliance with the Highland Municipal Code, the Applicant/Owner shall agree, at his/her sole cost and expense, to defend, indemnify, and hold harmless, the City, its officers, employees, agents, and consultants, from any claim, action, or proceeding brought by a third-party against the City, its officers, agents, and employees, which seeks to attack, set aside, challenge, void, or annul an approval of the City Council, Planning Commission, or other decision-making body, including staff, concerning this project. The City may, at its sole discretion, participate at its own expense in the defense of any such action but such participation shall not relieve the Applicant/Owner of his/her obligations under this condition.

8. The Applicant/Owner of the property shall submit to the Planning Division written evidence of agreement with all conditions of this approval before the approval becomes effective.

9. The Applicant/Owner is responsible for implementing all conditions of approval to the satisfaction of the Community Development Director, City Engineer, Fire Department, and Police Department. No final inspection or clearances shall be given until all conditions are met. Each condition of approval is separately enforced, and if one of the conditions of approval is found to be invalid by a court of law, all the other conditions shall remain valid and enforceable.

10. Prior to recordation of the parcel map, the new legal description and plat map shall be submitted for review and approval with the Engineering Division. Prior to recordation of the parcel map the owner/applicant shall pay all applicable plan check fees.

11. Notice of this parcel map shall be filed will the county of San Bernardino and proof of recordation of the deed or record of survey shall be provided to the Engineering Division within one (1) year of approval of this parcel map.

12. Conditions of Approval for the related entitlements apply; Conditional Use Permit (CUP 23-009), Design Review Application (DRA 23-010), and Variance (VAR 23-002).

Attachment 10

Resolution No. 2023-___ Adopting the Mitigated Negative Declaration
a. Exhibit A – Initial Study/Mitigated Negative Declaration

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 243,323 SQUARE FOOT WAREHOUSE AND ASSOCAITED IMPROVEMENTS LOCATED BETWEEN 3RD STREET AND W. 5TH STREET APPROXIMATELY MIDWAY BETWEEN CENTRAL AVENUE AND PALM AVENUE. RELATED ENTITLEMENTS INCLUDE CONDITIONAL USE PERMIT (CUP-23-009), DESIGN REVIEW APPLICATION (DRA-23-010), VESTING TENTATIVE PARCEL MAP (TPM-23-003) AND VARIANCE (VAR-23-002). APN's: 1192-631-09, -10, -11, -12, -13, -14, -22, -23, -24, -25, -26, -27, and -28; and 1192-641-08, -09, -10, -11, 15, -16, -17, -18, -19, -20, and -21

APPLICANT: CHPT HIGHLAND 210 / CROW HOLDINGS INDUSTRIAL

A. RECITALS

1. On May 16, 2023, the Applicant filed an application for Conditional Use Permit (CUP-23-009) to develop a 243,323 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-23-010) including a Site Plan, Building Elevations, Conceptual Grading Plan, Conceptual Landscape Plan; Variance (VAR-23-002) to increase the maximum building height permitted to 52.6'; and Vesting Tentative Parcel Map (TPM-23-003) to consolidate twenty-four (24) parcels to one (1) parcel.

2. The site is located on an approximately 11.33 acres between 3rd Street and 5th Street approximately midway between Central Avenue and Palm 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 October 16, 2023 to November 22, 2023.

5. The Initial Study also finds that the issues of Biological Resources, Cultural Resources, Geology and Soils, Hazards, Transportation, and Hazardous Materials, 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 December 5, 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 December 5, 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 Project was processed, including but not limited to all public notices, int eh time and manner prescribed by State and local law, including the California Environmental Quality Act, Public Resource Code 21000, et seq. and the California Environmental Quality Act Guidelines, 14 Cal. Code Regs 15000 et seq. (collectively referred to as "CEQA")

Section 4 Pursuant to CEQA, the City is the lead agency for the Project.

Section 5 Pursuant to the California Environmental Quality Act ("CEQA") (Cal. Pub. Res. Code § 21000 *et seq.*) and the State Guidelines (the "Guidelines") (14 Cal. Code Regs. § 15000 *et seq.*), City staff prepared an Initial Study of the potential environmental effects of the approval of the Project as described in the Initial Study. Mitigation Measures were necessary to reduce potential impacts below a level of significance in the areas of Biological Resources, Cultural Resources, Geology and Soils, Hazards, Transportation, and Hazardous Materials, and Tribal Cultural Resources. All other CEQA topics were found to be less than significant or no impact. Based upon the findings contained in that Study, City staff determined that, with the incorporation of mitigation measures, there was no substantial evidence that the Project could have a significant effect on the environment and a MND was prepared by the City in full compliance with CEQA.

Section 6 Public Resources Code Section 21081.6 requires the City to prepare and adopt a Mitigation Monitoring and Reporting Program for any project for which mitigation measures have been imposed to assure compliance with

the adopted mitigation measures. The Mitigation Monitoring and Reporting Program is attached hereto and is incorporated herein by reference.

Section 7 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 8 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.

Exhibit A: Initial Study/Mitigated Negative Declaration
Exhibit B: 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 5th day of December, 2023.

ATTEST:

Randall Hamerly, Chairman
Planning Commission

Lawrence A. Mainez,
Community Development Director

Highland East Industrial Warehouse Project
Initial Study and Mitigated Negative Declaration

Lead Agency:

City of Highland
Planning Department
27215 Base Line
Highland, California 92346
909-864-6861, ext. 210

Applicant:

Crow Holdings Industrial
527 W. 7th Street, Suite 200
Los Angeles, CA 90014

Prepared by:

MIG, Inc.
1650 Spruce Street, Suite 106
Riverside, California 92507

December 5, 2023



- This document is designed for double-sided printing -

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1 Introduction

The City of Highland (City or Lead Agency) has received an application from Crow Holdings Industrial (applicant) for the construction of a 243,323-square foot industrial warehouse building, including 7,000 square feet of office space, on approximately 11.33 gross acres in the City of Highland, California (proposed Project or Project). The application includes a Major Conditional Use Permit, Major Design Review, Major Variance, and Tentative Parcel Map. The approval of these requested entitlements constitutes a *project* that is subject to review under the California Environmental Quality Act (CEQA) 1970 (Public Resources Code §§ 21000, *et seq.*) according to the State CEQA Statute and CEQA Guidelines (14 California Code of Regulations §§ 15000, *et. seq.*).

To comply with CEQA, this Initial Study (IS) has been prepared in support of a Mitigated Negative Declaration (MND) to assess the short-term, long-term, and cumulative environmental impacts resulting from the proposed Project. This report was prepared to comply with CEQA Guidelines § 15063, which sets forth the required contents of an Initial Study. These include:

- A description of the project, including the location of the project (See Section 2);
- Identification of the environmental setting (See Section 2.10);
- Identification of environmental effects by the use of a checklist, matrix, or other methods, provided that entries on the checklist or other form are briefly explained to indicate that there is some evidence to support the entries (See Section 4);
- Discussion of ways to mitigate significant effects identified, if any (See Section 4);
- Examination of whether the project is compatible with existing zoning, plans, and other applicable land use controls (See Section 4.11); and
- The name(s) of the person(s) who prepared or participated in the preparation of the Initial Study (See Section 5).

1.1 – Purpose of CEQA

CEQA § 21000 of the California Public Resources Code provides as follows:

The Legislature finds and declares as follows:

a) *The maintenance of a quality environment for the people of this state now and in the future, is a matter of statewide concern.*

b) *It is necessary to provide a high-quality environment that at all times is healthful and pleasing to the senses and intellect of man.*

c) *There is a need to understand the relationship between the maintenance of high-quality ecological systems and the general welfare of the people of the state, including their enjoyment of the natural resources of the state.*

d) *The capacity of the environment is limited, and it is the intent of the Legislature that the government of the state take immediate steps to identify any critical thresholds for the health and safety of the people of the state and take all coordinated actions necessary to prevent such thresholds being reached.*

e) *Every citizen has a responsibility to contribute to the preservation and enhancement of the environment.*

f) The interrelationship of policies and practices in the management of natural resources and waste disposal requires systematic and concerted efforts by public and private interests to enhance environmental quality and to control environmental pollution.

g) It is the intent of the Legislature that all agencies of the state government which regulate activities of private individuals, corporations, and public agencies which are found to affect the quality of the environment, shall regulate such activities so that major consideration is given to preventing environmental damage while providing a decent home and satisfying living environment for every Californian.

The Legislature further finds and declares that it is the policy of the state to:

a) Develop and maintain a high-quality environment now and in the future, and take all action necessary to protect, rehabilitate, and enhance the environmental quality of the state.

b) Take all action necessary to provide the people of this state with clean air and water, enjoyment of aesthetic, natural, scenic, and historic environmental qualities, and freedom from excessive noise.

c) Prevent the elimination of fish or wildlife species due to man's activities, ensure that fish and wildlife populations do not drop below self-perpetuating levels, and preserve for future generations representations of all plant and animal communities and examples of the major periods of California history.

d) Ensure that the long-term protection of the environment, consistent with the provision of a decent home and suitable living environment for every Californian, shall be the guiding criterion in public decisions.

e) Create and maintain conditions under which man and nature can exist in productive harmony to fulfill the social and economic requirements of present and future generations.

f) Require governmental agencies at all levels to develop standards and procedures necessary to protect environmental quality.

g) Require governmental agencies at all levels to consider qualitative factors as well as economic and technical factors and long-term benefits and costs, in addition to short-term benefits and costs, and to consider alternatives to proposed actions affecting the environment.

A concise statement of legislative policy, with respect to public agency consideration of projects for some form of approval, is found in CEQA § 21002, quoted below:

The Legislature finds and declares that it is the policy of the state that public agencies should not approve projects as proposed if there are feasible alternatives or feasible mitigation measures available which would substantially lessen the significant environmental effects of such projects, and that the procedures required by this division are intended to assist public agencies in systematically identifying both the significant effects of proposed projects and the feasible alternatives or feasible mitigation measures which will avoid or substantially lessen such significant effects. The Legislature further finds and declares that in the event that specific economic, social, or other conditions make infeasible such project alternatives or such mitigation measures, individual projects may be approved in spite of one or more significant effects thereof.

1.2 – Public Comments

Comments from all agencies and individuals are invited regarding the information contained in this Initial Study/Mitigated Negative Declaration (IS/MND). Such comments should explain any perceived deficiencies in the assessment of impacts in the IS/MND. Materials related to the preparation of this IS/MND are available for public review in person or on the City's website at:

https://www.cityofhighland.org/203/Applications-Documents

To request an appointment to review these materials, please contact:

Angela Tafolla, Associate Planner
City of Highland
Planning Department
27215 Base Line
Highland, California 92346
909-864-6861, ext. 258
atafolla@cityofhighland.org

All written comments received during the 30-day public review period for this Initial Study/Mitigated Negative Declaration will be considered by the City of Highland prior to adoption.

2 Project Description

2.1 – Project Title

Highland East Industrial Warehouse Building Project

2.2 – Lead Agency Name and Address

City of Highland
Planning Department
27215 Base Line
Highland, California 92346
909-864-6861, ext. 258

2.3 – Contact Person and Phone Number

Angela Tafolla, Associate Planner
(909) 864-6861 x258
atafolla@cityofhighland.org

2.4 – Project Location

The Project site is located between 3rd Street and W. 5th Street approximately midway between Central Avenue and Palm Avenue in the City of Highland, California. The surrounding uses include industrial uses north of the Project site, a business park to the east and west, and the San Bernardino International Airport to the south. See **Exhibit 2-1, Regional Context Location**, and **Exhibit 2-2, Project Vicinity Location**.

- Latitude 34° 06' 26" North, Longitude 117° 12' 47" West
- (APNs #1192-631-09, -10, -11, -12, -13, -14, -22, -23, -24, -25, -26, -27, and -28; and 1192-641-08, -09, -10, -11, 15, -16, -17, -18, -19, -20, and -21.)

2.5 – Project Sponsor's Name and Address

Jorge Garcia, Development Associate
Crow Holdings Industrial (CHI)
527 W. 7th Street, Suite 200
Los Angeles, CA 90014

2.6 – General Plan Land Use Designation

Business Park

2.7 – Zoning District

Business Park (BP)

2.8 – Project Description

The Project includes development of a single industrial warehouse building, mezzanine, and associated parking and landscaping on 11.33 gross acres (11.09 net acres) approximately 600 feet east of Central Avenue between 3rd Street and West 5th Street in the City of Highland, California. (APNs #1192-631-09, -10, -11, -12, -13, -14, -22, -23, -24, -25, -26, -27, and -28; and 1192-641-08, -09, -10, -11, 15, -16, -17, -18, -19, -20, and -21). (see **Exhibit 3, Conceptual Site Plan**). The proposed building will have 243,323 square feet of warehousing with 34 loading docks on the north side of the building facing 5th Street. The building also includes 7,000 square feet of office space to support the warehousing use.

Architecture

The proposed building will consist of concrete tilt-up construction with painted and scored accents. The design will provide glazing and colors to provide relief along the length of the building. The elevations will utilize a combination of materials and colors. The main color of the building will be Silver Feather (white) with accents of Cool Slate, Antique Silver, and Phantom Mist with reflective glazing on the wall panels. The building corners and office areas will include Blue reflective glazing, Black anodized mullions, and high gloss Web Gray and Black metal canopies to provide an attractive facility. See **Exhibit 2-4, Project Elevations**.

Landscaping

Landscaping is primarily along the Project's frontage on Third Street and Fifth Street, adjacent to the building and throughout parking areas. The Project meets the City's minimum landscape coverage requirement of 15% of the site, or 36,513 square feet of landscaping.

Walls and Fencing

The proposed Project includes 8-9-foot high screenwalls that will match the paint and color variations of the warehouse building. The truck courts will have 8-foot metal swinging gates.

Circulation – Access and On-Site

Access to the site will be from the I-210 freeways exiting at 5th Street and traveling west on 5th Street directly or from 5th Street then south on Palm Avenue and west on 3rd Street. Truck and auto access is separate as outlined below.

Automobiles
- Two 30-foot driveways are on the south side of the site on 3rd Street

Trucks
- Two 40-foot driveways are on the north side of the site on 5th Street

Emergency vehicle access is provided on the north, east, and west sides of the building with a 24-foot fire lane while the south side of the building is adjacent to 5th Street.

Drainage

The proposed Project will include an on-site stormwater infiltration system. On-site runoff will be collected through multiple drainage areas and infiltration systems and conveyed to the City's storm drainage system on 5th Street and 3rd Street. Two drainage areas on the west and easterly sides of the

building along 3rd Street direct surface flows to inlets, where runoff is collected in an underground stormwater drainage pipeline, and moved to three (3) underground infiltration systems located in the northeast, northwest, and southwest portions of the site. Runoff exceeding the capacity of these infiltration systems will be directed to a new connection to the 3rd Street storm drain. In addition, hydrodynamic separators are proposed as pre-treatment Best Management Practices (BMPs), located upstream of the underground infiltration systems. There are an additional three "self-treating" drainage areas on 5th Street and 3rd Street that outlet excess runoff onto the gutters of their respective street. Structural and non-structural BMPs will be utilized in the landscaped areas on the Project site.

Building Operations

The warehouse will have 34 dock doors on the north side of the building (facing 5th Street) and is designed for storage and transportation uses, although specific end-users have not yet been identified. Since there is no specific end-user yet, details about the future operation of the facilities are not currently available but the Project has been analyzed in this IS.MND for a 24-hours per day, 7 days per week operational schedule to provide maximum flexibility for future users.

Construction Schedule

Construction of the proposed Project is estimated to last approximately 8 months. The table below summarizes the proposed Project's construction phasing and the typical pieces of heavy-duty, off-road construction equipment that would be required during each phase. See Table 2-1, *Construction Scheduling*.

Table 2-1
Construction Scheduling

Construction Activity	Duration (Days)[1]	Typical Equipment Used[2]
Site Preparation	20	Dozer, Tractor/Loader/Backhoe
Grading	20	Excavator, Grader, Dozer, Backhoe
Trenching	60	Trencher, Backhoe, Forklift
Building Construction	140	Crane, Forklift, Generator, Backhoe, Welder
Paving	10	Paver, Roller, Paving Equipment
Architectural Coating	25	Air Compressor
Total	**275**	**Approx. 8 months**

Source: MIG, Inc. 2023
[1] Days refers to total active workdays in the construction phase, not calendar days.
[2] The typical equipment list does not reflect all equipment that would be used during the construction phase. Not all equipment would operate eight hours per day each workday.

Conditions of Approval

The proposed Project included a number of design features that reduce potential air pollutant emissions which were reflected in the emissions estimates and impact analyses contained in the Air Quality Report (i.e., they are not mitigation measures). These features, which are based on the example best practices identified in the California Attorney General Office's "Warehouse Projects: Best Practices and Mitigation Measures to Comply with the California Environmental Quality Act" document, will be incorporated as conditions of approval for the Project and are summarized in Table 2-2, *Project Air Quality Conditions of Approval.*

Table 2-2
Project Air Quality Conditions of Approval

Project Design Feature	Recommended Conditions of Approval for Air QualityImpacts	How Does the Feature Reduce Emissions and/or Air Quality Impacts?
Use of Zero Emission On-site Operations Equipment (forklifts, pallet jacks, etc.)	The applicant will require the use of electric forklifts, pallet jacks, and other cargo/material handling equipment as a lease condition/condition of sale.	The use of electric forklifts and other equipment avoids on-site emissions from diesel-, compressed natural gas- and other fossil-fuel-powered types of this equipment.
Cool/Reflective Roof Materials	The applicant has designed the proposed Project to include the use of light-colored roofing materials with a solar reflective index (SRI) of no less than 78.	The use of light-colored roofing materials reduces heat gain and energy usage associated with building heating and cooling systems.
Solar-ready Building Roof	The applicant has designed the proposed building's roof to facilitate and optimize the future installation of a solar photovoltaic (PV) system.	The installation of solar photovoltaic (PV) systems will reduce facility energy demand and indirect emissions associated with energy production.
Cool Pavements	The applicant has designed the Project's parking areas and drive aisles to be constructed with a solar-reflective cool pavement (concrete).	The use of solar-reflective cool pavements reduces heat island effects that can lead to increased demand for energy in building heating and cooling systems.
Electrical Rooms	The applicant has designed the proposed building's electrical maintenance rooms to be 25% larger than required for the current building design.	The installation of a larger electrical room supports the future installation and expansion of emissions reduction infrastructure such as solar PV systems, alternative space and water heating systems, electric vehicle/truck charging equipment, etc.
Super-compliant Architectural Coatings	The applicant will use super-compliant architectural coatings during Project construction as defined by the SCAQMD.	The South Coast Air Quality Management District (SCAQMD) defines super-compliant coatings as paints that meet a VOC standard of <10 g/L. These will help reduce volatile organic compounds (VOC) emissions during application of architectural coastings as documented in the Project's *Air Quality Study*.

Project Design Feature	Recommended Conditions of Approval for Air QualityImpacts	How Does the Feature Reduce Emissions and/or Air Quality Impacts?
Off-road Equipment Selection	The applicant shall require a construction bid, contract, procurements, and other similar documents including a requirement for the contractor to use the highest-rated California Air Resources Board (CARB) engine tier technology available at the time of construction unless proof is provided that such equipment is not available and cannot be reasonably obtained from other sources within the jurisdiction of the SCAQMD.	The use of late-model off-road equipment meeting CARB and U.S. EPA Tier 3 and Tier 4 emissions standards (either through the original equipment manufacturer or the use of retrofit devices that reduce specific pollutant emissions) reduces construction emissions and potential pollutant concentrations at sensitive receptor locations.
Electric-powered hand tools, forklifts, and pressure washers	The applicant shall require a construction bid, contract, procurements, and other similar documents including a requirement for the contractor to electric-powered hand tools, forklift, and pressure washers during Project construction. The applicant shall also require the construction contractor to designate an area where electric-powered construction vehicles and equipment can charge.	The use of electric-powered hand tools, forklifts, and pressure washers on-site emissions from diesel-, compressed natural gas- and other fossil-fuel-powered types of this equipment.
Electric Service During Construction	The applicant shall require construction bid, contract, procurements, and other similar documents including a requirement for the contractor to provide temporary electrical utility service to the construction site and limit the use of diesel-powered generators.	Connecting to electric service during construction and limiting the use of diesel-powered generators minimizes on-site emissions during construction.

2.9 – Surrounding Land Uses

The Project site is bounded by vacant land, residences, and warehousing to the north and to the east by equipment storage and automotive repair and storage facilities. In addition, the site is bounded to the west by businesses that are concurrently being developed with this Project, and to the south by the San Bernardino International Airport which is in the City of San Bernardino. Surrounding uses are summarized in Table 2-3, *Surrounding Land Uses*. There are single-family residences (non-conforming uses) located in the industrial-zoned land across West 5th Street and multi-family residences in the planned development northwest of the Project site across the intersection of West 5th Street and Central Avenue.

Table 2-3
Surrounding Land Uses

Direction	General Plan Designation	Zoning District	Existing Land Use
Project Site	BP – Business Park	Business Park (BP)	Currently vacant, formerly light industrial and residential uses
North	I – Industrial	Industrial (I)	Vacant, warehouses, and /Residential
South*	Airport*	Airport*	Airport*
East	BP – Business Park	Business Park (BP)	Commercial and Residential
West	BP – Business Park	Business Park (BP)	Light Industrial

* San Bernardino International Airport (SBIA) in the City of San Bernardino

2.10 – Environmental Setting

The Project is located on a roughly rectangular-shaped property approximately 11.33 gross acres in size in a developed area of the City of Highland, California. There are numerous parcels on the property that until recently were developed for various uses including several residences and construction yards with various storage including vehicles, pipes, and construction equipment. Buildings on the property were mainly single-story structures made from either wood frames and stucco construction or steel frames and metal panel construction. However, existing uses on the site were demolished and removed in December 2022 in anticipation of entitlement processing. Most of the site now contains exposed soil with some grass and weed growth. Until recently there were medium to large-sized trees in the central and eastern portions of the site mainly associated with three residences on the property. These improvements and much of the landscaping were removed in December 2022. The Project site is relatively flat with an elevation range of 1,172 to 1,186 feet above mean sea level (AMSL). The overall site slopes downward to the north at a gradient of less than 2%. The Project site is roughly 1.2 miles west of State Route 210, 5.3 miles east of Interstate 215, and 4.2 miles north of Interstate 10. Per the Zoning Map, the Project site is within San Bernardino International Airport Overlay Zone E which carries negligible airport-related safety risks.

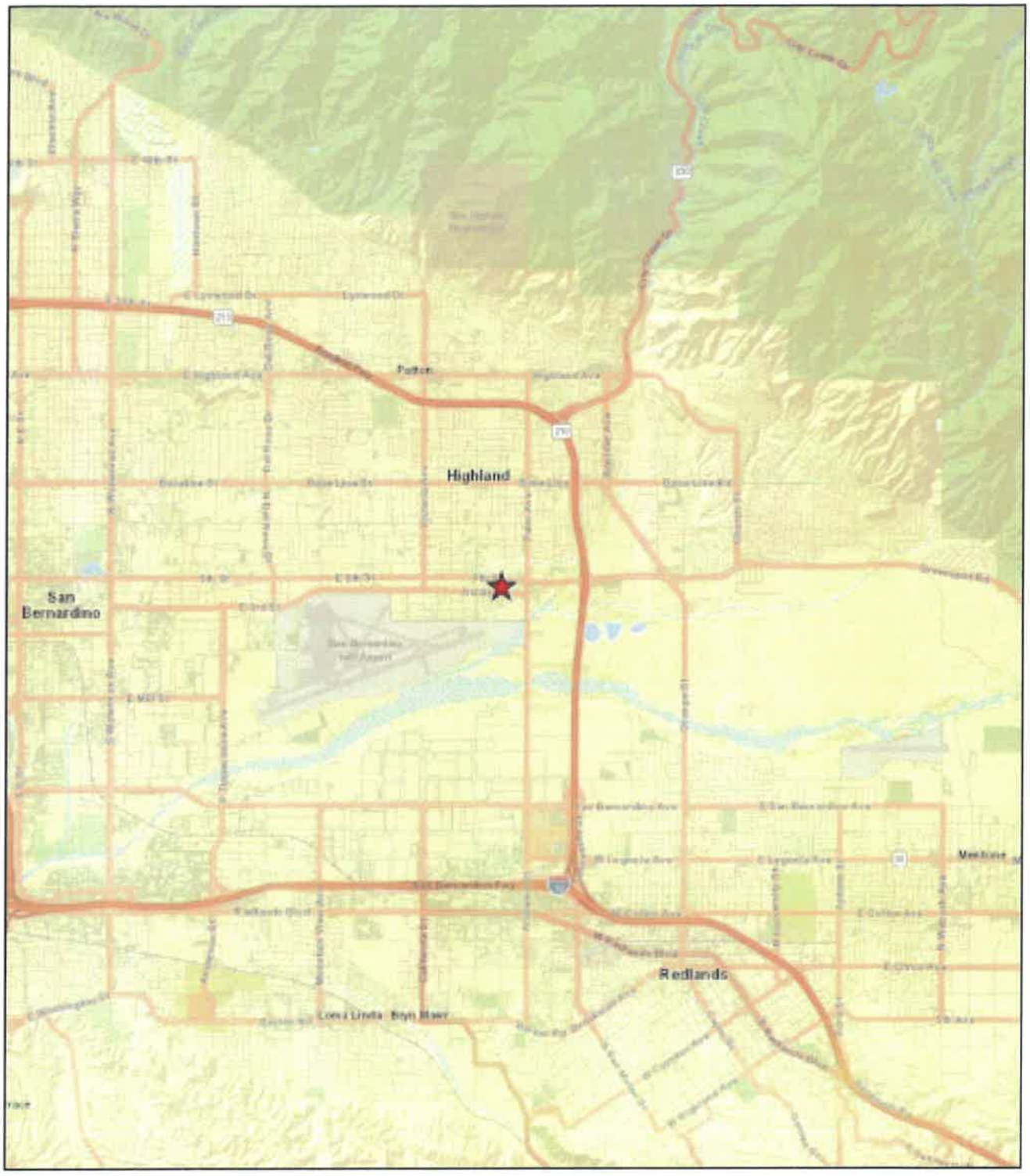
2.11 – Required Approvals

The City of Highland is the only land use authority for this Project requiring the following approvals:

- Major Conditional Use Permit – to permit a warehouse in the Business Park zone
- Major Design Review – required as part of the Conditional Use Permit process
- Major Variance – to permit the building height to be 48' at the center portion of the roof (high point)
- Tentative Parcel Map - to consolidate twenty-four (24) parcels into one (1) parcel

2.12 – Other Public Agency Whose Approval is Required

- San Bernardino International Airport Authority
- Federal Aviation Administration



Legend

★ Highland East (Project Site)

0 4,500 9,000 18,000 Feet

Exhibit 2-1 Regional Context Map

CHIPT Highland East Warehouse Building and Office Space
Highland, California

MIG

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Exhibit 2-2 Project Vicinity Map

CHIPT Highland East Warehouse Building and Office Space
Highland, California

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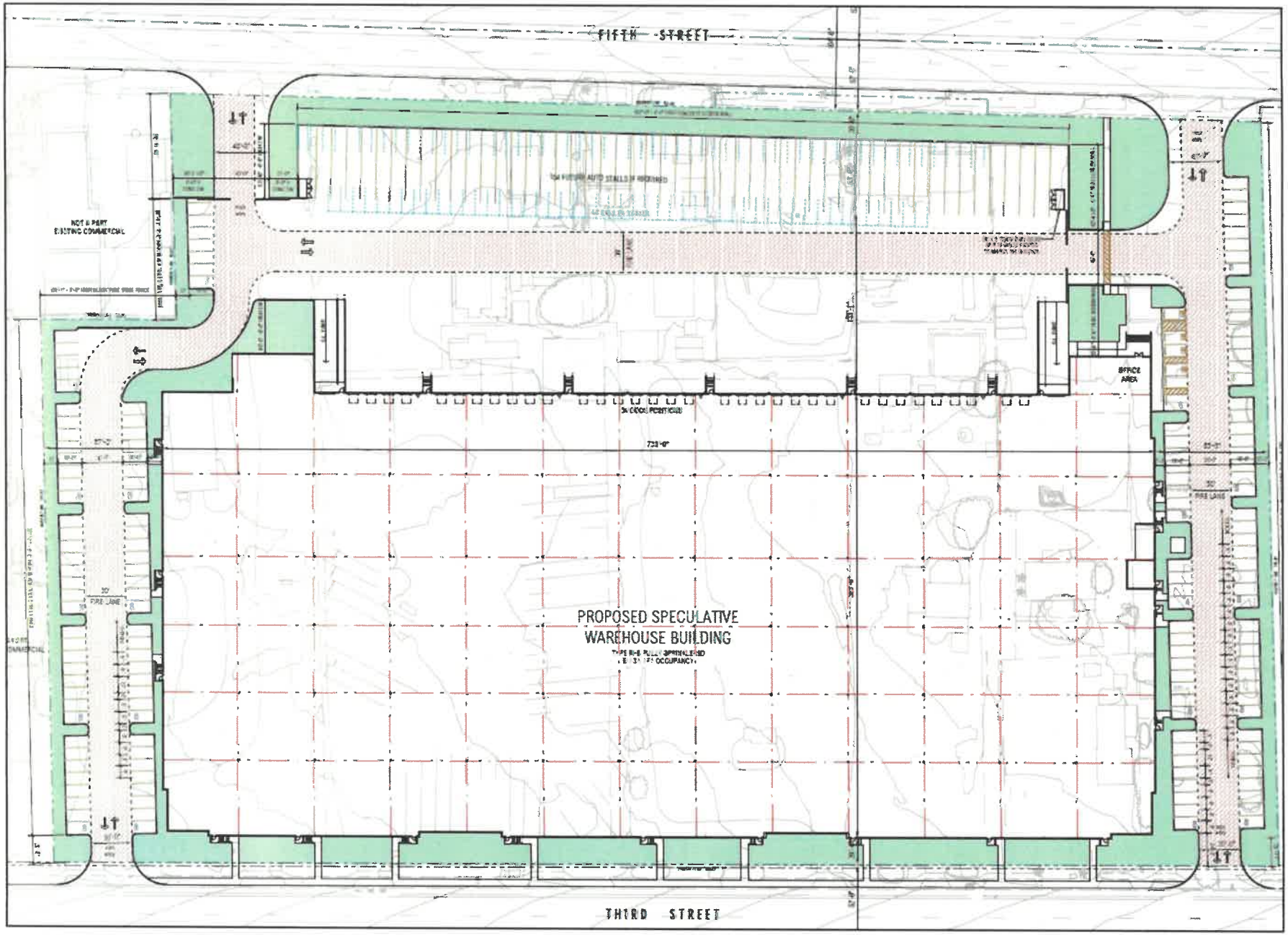
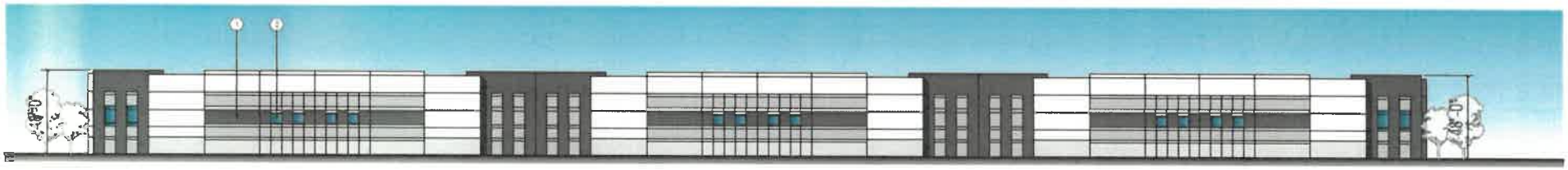


Exhibit 2-3 Conceptual Site Plan

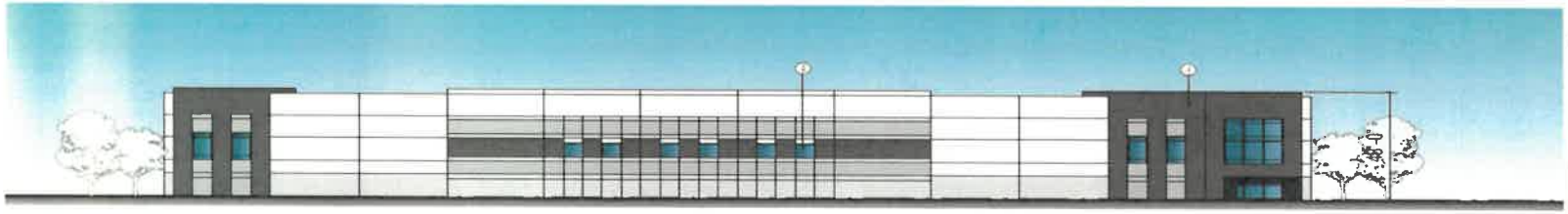
CHIPT Highland East Warehouse Building and Office Space

Highland, California

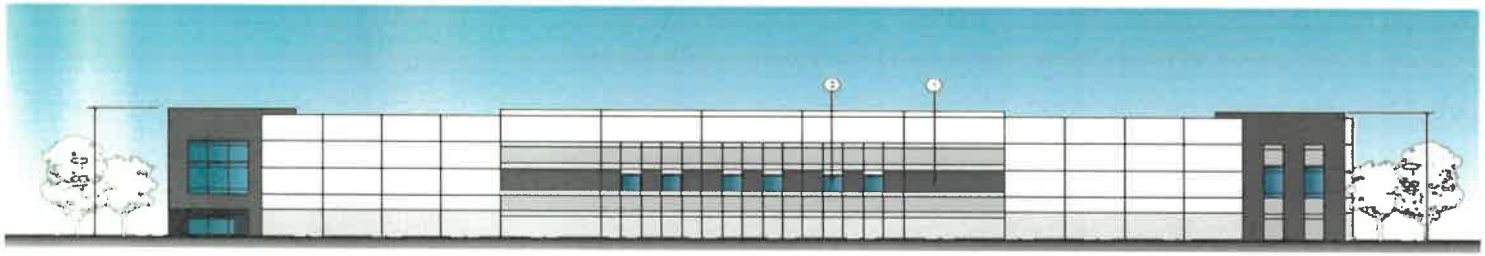
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SOUTH ELEVATION



EAST ELEVATION



WEST ELEVATION



NORTH ELEVATION

FINISH SCHEDULE:

1. FIELD COLOR
PPG - PPG1002-1 - SILVER FEATHER
2. LIGHT ACCENT COLOR
PPG - PPG1002-3 - COOL SLATE
3. DARK ACCENT COLOR
PPG - PPG1002-5 - ANTIQUE SILVER
4. DARK ACCENT COLOR
PPG - PPG1002-7 - PHANTOM MIST
5. GLASS - PRIMARY WINDOW
PPG SOLARCOOL PACIFICA

NOTES:

1. ALL ROOFTOP MECH. EQUIPMENT SHALL BE SCREENED FROM VIEW.

2. PROVIDE GRAFFITI RESISTANT COATING TO A HEIGHT OF 12 FEET ON THE WEST ELEVATION.

KEYNOTES:

1. PAINTED CONCRETE TILT-UP PANELS W/ REVEALS AS SHOWN.
2. REFLECTIVE BLUE GLASS IN CLEAR ANODIZED ALUMINUM MULLION SYSTEM.
3. NOT USED.
4. RECESSED ENTRY WITH PRIMARY GLASS ENTRANCE DOORS.
5. PAINTED 9'-0" X 10' DOCK HIGH VERTICAL LIFT METAL TRUCK DOOR ASSEMBLY WITH DOCK BUMPERS. SEE DOOR SCHEDULE.
6. PAINTED 12' X 14' GRADE LEVEL VERTICAL LIFT METAL TRUCK DOOR ASSEMBLY. SEE DOOR SCHEDULE.
7. CONCRETE TILT-UP SCREEN WALL PAINT AND REVEALS AS SHOWN TO MATCH BUILDING.

Exhibit 2-4 Elevations

CHIPT Highland East Warehouse Building and Office Space
Highland, California

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3 Determination

3.1 – *Environmental Factors Potentially Affected*

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

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

3.2 – *Determination*

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

Name: Angela Tafolla, Associate Planner

Date: October 4, 2023

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4.1 – Aesthetics

Except as provided in Public Resources Code Section 21099, would the project:

	Potentially Significant Impact	Less Than Significant 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 view from 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 view 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) **Less than Significant Impact.** Scenic vistas can be impacted by development in two ways. First, a structure may be constructed that blocks the view of a vista. Second, the vista itself may be altered (i.e., development on a scenic hillside). Scenic vistas can generally be defined as natural landscapes that form views of unique flora, geologic, or other natural features that are generally free from urban intrusions. Typical scenic vistas include views of mountains and hills, large, uninterrupted open spaces, and waterbodies. Scenic vistas generally play a large role in the way a community defines itself and also effects development patterns as projects are designed to take advantage of viewsheds.

The City of Highland sits at the southern foot of the San Bernardino Mountains, offering a visual backdrop visible from all areas of the city. New developments have the potential to block views of the mountains if building heights are too high. View preservation is vital to maintaining Highland's character, and as such is incorporated into the City's General Plan. Goal 5.1 of the Conservation and Open Space Element sets policies in place to maintain and create vistas throughout the city to enhance the visual experience of Highland. The Project site is located in a developed area of Highland zoned as Business

Park (BP) which has a height limit of 35 feet. Until recently the Project site contained a number of industrial and residential structures which were demolished in December 2022 and the site is currently vacant. The proposed warehouse will have a finished height of 48 feet which exceeds the established zone height limit. However the City approved a City-wide Variance Process that allows a maximum height of 50 feet for warehouses.[1] In addition, the Project has received confirmation that its requested height will not interfere with any Federal Aviation Authority (FAA) or San Bernardino International Airport Authority (SBIAA) restrictions.

There are public views of the San Bernardino Mountains to the north and east from the two local roadways (3rd Street to the south and 5th Street to the north of the site). The new warehouse building may block views of the mountains for travelers along 3rd Street (looking north) which would only occur for several seconds for vehicles traveling along the roadway. With the proposed height of the warehouse and its location in an already developed area, impacts to the scenic vistas in this portion of Highland would be less than significant and no mitigation is required.

b) **No Impact.** There are no historic highways on the Project site, and the site is not visible to a designated state scenic highway as identified on the California Scenic Highway Mapping System.[2] The nearest officially designated scenic highways are California State Route 74 in Banning and California State Route 38 near Big Bear Lake. State Route 330 in Highland has not been officially designated but is eligible for designation. The Project site is not visible from these routes. While scenic vistas form a complete viewshed, scenic resources are isolated occurrences of aesthetically pleasing forms. Typical examples of natural scenic resources include rock outcroppings, trees, and prominent ridgelines. Scenic resources can also be man-made, such as architecturally distinctive or historic buildings, but there are none of these resources on the site or in the surrounding area that are visible from the Project site. Therefore, the Project is not expected to significantly impact scenic resources. No impacts will occur and no mitigation is required.

c) **Less than Significant Impact.** The areas immediately around the Project site are zoned for business and industrial uses; a warehouse is being proposed concurrently with this site directly west, and the San Bernardino International Airport sits across 3rd Street to the south of the Project site as well. The proposed warehouse building has been designed according to City design guidelines, including requirements for architectural quality, landscaping, and screening, and will be consistent in character and quality with surrounding developments. The Project is also requesting a variance for height which was approved City-wide for warehouses to exceed their zone height limits to a maximum height of 50 feet. Views of the mountains in this area are to the north and east, and residences in the area, though they are non-conforming, are located to the east and north, so there are no residential uses in the area whose views would be blocked by the Project. The new warehouse building may block views of the mountains for travelers along 3rd Street (looking north) which would only occur for several seconds for vehicles traveling along the roadway.

The Project site while under construction will undergo visual changes consistent with an ongoing construction project, but these will only temporarily change the visual character of the site and surrounding area. However, the Project will not substantially degrade the existing visual character and qualities of the site and its surroundings, so it will have a less than significant impact, and no mitigation is required. It should also be noted that the proposed Project will result in positive aesthetic changes to the site by the recent removal of dilapidated buildings, the addition of landscaping, and overall rehabilitation of a formerly visually degraded site.

d) **Less than Significant Impact.** Excessive or inappropriately directed lighting can adversely impact night-time views by reducing the ability to see the night sky and stars. Glare can be caused by

unshielded or misdirected lighting sources. Reflective surfaces (i.e., polished metal) can also cause glare. Impacts associated with glare range from a simple nuisance to potentially dangerous situations (i.e., if glare is directed into the eyes of motorists). Sources of daytime glare are typically concentrated in commercial areas and are often associated with retail uses. Glare results from development and associated parking areas that contain reflective materials such as high-efficiency window glass, highly polished surfaces, and expanses of pavement. It is also possible that light and glare from the Project could affect activities at the San Bernardino International Airport to the southwest. Development of parking improvements, related lighting, and associated glare will be controlled in accordance with design standards in the City of Highland Municipal Code; Chapter 16.52.060 Parking Regulations and Chapter 16.40, General Development Standards[3] which do not allow the use of highly reflective glass and other surfaces. As a result, glare is not expected to result from the increase in white pavement or glass from the warehouse building. Adhering to Highland Municipal Code Standards will ensure any impacts related to excessive or inappropriately directed lighting. In addition, the Federal Aviation Administration (FAA) and San Bernardino County Airport Land Use Commission (ALUC) reviewed the Project relative to the Airport Land Use Plan for the San Bernardino International Airport (SBIA) and determined lighting and glare from the Project would not have significant effects on airport and aircraft operations. Therefore, potential lighting and glare impacts of the Project will be less than significant and no mitigation is required.

4.2 – Agriculture and Forest 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 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 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) **No Impact.** The California Important Farmland Finder prepared by the California Department of Conservation does not identify the Project site as being located on prime farmland, unique farmland, or farmland of Statewide Importance.[4] The City of Highland General Plan does identify portions of the eastern city for Agricultural/Equestrian uses, allowing for light agricultural activities and permits the keeping of large animals. The Project site is located away from any land zoned AE, and there will be no conversion of farmlands to non-agricultural uses, and as a result, will have no impact.

b) **No Impact.** The Project site is not located on land that is used or conflicting with agriculturally zoned land. The Project site is currently zoned Business Park (BP) which does not allow for agricultural uses.[5] The Project site is not located on a Williamson Act parcel in the County of San Bernardino.[6] There will be no conflict with existing zoning for agricultural use or a Williamson Act contract, therefore there will be no impact.

c) **No Impact.** Public Resources Code Section 12220(g) identifies forest land as *land 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*. The Project site and surrounding properties are not currently being managed or used for forest land as identified in Public Resources Code Section 12220(g). The Project site is zoned as Business Park for commercial uses that include warehousing, office space, and light industrial uses, and as such, development of the Project will have no impact to any timberland or forestland zoning.

d) **No Impact.** As indicated in 4.2 c), the area is not designated as forest land; thus, there will be no loss of forest land or conversion of forest land to non-forest use as a result of the Project.

e) **No Impact.** Until recently, the Project site contained multiple properties with industrial uses including equipment and truck storage, mixed with residential uses within an urbanized environment. In December 2022 these uses were demolished and the site is currently vacant. A warehouse is being proposed concurrently directly west of the proposed Project site. Zoning to the east, west, and north of the site is for Business Park and Industrial uses respectively, and the San Bernardino International Airport is across 3rd Street to the south. None of the surrounding sites contain existing forest uses or large numbers of trees. The development of this proposed Project would not change the existing environment in a manner that would result in the conversion of forest land to non-forest use. No impact would occur.

4.3 – Air Quality

Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations. Would the project:

	Potentially Significant Impact	Less Than Significant 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?	☐	☐	☑	☐

An Air Quality and Health Risk Assessment Report[7] was prepared for the proposed Project by MIG, Inc., dated June 2, 2023 (See Appendix A). The Report estimates the potential air quality emissions for the proposed Project and evaluates Project emissions against applicable South Coast Air Quality Management District (SCAQMD)-recommended California Environmental Quality Act (CEQA) significance thresholds for construction and operation.

a) **Less than Significant Impact.** A project that conflicts with or obstructs the implementation of the South Coast Air Quality Management District's (SCAQMD) South Coast Air Basin 2022 Air Quality Management Plan (AQMP) could hinder the implementation of the AQMP, delay efforts to meet attainment deadlines, and/or interfere with SCAQMD efforts to maintain compliance with, and attainment of, applicable air quality standards. Pursuant to the methodology provided in Chapter 12 of the SCAQMD *CEQA Air Quality Handbook*, consistency with the AQMP is affirmed if the project (SCAQMD, 1993):

1) Is consistent with the growth assumptions in the AQMP; and

2) Does not increase the frequency or severity of an air quality standards violation or cause a new one.

Consistency Criterion 1 refers to the growth forecasts and associated assumptions included in the AQMP. Projects that are consistent with the AQMP growth assumptions would not interfere with attainment of air quality standards, because this growth is included in the projections used to formulate the AQMP. The Southern California Association of Governments (SCAG) 2020 Regiona Tranportation

Plan/Sustainable Communities Strategy (RTP/SCS), now called "Connect SoCal", which formulates the growth projections on which the 2022 AQMP are based, estimated that the City of Highland would increase employment by approximately 4,200 jobs between 2016 and 2045, a growth rate of approximately 145 new jobs per year during that time period (SCAG, 2020). The proposed Project is estimated to create approximately 208 new jobs, which would be well within the SCAG 2020 RTP/SCS growth projections for the City of Highland (Urban Crossroads 2023). The proposed Project is consistent with the General Plan and Zoning designations, which form the basis for growth assumption accounted for in the SCAG 2020 RTP/SCS (SCAG, 2020). Therefore, the proposed Project would not exceed the growth assumptions contained in the AQMP.

Consistency Criterion 2 refers to the California Ambient Air Qualtiy Standards (CAAQS). In developing its CEQA significance thresholds, the SCAQMD considered the emission levels at which a project's individual emissions would be cumulatively considerable (SCAQMD, 2003; page D-3). As described below in Section 3(b), the proposed Project would not generate construction or operational emissions in excess of SCAQMD criteria air pollutant thresholds.

For the reasons described above, the proposed Project would not conflict with the SCAQMD 2022 AQMP.

b) **Less than Significant Impact.** A project may have a significant impact if project-related emissions would exceed federal, state, or regional standards or thresholds or if project-related emissions would substantially contribute to existing or projected air quality violations. The proposed Project is located within the South Coast Air Basin (Basin), where efforts to attain state and federal air quality standards are governed by the SCAQMD. Air pollution levels are measured at monitoring stations located throughout the Basin. The Project site is located in SCAQMD Source Receptor Area (SRA) 34 – Central San Bernardino Valley. The station closest to the Project site is identified as Central San Bernardino Valley 2 by the SCAQMD. The station is approximately 3.3 miles west of the Project site, near Anderson Elementary School, and monitors Carbon Monoxide (CO), Ozone (O_3), Nitrogen Dioxide (NO_2), Large Particulate Matter (PM_{10}), and Fine Particulate Matter ($PM_{2.5}$). This monitoring station represents the best approximation of the air quality conditions near the Project site. Table 4.3-1, *Local Air Quality*, summarizes the published monitoring data from the Central San Bernardino Valley 2 monitoring station from 2019 to 2021, the three most recent years for which verified, published data was available from the SCAQMD at the time this report was prepared. Table 4.3-2, *South Coast Air Basin Attainment Status*, shows that air quality standards at this location have been exceeded for PM_{10}, $PM_{2.5}$, and O_3. This is consistent with the entire Basin's classification as non-attainment for PM_{10}, $PM_{2.5}$ and O_3.

Table 4.3-1
Local Air Quality

Pollutant	Ambient Air Standard	Year		
		2019	2020	2021
Ozone (O_3)				
Maximum 1-hour Concentration (ppm)		0.127	0.162	0.142
Maximum 8-hr Concentration (ppm)		0.114	0.128	0.112
Number of Days Exceeding State 1-hr Standard	>180 µg/m3	63	89	66
Number of Days Exceeding State 8-hr Standard	>137 µg/m3	96	128	101
Days Exceeding Federal 1-hr Standard	>0.124 ppm	2	15	6
Days Exceeding Federal 8-hr Standard	>0.070 ppm	96	128	98
Carbon Monoxide (CO)				
Maximum 1-hr Concentration (ppm)		1.3	1.9	2.0
Maximum 8-hr Concentration (ppm)		1.1	1.4	1.6
Days Exceeding State 1-hr Standard	>23,000 µg/m^3	0	0	0
Days Exceeding Federal/State 8-hr Standard	>10,000 µg/m^3	0	0	0
Days Exceeding Federal 1-hr Standard	>40,000 µg/m^3	0	0	0
Nitrogen Dioxide (NO_2)				
Maximum 1-hr Concentration (ppb)		59.3	54.0	56.3
Annual Arithmetic Mean Concentration (ppb)		14.3	14.9	15.1
Days Exceeding State 1-hr Standard	>180 µg/m^3	0	0	0
Suspended Particulate Matter (PM_{10})				
Maximum 24-hr Concentration (µg/m^3)		112	80	111
Annual Arithmetic Mean (µg/m^3)		29.9	38.7	39.3
Samples Exceeding State 24-hr Standard	>50 µg/m^3	36	81	79
Samples Exceeding Federal 24-hr Standard	>150 µg/m^3	0	0	0
Fine Particulate Matter ($PM_{2.5}$)				
Maximum 24-hr Concentration (µg/m^3)		34.8	25.7	57.9
Annual Arithmetic Mean (µg/m^3)		10.1	11.7	11.9
Samples Exceeding Federal 24-hr Standard	>35 µg/m^3	0	0	1

Sources:Table 3-2, MIG 2023 (Appendix A). Data from SCAQMD Air Quality Data for SRA Central San Bernardino Valley

Both the State of California and the federal government have established health-based ambient air quality standards (AAQS) for seven air pollutants (known as criteria pollutants). These pollutants include ozone (O3), carbon monoxide (CO), nitrogen dioxide (NO_2), sulfur dioxide (SO_2), inhalable particulate matter with a diameter of 10 microns or less (PM_{10}), fine particulate matter with a diameter of 2.5 microns or less ($PM_{2.5}$), and lead (Pb). The state has also established AAQS for additional pollutants. The AAQS are designed to protect the health and welfare of the populace within a reasonable margin of safety. Where the state and federal standards differ, California AAQS (CAAQS) are more stringent than the national AAQS (NAAQS). The U.S. Environmental Protection Agency (U.S. EPA), California Air Resources Board (CARB), and the SCAQMD assess the air quality of an area by measuring and monitoring the amount of pollutants in the ambient air and comparing pollutant levels against NAAQS and CAAQS. Based on these comparisons, regions are classified into one of the following categories:

- **Attainment.** A region is "in attainment" if monitoring shows ambient concentrations of a specific pollutant are less than or equal to NAAQS or CAAQS. In addition, an area that has been re-designated from nonattainment to attainment is classified as a "maintenance area" for 10 years to ensure that the air quality improvements are sustained.

- **Nonattainment.** If the NAAQS or CAAQS are exceeded for a pollutant, the region is designated as nonattainment for that pollutant. It is important to note that some NAAQS and CAAQS require multiple exceedances of the standard in order for a region to be classified as nonattainment. Federal and state laws require nonattainment areas to develop strategies, plans, and control measures to reduce pollutant concentrations to levels that meet or attain standards.
- **Unclassified.** An area is unclassified if the ambient air monitoring data are incomplete and do not support a designation of attainment or nonattainment.

Air pollution levels are measured at monitoring stations located throughout the Basin. Table 4.3-2, *South Coast Air Basin Attainment Status*, summarizes the Basin's attainment status for the NAAQS and CAAQS.

Table 4.3-2
South Coast Air Basin Attainment Status

Pollutant	Attainment Status[1]	
	NAAQS	CAAQS
O_3 (1-hr)	Nonattainment	Nonattainment
O_3 (8-hr)	Nonattainment	Nonattainment
PM_{10} (24-hr and Annual)	Attainment	Nonattainment
$PM_{2.5}$ (24-hr)	Nonattainment	--
$PM_{2.5}$ (Annual)	Nonattainment	Nonattainment
CO	Attainment (Maintenance)	Attainment
NO_2 (1-hr)	Attainment	Attainment
NO_2 (Annual)	Attainment (Maintenance)	Attainment
SO_2	Attainment	Attainment
Lead	Partial Nonattainment	Attainment
Visibility Reducing Particles	--	Unclassified
SO_4	--	Attainment
H_2S	--	Attainment

Source: SCAQMD, 2018
[1] This table summarizes the Basin's attainments status for the NAAQS and CAAQS (as of September 2018). This table does not provide comprehensive information regarding the CAAQS and NAAQS. Each CAAQS and NAAQS has its own averaging time, standard unit of measurement, measurement method, and statistical test for determining if a specific standard has been exceeded. Refer to the table source for detailed information on the NAAQS and CAAQS.

The proposed Project would generate both short-term construction emissions and long-term operational emissions. The SCAQMD adopts rules that establish permissible air pollutant emissions levels for a variety of businesses, processes, operations, and products that are subject to Federal and State air quality requirements. In general, the proposed Project and its potential emissions sources would be subject to the following State and SCAQMD rules:

- **SCAQMD Rule 401 (Visible Emissions)** prohibits discharge into the atmosphere from any single source of emission for any contaminant for a period or periods aggregating more than three minutes in any one hour that is as dark or darker in the shade than that designated as No. 1 on the Ringelmann Chart, as published by the U.S. Bureau of Mines.
- **SCAQMD Rule 402 (Nuisance)** prohibits discharges of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or the

public, or which cause, or have a natural tendency to cause, injury or damage to business or property.

- **SCAQMD Rule 403 (Fugitive Dust)** prohibits emissions of fugitive dust from any grading activity, storage pile, or other disturbed surface area if it crosses the project property line or if emissions caused by vehicle movement cause substantial impairment of visibility (defined as exceeding 20 percent capacity in the air). Rule 403 requires the implementation of Best Available Control Measures and includes additional provisions for projects disturbing more than five acres and those disturbing more than fifty acres.
- **SCAQMD Rule 461 (Gasoline Transfer and Dispensing)** applies to the transfer of gasoline from any tank truck, trailer, or railroad tank car into any stationary storage tank or mobile fueler and from any stationary storage tank or mobile fueler into any mobile fueler or vehicle fuel tank. The rule prohibits transfer and dispensing of gasoline in equipment that does not meet CARB Phase I and Phase II vapor recovery requirements that provide between 95% and 98% control of gasoline vapors.
- **SCAQMD Rule 1108 (Cutback Asphalt)** prohibits the sale or use of any cutback asphalt containing more than 0.5 percent by volume organic compounds which evaporate at 260°C (500°F) or lower.
- **Rule 1113 (Architectural Coatings)** establishes maximum concentrations of VOCs in paints and other applications and establishes the thresholds for low-VOC coatings.
- **Rule 1143 (Consumer Paint Thinners and Multi-Purpose Solvents)** prohibits the supply, sale, manufacture, blend, package, or repackage of any consumer paint thinner or multi-purpose solvent for use in the District unless consumer paint thinners or other multipurpose solvents comply with applicable VOC content limits.
- **Rule 2305 (Warehouse Indirect Source Rule – Warehouse Actions and Investments to Reduce Emissions (WAIRE) Program)** was adopted by the SCAQMD Governing Board on May 7, 2021, and sets forth requirements that regulated warehouse owners and operators must follow. Rule 2305 specifies that warehouse operators (for warehouses with an indoor floor space of 100,000 square feet or more and operate at least 50,000 square feet of that space for warehousing activities) must achieve a specified number of WAIRE Points (also referred to as the WAIRE Point Compliance Obligation, or WPCO) every year using either a menu of options, developing and implementing a custom plan, or paying a mitigation fee. Regardless of size, warehouse operators are required to submit a Warehouse Operations Notification (WON): 1) within 14 days of a new warehouse operator having access to at least 50,000 square feet of space for warehousing purposes, 2) within 30 days after a renovation that alters the size of the warehouse, or 3) within three days of a request from the SCAQMD. An Initial Site Information Report (ISIR) must also be submitted by an authorized official of the warehouse operator through the WAIRE Program Online Portal. No additional reporting is required in the ISIR if 1) the total square footage that may be used for warehousing activities in that facility is less than 100,000 square feet, or 2) the warehouse operator's lease does not allow them to use more than 50,000 square feet for warehousing activities.

In addition to SCAQMD Rules, the Conservation and Open Space Element of the City of Highland's General Plan contains the following goals and policies related to air quality (City of Highland 2006b):

Goal 5.17: Encourage site design practices that reduce and conserve energy use

- Policy 1. Encourage energy and environmentally sustainable designs— such as "Green Development Standards"—in the design and approval of new projects.

- Policy 2. Orient buildings on the site to maximize the natural ventilation provided by prevailing breezes.
- Policy 3. Incorporate passive solar design techniques including building orientation, energy-saving materials, roof overhangs, and window and door placement.
- Policy 4. Increase minimum building insulation standards.
- Policy 5. Encourage landscape design that cools buildings and blocks solar rays, such as the planting of deciduous trees on south and west-facing elevations, and give Title 24 credit for landscaping.
- Policy 7. Encourage energy-efficient retrofitting of existing buildings, where practical, throughout the City including assisting applicants in the installation of more efficient HVAC (heating, ventilation, air conditioning) systems.
- Policy 8. Distribute and participate in incentive programs for incorporation of solar and photovoltaic panels (active solar) into existing or new buildings.

Goal 5.19: Continue to support air quality planning through land use policies, outreach efforts and coordination with regional air quality agencies.

- Policy 1. Reduce locally generated emissions through traffic flow improvements (including signal synchronization) and construction management practices.
- Policy 3. Encourage land use planning and urban design that reduces vehicle trips through mixed and multi-use development, consolidation of commercial development along major arterials, provision of pedestrian connections from residential to retail areas, and development of a multi-use Town Center.
- Policy 7. Encourage employers to develop trip reduction plans to promote alternative work schedules, ridesharing, telecommuting and work-at-home programs, employee education and preferential parking.
- Policy 9. Work with SANBAG to develop guidelines for the location and design of land uses that are sensitive to air pollution.
- Policy 10. Reduce particulate emissions from roads, parking lots, construction sites and agricultural lands to the maximum extent practical through dust suppression, street cleaning and other practices.
- Policy 11. Establish grading and building permitting procedures so that all construction involving demolition or earth movement reduces fugitive dust emissions through the appropriate techniques (e.g., wetting).
- Policy 12. Incorporate the provisions of SCAQMD Rule 403 (Fugitive Dust) into City land use administration rules and procedures.
- Policy 13. Continue comprehensive efforts to reduce energy consumption.

Goal 10.12: Encourage development that is energy efficient and environmentally sustainable.

- Policy 5. Encourage transit-oriented, infill development to make efficient use of existing land.
- Policy 6. Encourage site planning and building orientation that maximizes solar and wind resources for cooling and heating.
- Policy 7. Encourage the use of ecologically sound building materials such as those made of recycled content and contain low amounts of volatile organic compounds (VOCs).

- Policy 8. During construction, require developers and builders to protect topsoil in order to reduce dust and runoff impacts.

Finally, the City of Highland Municipal Code (CHMC)Title 16 (Land Use and Development), Chapter 16.48 (Performance Standards), sets the following limitations that may be applicable to air quality for the proposed Project:

- Section 16.48.030 (Air Quality): No operation or activity shall cause the emission of any smoke, fly ash, dust, fumes, vapors, gases or other forms of air pollution which can cause material damage to health or property, or which can cause excessive dirt on any other lot. No emission shall be permitted which exceeds the requirements of the South Coast Air Quality Management District or the requirements of any Air Quality Plan adopted by the city of Highland.
- 16.48.100 (Maintenance of Open Areas): All open areas shall be landscaped, or they shall be surfaced, treated and maintained permanently in a manner which will minimize dust.
- 16.48.110 (Mechanical and Electrical Equipment): All such equipment, including air conditioners, antennas, pumps, transformers, heating and ventilating equipment, shall be located and operated in a manner that does not materially disturb adjacent uses and activities.
- 16.48.130 (Odors): No operation or activity shall be permitted which emits odorous gases or other odorous matter in such quantities as to be dangerous, injurious, noxious, or otherwise objectionable to a level that is detectable without the aid of instruments at or beyond the lot line.
- 16.48.150 (Smoke): No operation or activity is permitted to have operations which emit excessive smoke, fumes, or dust or which exceed the requirements or levels as specified by the South Coast Air Quality Management District.

These SCAQMD rules, General Plan Goals and Policies, and Municipal Code Sections serve to limit and control the proposed project's potential to emit air pollutants. As described in more detail below, the proposed project would not generate short-term or long-term emissions that exceed SCAQMD-recommended pollutant thresholds.

Regional Construction Emissions

Construction of the proposed Project could begin as early as the 3rd quarter of 2023 and take approximately 13 months to complete. The development of the approximately 11.09-acre Project site and the construction of the approximately 243,323 square feet industrial warehouse building would require site preparation, grading, trenching, building construction, paving, and architectural coating phases/activities. Grading/earthwork would be balanced on site. The proposed Project is anticipated to require varying types of equipment throughout the different construction phases including, but not limited to, bulldozers, backhoes, loaders, graders, cranes, and forklifts. Table 4.3-3, *Construction Activities*, summarizes the proposed Project's construction phasing and the typical pieces of heavy-duty, off-road construction equipment that would be required during each phase. It should be noted these emission estimates account for removal/demolition of existing uses on the site prior to submittal of the IS/MND to the City. Therefore, the Project does not receive any "discount" for removing existing uses (and their air pollutant emissions) by its development.

Table 4.3-3
Construction Activities

Construction Activity	Duration (Days)[1]	Typical Equipment Used[2]
Site Preparation	20	Dozer, Tractor/Loader/Backhoe
Grading	20	Excavator, Grader, Dozer, Backhoe
Trenching	60	Trencher, Forklift, Backhoe
Building Construction	140	Crane, Forklift, Backhoe
Paving	10	Paver, Paving Equipment, Roller
Architectural Coating	25	Air Compressor

Source: Table 2-3, MIG 2023 (Appendix A).

[1] Days refers to total active workdays in the construction phase, not calendar days.

[2] The typical equipment list does not reflect all equipment that would be used during the construction phase. Not all equipment would operate eight hours per day each workday.

The proposed Project's maximum daily unmitigated construction emissions are shown in Table 4.3-4, *Construction Emissions*. The construction emissions estimates incorporate measures to control and reduce fugitive dust as required by SCAQMD Rule 403 and the implementation of project design features as conditions of approval and identified in Section 2.8, that reduce construction-related air pollutants. As shown in Table 4.3-4, the proposed Project's maximum daily unmitigated construction emissions would be below the SCAQMD's regional pollutant thresholds for all criteria pollutants. Thus, the proposed Project would not generate construction-related emissions that exceed SCAQMD CEQA thresholds and no mitigation is required for construction emissions.

It should be noted that the City has a number of standard Conditions of Approval (COAs) that implement SCAQMD regulations related to air pollution emissions from construction of development projects. The City will require this project to implement those standard COAs which will help further reduce potential air pollutants from Project construction.

Table 4.3-4
Construction Emissions

Season	Maximum Daily Emissions (lbs/day)					
	ROG	NO_X	CO	SO_2	PM_{10}	$PM_{2.5}$
Summer 2023	11.9	17.7	21.6	<0.1	6.6(A)	3.6(B)
Winter 2023	11.9	17.7	21.5	<0.1	6.6(C)	3.6(D)
Summer 2024	11.9	1.4	3.2	<0.1	0.5(E)	0.2(F)
Winter 2024	11.9	1.4	3.0	<0.1	0.5(G)	0.2(H)
SCAQMD CEQA Threshold	75	100	550	150	150	55
Threshold Exceeded?	No	No	No	No	No	No

Source: Table 4-15, MIG 2023 (Appendix A)

Regional Operational Emissions

Once operational, the proposed Project would generate long-term emissions from the following sources:

- **"Area" Sources.** The proposed Project would generate emissions from small area sources, including landscaping equipment, the use of consumer products (e.g., paints, cleaners, and fertilizers) that result in the evaporation of chemicals into the atmosphere during product use.
- **Energy Use and Consumption.** The proposed Project would generate emissions from the combustion of natural gas in water and space heating equipment, as well as industrial processes.
- **Mobile Sources.** The proposed Project would generate emissions from vehicles traveling to and from the project site.

The proposed Project's operational emissions were also estimated using the latest California Emissions Estimator Model (CalEEMod, Version 2020.4.0). The Project's first full year of operation is anticipated to be 2025; however, as the Project could operate in a portion of Year 2024, the earlier year was selected as its operational year for the CalEEMod emissions modeling to provide a conservative assessment of the Project's potential operational emissions. Similar to construction emissions, operational emissions do not allow any "discount" for removal/demolition of existing uses on the site since those uses were removed prior to submittal of the IS/MND to the City. Therefore, the "baseline" conditions for the Project impact analysis do not include any "discount" for removing existing uses.

As shown in Table 4.3-5, 3, *Operational Emissions*, the proposed Project's maximum daily, unmitigated operational criteria air pollutant emissions would be well below the SCAQMD's-recommended regional pollutant thresholds. The Project will also have to comply with SCAQMD Rule 2305 – Warehouse Indirect Source Rule which will further reduce potential operational emissions. Project operation, therefore, would not generate criteria air pollutant emissions levels that exceed SCAQMD regional CEQA thresholds. Impacts will be less than significant and no mitigation is required.

In addition, implementation of project design features will help reduce operation-related air pollutants are outlined in Section 2.8, Project Characteristics (Project Design Features).

Table 4.3-5
Operational Emissions

Source	Maximum Daily Pollutant Emissions (Pounds Per Day)[1]					
	ROG	NO_x	CO	SO_2	PM_{10}	$PM_{2.5}$
Area	5.5	<0.1	<0.1	0.0	<0.1	<0.1
Energy	<0.1	0.1	0.1	<0.1	<0.1	<0.1
Mobile	1.5	20.2	26.3	0.2	8.6	2.4
Off-Road	0.0	0.0	0.0	0.0	0.0	0.0
Total	**7.0**	**20.3**	**26.4**	**0.2**	**8.6**	**2.4**
SCAQMD CEQA Threshold	55	55	550	150	150	55
Threshold Exceeded?	No	No	No	No	No	No

Source: Table 4-16, MIG 2023 (Appendix A). Unmitigated emissions for Year 2024

[1] Maximum daily ROG, CO, and SO_X occur in the summer. Maximum daily NO_X, PM_{10}, and $PM_{2.5}$ emissions occur in the winter

[2] Totals may not equal due to rounding.

In developing its CEQA significance thresholds, the SCAQMD considered the emission levels at which a project's individual emissions would be cumulatively considerable (SCAQMD, 2003; page D-3). As described above, the proposed Project's construction and operational emissions would be below applicable SCAQMD regional thresholds for criteria air pollutants. Therefore, the proposed Project would not result in a cumulatively considerable increase in criteria air pollutants. Impacts would be less than significant and no mitigation is required.

c) **Less than Significant Impact.** The SCAQMD identifies sensitive receptors as populations more susceptible to the effects of air pollution than the general population. Some people are more affected by air pollution than others. Sensitive air quality receptors include specific subsets of the general population that are susceptible to poor air quality and the potential adverse health effects associated with poor air quality. Both CARB and the SCAQMD consider residences, schools, parks and playgrounds, childcare centers, athletic facilities, long-term health care facilities, rehabilitation centers, convalescent centers, and retirement homes to be sensitive air quality land uses and receptors (SCAQMD 2017a; CARB 2005). The potential sensitive air quality receptors adjacent or in close proximity to the perimeter of the Project area (i.e., within 1,000 feet) include:

- Single-family homes on W. 5th Street approximately 82 feet north of the site

The proposed Project would generate both short-term construction emissions and long-term operational emissions that could impact sensitive residential receptors located near the Project; however, as described in more detail below, the proposed Project would not generate short-term or long-term emissions that exceed SCAQMD-recommended localized significance thresholds or result in other substantial pollutant concentrations.

Localized Significance Thresholds

In addition to regional CEQA thresholds addressed in Threshold 4.3.b above, the SCAQMD has also developed Local Significance Thresholds (LSTs) that represent the maximum emissions from a project that are expected to cause or contribute to an exceedance of the most stringent applicable federal or state ambient air quality standards, which would result in significant adverse localized air quality impacts.

Construction. The Project's maximum daily construction emissions are compared against the SCAQMD's recommended LSTs thresholds in Table 4.3-6, *Construction LST Impacts*. Consistent with the SCAQMD's LST methodology, the emissions included in the construction LST analysis are on-site emissions only, and the LST against which these on-site emissions are compared are based on the project size, in acres, as determined using the equipment assumptions generated by CalEEMod and the SCAQMD's Fact Sheet for Applying CalEEMod to Localized Significance Thresholds. The LST thresholds are for source receptor area (SRA) 34 (Central San Bernardino Valley), the SRA in which the proposed Project is located, and are based on a receptor distance of 25 meters (82 feet), the closest LST receptor distance thresholds recommended for use by the SCAQMD.

Table 4.3-6
Construction LST Impacts

Construction Phase[1, 2]	Maximum On-Site Pollutant Emissions (Pounds Per Day)			
	NO_X	CO	PM_{10}	$PM_{2.5}$
Site Preparation	11.6	13.7	6.4	3.6
Grading	17.6	21.0	3.8	2.1
Trenching	6.1	8.3	0.4	0.4
Building Construction	1.7	2.1	0.1	0.1
Paving	2.1	3.2	0.1	0.1
Architectural Coating	1.4	1.8	0.1	0.1
SCAQMD LST Threshold[3]	270	1,746	14	8
Exceeds Threshold?	***No***	***No***	***No***	***No***

Source: Table 4-17, MIG 2023 (Appendix A).
[1] Emissions estimated using CalEEMod, v. 2020.4.0. Estimates are based on default model assumptions unless otherwise noted in this document.
[2] Emissions presented are worst-case emissions and may reflect summer or winter emission levels. In general, due to rounding, there is no difference between summer and winter emission levels for the purposes of this table.
[3] The LSTs are based on a 5.0-acre project size and 25-meter receptor distance.

As shown in Table 4.3-6, the proposed project's construction emissions would not exceed the SCAQMD's recommended construction LSTs. Project construction, therefore, would not generate criteria air pollutant emissions levels that exceed SCAQMD local CEQA thresholds. Construction impacts will be less than significant and no mitigation is required.

Operations. Typically, operations-related LSTs become a concern when there are substantial on-site stationary or on-site mobile sources (e.g., heavy-duty or idling trucks) that could impact surrounding receptors, which is not the case for the proposed project. Nonetheless, the proposed project's maximum daily operational emissions are compared against the SCAQMD's-recommended LSTs in Table 4.3-7, *Operational LST Impacts*. The LSTs are for SRA 34, in which the proposed Project is located, and a project size of 5.0 acres which represents a "worst case" analysis since the site is actually 11 acres.

Table 4.3-7
Operational LST Impacts

Emissions	Maximum On-Site Pollutant Emissions (Pounds Per Day)			
	NOX	CO	PM10	PM2.5
Area Sources	0.1	0.1	0.1	0.1
Energy Sources	0.1	0.1	0.1	0.1
Mobile Sources	0.6	0.6	0.2	0.1
Total On-Site Emissions	**0.6**	**0.7**	**0.2**	**0.1**
SCAQMD LST Threshold	270	1,746	4	2
Threshold Exceeded?	No	No	No	No

Source: Table 4-18, MIG 2023 (Appendix A)

As shown in Table 4.3-7, the proposed Project's on-site operational emissions would not exceed the SCAQMD's recommended operational LSTs. Project operation, therefore, would not generate criteria air pollutant emissions levels that exceed SCAQMD's LST CEQA thresholds. Operational impacts will be less than significant and no mitigation is required.

Carbon Monoxide Hotspots

According to the Project traffic study, the proposed Project would add approximately 642 total new vehicle trips and approximately 372 passenger care equivalent (PCE) trips to the local roadway infrastructure per day, with approximately 11 and 18 PCE trips added during the AM and PM peak hours, respectively. PCE trips reflect the impact of large trucks, buses, and recreational vehicles on traffic flow. By their size alone, these vehicles occupy the same space as two or more passenger cars. In addition, the time it takes for them to accelerate and slow down is much longer than for passenger cars and varies depending on the type of vehicle and number of axles. A PCE factor of 1.5, 2.0, and 3.0 was applied to the 2-, 3-, and 4-axle trucks, respectively, that were estimated in the traffic study for the proposed Project. Based on data from the Bay Area Air Quality Management District (BAAQMD), the Project is not located in an area where hourly or daily traffic volumes are anywhere close to 44,000 vehicles per hour, and the SCAQMD does not have CO Hotspots significance criteria. However, the BAAQMDscreening threshold is 100,000 vehicles per day. Furthermore, the Project would not add enough trips to result in these hourly or daily traffic volumes either. The proposed Project would not cause intersection volumes to exceed any daily (100,000) or hourly (44,000) screening vehicle volumes maintained by the SCAQMD and other regional air districts and, therefore, would not result in significant CO concentrations.

Project-Level Health Risk Assessment

As described previously, the nearest sensitive receptor (also referred to as the "modeled residential MEIR location") is located approximately 82 feet north of the Project site. Project-related construction activities would emit PM_{10} from equipment exhaust which includes diesel particulate matter (DPM), a Toxic Air Contaminant (TAC). The operation of trucks during operation of the proposed Project would also generate PM_{10} from equipment exhaust during idling and truck operation.

Individual Cancer Risks. The predicted locations of the annual, unmitigated point of maximum impact (PMI), maximally exposed individual resident receptor (MEIR), and maximum exposed individual worker (MEIW) receptor for DPM exposure during construction are shown in **Exhibit 4.3-1, Construction DPM Concentrations**, measured in micrograms per cubic meter (ug/m^3), along with contours of pollutant concentrations in proximity of the Project site. The predicted PMI and MEIW are at the same location, which is east of the Project site on a parcel operated by American Rentals. Chronic non-cancer health hazards were assessed at the MEIW location. Since the PMI for DPM exposure is located on land that is not occupied by a receptor on a permanent basis, lifetime excess cancer risks and chronic non-cancer health hazards, which are based on exposure to annual average pollutant concentrations, were not estimated for the modeled PMI location.

Health risks were assessed at the modeled residential MEIR location, which is located north of the Project site at 27112 West 5th Street. The project Health Risk Assessment (HRA) for residential receptors evaluated worst-case carcinogenic and non-carcinogenic risks to child and adult receptors. Potential health risks were also assessed for worker receptors at the commercial property east of the site.

The calculated, maximum unmitigated cancer risk at the MEIR would be approximately 7.1 excess cancers per million population, as shown in Table 4.3-8, *Project-Related Cancer Risks*. This unmitigated cancer risk value would be less than the SCAQMD threshold of 10 excess cancers per million population. Receptor exposure to construction emissions at the MEIR, which would only occur during the first year of exposure, would contribute to approximately 80% (approximately 5.7 excess cancers per million population) of the total cancer risk. During operation of the warehouse (years 2 through 30), emissions would be generated by diesel truck trips traveling to and from the Project site, as well as their on-site idling. The MEIR's exposure to operational emissions would comprise the other 20% (1.3 excess cancers per million population) of the total cancer risk. The cancer risks presented above for the MEIR location are conservative in that they account for a receptor born at the MEIR location at the beginning of construction activities. Appendix A of the Air Quality/HRA contains more details regarding the conservative risk parameters recommended by the Office of Environmental Health and Hazard Assessment (OEHHA), and used in this HRA, for infants and children.

Table 4.3-8
Project-Related Cancer Risks

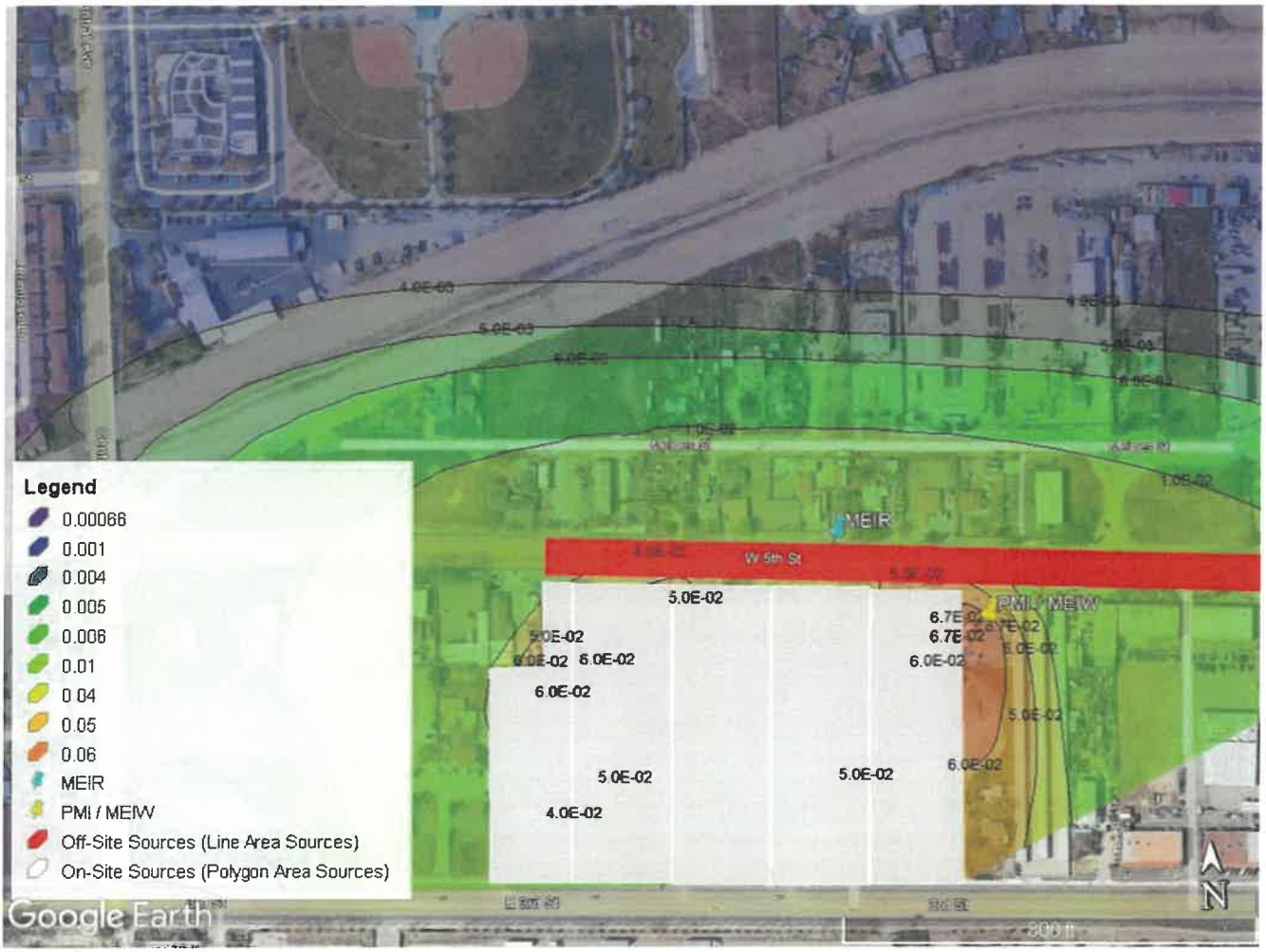
Receptor	UTM Location		Annual Average DPM Concentration (µg/m^3)		Excess Cancer Risk (per million population)		
	East	North	Construction	Operational	Construction	Operational	Total
PMI	480445.05	3774124.61	0.06691	0.00371	--	--	--
MEIR	480359.09	3774177.61	0.03801	0.003	5.7	1.3	7.1
MEIW	480445.05	3774124.61	0.06691	0.00215	0.2	0.1	0.3

Source: Table 4-19, MIG 2023 (Appendix A)

Cancer Burden. The average cancer risk based on the lifetime exposure scenario (70 years), is 2.34E-07 (approximately 0.234 cases per million people). The product of cancer risk and the estimated population (352) is 0.000082 and does not exceed the SCAQMD threshold of 0.5 excess cancer cases.

Non-Cancer Risk. The maximum annual average DPM concentration at any receptor location would be approximately 0.06691 µg/m^3 which would occur at the MEIW location during construction. Based on the chronic inhalation Reference Exposure Levels (REL) for DPM (5 µg/m^3), the calculated chronic hazard quotient during the maximum exposure to DPM concentration would be 0.013, which is below the SCAQMD's non-cancer hazard index threshold value of 1.0. All other receptor exposure scenarios would result in a non-carcinogenic hazard index of less than 0.013.

Exhibit 4.3-1
Construction DMP Concentrations (ug/m^3)



Source: Figure 4-3, MIG 2023

Exhibit 4.3-2
Operational DMP Concentrations (ug/m^3)



Source: Figure 4-4, MIG 2023

Cumulative TAC Emissions

A project impact that is individually limited may nonetheless contribute to a larger cumulative impact. A "cumulative impact" is defined as two or more impacts from related past, current, or probable future projects which, when considered together, are considerable. The cumulative HRA also considers the emissions from the Highland West Industrial Warehouse Building Project (Highland West Project), which is located approximately 200 feet west of the Project site. The Highland West Project would be constructed approximately one year prior to the proposed Project.

The cumulative cancer health risk from receptor exposure to DPM emissions associated with the Highland West Project and the proposed Project is shown in Table 4.3-9, *Cumulative Cancer Risks at MEIR*. The cumulative MEIR would be located at 27014 West 5th Street, which also corresponds to the Project's MEIR location where risks would be the greatest per the OEHHA methodology, which gives a higher weighting to health risks during the first few years of life; see Appendix A for more details).

Exhibit 4.3-3, Cumulative Warehouse MEIR, shows the locations of the two warehouse projects and the MEIR locations for the proposed Project's project-level HRA and cumulative HRA.

Table 4.3-9
Cumulative Cancer Risks at MEIR

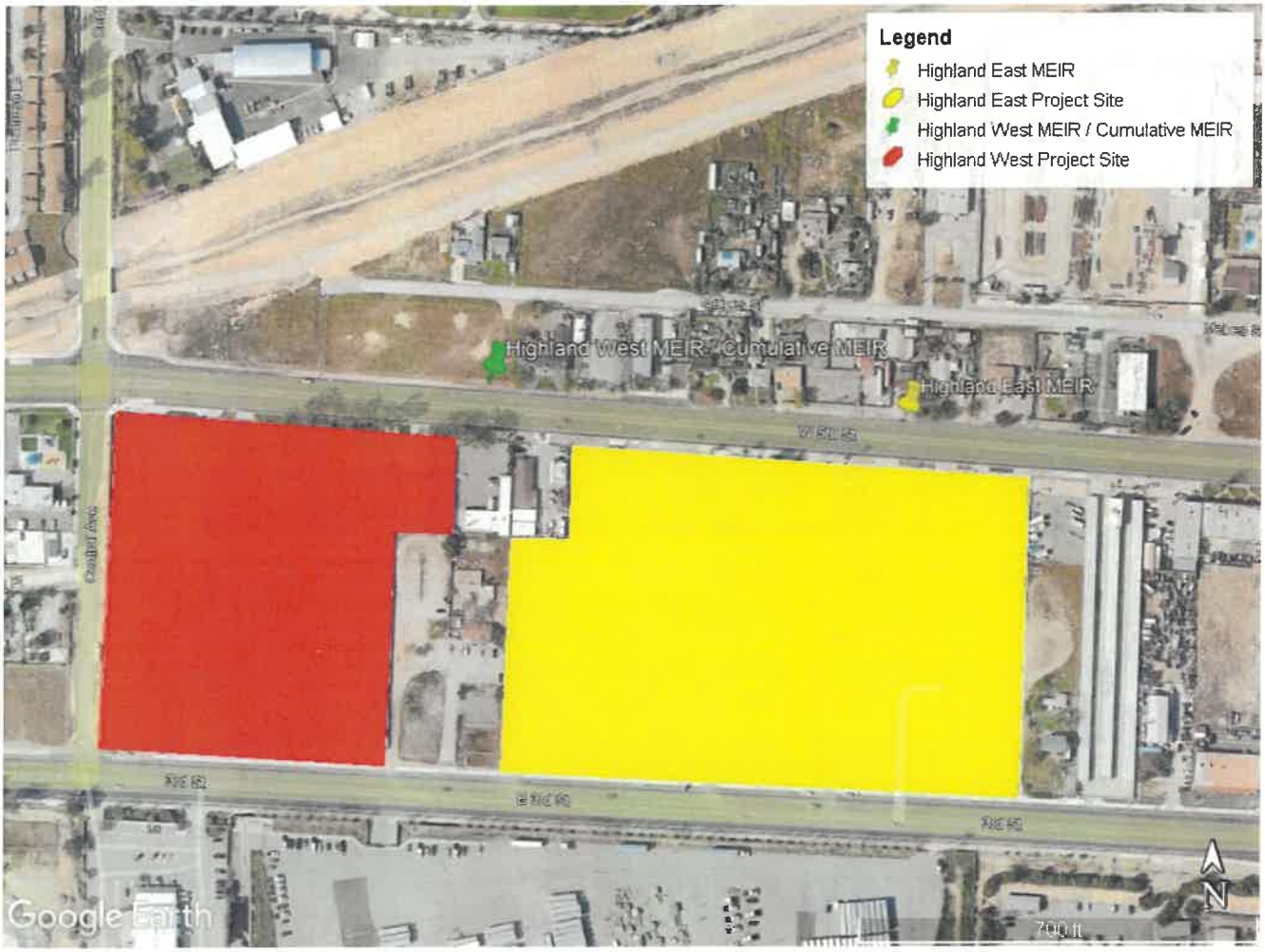
Year	MEIR UTM Location		Annual Average DPM Concentration (µg/m³)			Excess Cancer Risk (per million population)		
	East	North	Highland West	Highland East	Combined	Highland West	Highland East	Combined
Year 1	480145.05	3774199.6	0.03894	--	0.03894	6.4	0.0	6.4
Year 2			0.00101	0.01437	0.01538	0.2	2.3	2.5
Year 3-30			0.00101	0.00096	0.00197	0.4	0.4	0.8
Total						**7.0**	**2.7**	**9.7**
Cumulative Cancer Risk Project-Specific Goal[(a)]								10.0
Goal Exceeded?								No

Source: Table 4-21, MIG 2023 (Appendix A)

(a) As a conservative and health-proactive approach, this Initial Study also utilizes the SCAQMD project-level cancer risk threshold of 10 excess cancers per million as a Project-specific goal for helping describe and characterize potential cumulative risks that could be associated with the proposed Project (i.e., the Project's risks plus those of other projects). The City is not adopting or proposing to use the 10 excess cancers per million Project-specific goal as a CEQA threshold or for general use; rather, it is only intended to provide additional context and information on the magnitude of the proposed Project's potential cumulative cancer risk impact.

As shown in Table 4.3-9, the calculated maximum unmitigated cumulative construction risks at the cumulative MEIR would be approximately 6.4 excess cancers per million population during the first year of exposure (i.e., while the Highland West Project is being constructed). During the cumulative MEIR's second year of exposure (i.e., once the Highland West Project becomes operational and construction on the proposed Project has commenced), the cancer risks from the two projects would be approximately 2.5 excess cancers per million population (with 0.2 of that risk coming from the Highland West Project and 2.3 of that risk coming from the proposed Project). During the cumulative MEIR's exposure to operational emissions from both the Highland West Project and proposed Project during years 3 through 30, risks would be approximately 0.8 excess cancers per million population, with the Highland West Project and proposed Project both contributing 0.4 excess cancers per million to that total. As with the individual project-level assessment for the proposed Project (i.e., HRA prepared for the Highland East MEIR earlier this this analysis) the cumulative MEIR's risks are based on the conservative assessment that a receptor would be born at the cumulative MEIR's location at the commencement of construction activities at the Highland West Project site. In total, construction and operational emissions from the two projects would result in cumulative cancer risk of 9.7 excess cancers per million, which is below the Project-specific goal of 10.0 excess cancers per million. Therefore, the Project would not result in a cumulative impact with regard to receptor exposure to TACs and no mitigation is needed.

Exhibit 4.3-3
Cumulative Warehouse MEIR Locations



Source: Figure 4-5, MIG 2023

d) **Less than Significant Impact.** According to the SCAQMD *CEQA Air Quality Handbook*, land uses associated with odor complaints include agricultural operations, wastewater treatment plants, landfills, and certain industrial operations (such as manufacturing uses that produce chemicals, paper, etc.). The proposed Project would result in the construction of a new industrial use that could generate odors related to equipment use (e.g., oils, lubricants, fuel vapors); however, these activities would generally be located across the road from the nearest sensitive receptors, giving potentially odorous compounds time and space to disperse. The activities proposed as part of the Project would not generate sustained odors that would affect substantial numbers of people, nor nearby sensitive receptors. Therefore, impacts related to odor will be less than significant and no mitigation is required.

4.4 – Biological Resources

Would the project:

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

A general Biological Resources Assessment[8] (BRA) was prepared by MIG for the 11.09-acre Project site. The purpose of the report was to verify the type, location, and extent of potential sensitive biological resources on the Project site and vicinity (Appendix B). Prior to visiting the Project site, available relevant data on the biological characteristics, sensitive habitats, and species potentially present on or near the Project site was reviewed. Additionally, aerial photography and USGS topographic map were examined. The site occurs within the USGS 7.5' series Redlands Quadrangle. The Project site is flat with elevations ranging from 1,172 to 1,186 feet AMSL

a) **Less than Significant with Mitigation Incorporated.** The Project site has been historically altered by development so it can all be classified as disturbed and/or developed (although at present it is vacant with no existing buildings or supporting improvements).

Vegetation

The majority of the vegetation present on the site is non-native and the site receives regular clearing to maintain compliance with fire code requirements. The site is dominated by non-native vegetation, including bromes (*Bromus tectorum, B. madritensis* spp. *Rubens*), Old han schismus (*Schismus barbatus*), Russian thistle (*Salsola tragus*), storksbills (*Erodium botrys, E. cicutarium*), prostrate pigweed (*Amaranthus albus*), short-pod mustard (*Hirschfeldia incana*), and various planted ornamental trees and shrubs. Native species are occasional within the Project site and include disturbance-adapted species such as California suncup (*Eulobus californicus*), slender buckwheat (*Eriogonum gracile*), slender sunflower (*Helianthus gracilentus*), common rabbitbrush (*Ericameria nauseosa*), telegraph weed (*Heterotheca grandiflora*). No rare plant surveys were conducted on the site due to the high degree of disturbance and the lack of suitable habitat for any listed or otherwise sensitive plant species. Although five Sensitive Plant Communities are listed on governmental databases as occurring in the general region, none of these are expected to occur on the Project site. In addition, no USFWS-designated critical habitat areas for any federally listed animals are present.

Special-status plants are defined as: (1) plants that are federal- or state-listed as rare, threatened, or endangered, (2) federal and state candidates for listing, (3) plants assigned a Rank of 1 through 4 by the California Native Plant Society (CNPS) Inventory, and (4) plants that qualify under the definition of "rare" in the CEQA, section 15380. The Project site was initially determined to provide potentially suitable habitat for a total of 88 special-status plant species based on the proximity of the Project to previously recorded occurrences in the region, vegetation types and habitat quality, topography, elevation, soil types, and other species-specific habitat requirements. However, based on an assessment of actual habitat suitability and a focused late-season survey conducted on April 5, 2022, none of the 88 plant species are expected to occur on the Project site (see Appendix B), and no additional studies or mitigation measures were recommended.

Wildlife

Wildlife species observed or expected on the urbanized Project site include those tolerant of human activity such as songbirds, small mammals, and reptiles. The site is located adjacent to busy streets and construction activity with high levels of noise and human disturbance that may preclude high

levels of wildlife activity, which is assumed to be the cause of the limited wildlife activity observed onsite.

Special-status wildlife species include those species listed as endangered or threatened under the Federal or State Endangered Species Acts (i.e., FESA or CESA); candidates for listing by the USFWS or CDFW; species of special concern to the CDFW; and birds protected by the Calfifornia Department of Fish and Wildlife (CDFW) under California Fish and Game Code (CFGC) Sections 3503 and 3513. Approximately 68 special-status wildlife species have been recorded in the vicinity of the Project site. Of these wildlife species, 62 are not expected to actually occur on the Project site due to the absence of essential habitat requirements for the species, the distance to known occurrences and/or the species distributional range, the limited availability of foraging and nesting habitat, amount of site disturbance from past and present land uses, and/or the proximity of existing human-related disturbances. Appendix C of the Biological Resources Assessment contains a table presenting the special-status wildlife species considered and evaluated for their potential occurrence on the project site, including species-specific habitat requirements.

The following six sensitive species have some potential to occur on-site:

- Cooper's hawk (*Accipiter cooperii*), a California Watch List Species;
- Burrowing Owl (*Athene cunicularia)*, a California Species of Special Concern;
- Ferruginous Hawk (*Buteo regalis)*, a California Watch List Species;
- Pallid Bat (*Antrozous pallidus)*, a California Species of Special Concern;
- Western Mastiff Bat (*Eumops perotis californicus), a* California Species of Special Concern: and
- Lesser Long-nosed Bat (*Leptonycteris yerbabuenae)*, a California Species of Special Concern.

Although these species have a potential to occur onsite, the clearing of trees and the demolition of buildings and improvements on the site earlier in the year removed any potential habitat for bats. Therefore, at this time no impacts to the three sensitive bat species are anticipated. Potential impacts to the three bird species are addressed by **Mitigation Measure BIO-1** if any of them are ground nesting on the site at the time of survey. Potential impacts to burrowing owl are also addressed in **Mitigation Measure BIO-1**.

Nesting Birds

Nesting birds are protected under CFGC Sections 3503, 3503.5, and 3512, which prohibits the taking of active bird nests. Ruderal vegetation and ornamental trees within the Project site provide marginally suitable nesting habitat for songbirds, including common species protected by the code. There is potential for ground- and tree-nesting birds to establish nests on the project site prior to initiation of project construction. To prevent impacts to nesting birds, **Mitigation Measure BIO-1** recommends a pre-construction nesting bird survey.

No other special-status wildlife species are expected to be impacted by project construction due to a lack of suitable habitat (refer to Appendix C) and high degree of site disturbance due to existing development within and surrounding the project site. No impacts are expected to Critical Habitat for San Bernardino Kangaroo Rat, which is adjacent to the project (see Exhibit 4.4-1). However, the Project site is separated from the Critical Habitat area by W. 5th Street, a primary arterial in this portion of Highland that carries a large amount of traffic each day. It should be noted that Appendix D of the BRA contains a small mammal report and correspondence with the USFWS regarding protected species.



Source: ESRI, USFWS, MIG, 2022

Legend
Highland East
USFWS Final Critical Habitat

0 450 900 1,800 Feet

N

Exhibit 4.4-1 USFWS Critical Habitat Map

CHIPT Highland East Warehouse Building and Office Space
Highland, California

MIG

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Burrowing Owl

A burrowing owl survey[9] was conducted on the site in summer 2022. Pipes and other round structures present on the property can provide habitat for burrowing owl, (*Athene cunicularia*). Suitable habitat type (Disturbed and/or Developed) for burrowing owl was also determined to be present onsite and burrowing owl are known to occur less than one mile from the Project site. Construction activities may impact burrowing owl in a manner like those already described for nesting birds. Even though burrowing owls were not located as part of the general biological survey, a pre-construction survey for burrowing owl is required because burrowing owls may encroach or migrate to the property at any time, and therefore steps should be taken to ensure avoidance, including reevaluating the locations/presence of burrowing owl or burrows. **Mitigation Measure BIO-1** recommends a pre-construction survey to reduce potential impacts on burrowing owl to less than significant levels.

In summary, implementation of **Mitigation Measure BIO-1** will prevent any 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 CDFW or U.S. Fish and Wildlife Service (USFWS). With the recommended mitigation, impacts will be reduced to less than significant levels.

Mitigation Measures

BIO-1 **Pre-construction Survey for Burrowing Owl and Ground Nesting Birds.** Prior to ground disturbance, the following two surveys shall be conducted to determine presence or absence of burrowing owl or ground nesting birds on the site.

Burrowing Owl. No more than 14 days prior to ground disturbance a focused survey for burrowing owl will be required to ensure take avoidance. Even though burrowing owls were not located as part of the general biological survey, a pre-construction survey for burrowing owl is required because burrowing owls may encroach or migrate to the property at any time, and therefore steps should be taken to ensure avoidance, including reevaluating the locations/presence of burrowing owl or burrows. Pre-construction surveys shall be conducted in accordance with the survey requirements outlined in Appendix D of the CDFW's *Staff Report on Burrowing Owl*, dated March 7, 2012. If burrowing owl are found on the Project Site during pre-construction surveys, the biologist conducting surveys shall immediately contact the CDFW to develop a plan for avoidance and/or translocation prior to construction crews initiating any ground disturbance on the Project Site.

Ground Nesting Birds. To the extent feasible, construction activities should be scheduled to avoid the nesting season. If construction activities are scheduled to take place outside the nesting season, all impacts to nesting birds protected under the MBTA and California Fish and Game Code would be avoided. The nesting season for most birds in San Bernardino County extends from February 1 through September 1.

If it is not possible to schedule construction activities between September 1 and January 31, then pre-construction surveys for nesting birds will be conducted by a qualified biologist to ensure that no nests would be disturbed during project implementation. These surveys will be conducted no more than 5 days prior to the initiation of any site disturbance activities and equipment mobilization, including tree, shrub, or vegetation removal, fence installation, grading, etc. If project activities are delayed by more than 5 days, an additional nesting bird survey will be performed. During this survey, the biologist will inspect all trees

and other potential nesting habitats (e.g., trees and shrubs) in and immediately adjacent to the impact area for nests. Active nesting is present if a bird is building a nest, sitting in a nest, a nest has eggs or chicks in it, or adults are observed carrying food to the nest. The results of the surveys will be documented.

If an active nest is found sufficiently close to work areas to be disturbed by these activities, the qualified biologist will determine the extent of a construction-free buffer zone to be established around the nest (typically up to 300 feet for raptors and up to 100 feet for other species), to ensure that no nests of species protected by the MBTA and California Fish and Game Code will be disturbed during project implementation. Within the buffer zone, no site disturbance and mobilization of heavy equipment, including but not limited to equipment staging, fence installation, clearing, grubbing, vegetation removal, demolition, and grading will be permitted until the chicks have fledged.

A qualified biologist is an individual who has a degree in biological sciences or related resource management with a minimum of two seasonal years post-degree experience conducting surveys for nesting birds. During or following academic training, the qualified biologist will have achieved a high level of professional experience and knowledge in biological sciences and special-status species identification, ecology, and habitat requirements.

b) **No Impact.** The Biological Resources Assessment included an overview of potential U.S. Army Corps of Engineers (USACE), Regional Water Quality Control Board (RWQCB), and CDFW riparian/riverine/vernal pool jurisdictional resources. There are no waterways, wetlands, or riparian vegetation subject to regulation by the USACE, CDFW, or RWQCB present on the Project site. In addition, no water features were identified in the National Wetlands Inventory on or near the Project site. There is an earthen drainage channel (City Creek) north of the Project site across West 5th Street, however, the Project site does not have any connectivity to this channel as there is no evidence (e.g., watermarks, vegetation, or other characteristics) that water flows from this waterway onto or off of the Project site. Therefore, there will be no impacts to these resources and no mitigation is required.

c) **No Impact.** There are no water-related features located on or immediately adjacent to the Project site that represent jurisdictional resources regulated by the Santa Ana RWQCB, CDFW, or the USACE. Therefore, a formal jurisdictional delineation was not prepared and no impact will occur.

d) **Less Than Significant with Mitigation Incorporated.** Wildlife corridors link together areas of suitable habitat that are otherwise separated by rugged terrain, changes in vegetation, or human disturbance. The fragmentation of open space areas by urbanization creates isolated "islands" of potential wildlife habitat. In the absence of habitat linkages that allow movement to adjoining open space areas, various studies have concluded that some wildlife species, especially the larger and more mobile mammals, will not likely persist over time in fragmented or isolated habitat areas because they prohibit the infusion of new individuals and genetic information.

Providing functional habitat connectivity between natural areas is essential to sustaining healthy wildlife populations and allowing for the continued dispersal of native plant and animal species. The regional movement and migration of wildlife species has been substantially altered due to habitat fragmentation over the past century. This fragmentation is most commonly caused by development of open areas, which can result in large patches of land becoming inaccessible and forming a functional barrier between undeveloped areas. Additional roads associated with development, although narrow, may result in barriers to smaller or less mobile wildlife species. Habitat

fragmentation results in isolated islands of habitat, which affects wildlife behavior, foraging activity, reproductive patterns, immigration and emigration or dispersal capabilities, and survivability. Wildlife corridors can consist of a sequence of stepping-stones across the landscape (i.e., discontinuous areas of habitat such as isolated wetlands), continuous lineal strips of vegetation and habitat (e.g., riparian strips and ridge lines), or they may be parts of larger habitat areas selected for its known or likely importance to local wildlife.

The Project site is bordered by existing high-traffic roadways, industrial uses, and residential development and does not represent a wildlife movement corridor. Therefore, no impact will occur and no mitigation is required.

The site contains no water resources that could support migratory fish species. However, nesting birds, including many species that migrate through this area, are protected under CFGC 3503, 3503.5, and 3512, which prohibits the taking of active bird nests. Ruderal vegetation and ornamental trees within the Project site may provide marginally suitable nesting habitat for songbirds, including common species protected by the state code. It is also possible, though not likely, that raptors may nest in nearby trees that could be affected by Project construction. Although onsite buildings were demolished and trees removed earlier in the year, there is a potential for migratory ground-nesting birds to establish nests on the Project site prior to initiation of project construction. To prevent impacts to migratory nesting birds, **Mitigation Measure BIO-1** has been included which require pre-construction nesting bird and bat surveys. With these measures, potential impacts to migratory bird species will be reduced to less than significant levels.

e) **No Impact.** At present, there are a few ornamental trees present onsite but all buildings and related improvements were demolished recently. The Highland Municipal Code (HMC) Chapter 8.36, Heritage Trees, addresses removal of large (trunk circumference of 24 inches or greater) or a grove of trees that contributed in some way to the history of the City. In addition, HMC Chapter 16.64, Environmental Management, Sub-chapter 16.64.040 deals with Heritage Tree Preservation Requirements as follows:

> HMC Chapter 16.40.350, Street Lighting and Tree Planting, addresses the planting of new trees along public street right-of-ways which is a requirement of most new development. In addition, HMC Chapter 2.20, Historic and Cultural Preservation Board, outlines when the Board can address historic trees or groves in the City. However, as noted above, the site contains no historic trees. There are no other HMC Chapters that deal with trees as potential biological or cultural resources.

The Project site contains no significant trees in terms of either size or historical importance. Therefore, the Project does not conflict with this HMC requirement. Therefore, the Project will not conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance. There will be no impacts and no mitigation is required.

f) **No Impact.** The purpose of the Biological Resources Assessment was to document the existing biological resources, identify general vegetation types, and assess the potential biological and regulatory constraints associated with the proposed development within the Project site. There is no Habitat Conservation Plan (HCP) or Natural Community Conservation Plan (NCCP) on the Project site or in the immediate surrounding area. Although the land to the south is designated as Critical Habitat for the San Bernardino Kangaroo Rat, there is no HCP related to that species that affects the Project site. Therefore, there will be no impacts and no mitigation is required.

4.5 – Cultural Resources

Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Cause a substantial adverse change in the significance of a historical resource pursuant to '15064.5?	☐	☐	☐	☑
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to '15064.5?	☐	☑	☐	☐
c) Disturb any human remains, including those interred outside of dedicated cemeteries?	☐	☑	☐	☐

A California Historic Resources Information System-South Central Coastal Information Center (CHRIS-SCCIC) Record Search for the Project site and vicinity was performed by CRM TECH in November 2022. A Cultural Resources Assessment for the Project was conducted by CRM TECH and dated December 1, 2022 (See Appendix C).

a) **No Impact.** Following the establishment of Mission San Gabriel in 1771, the San Bernardino Valley became a part of the mission's vast land holdings. The name "San Bernardino" was bestowed on the region when the Asistencia and an associated mission rancho, both bearing that name, were established in present-day Loma Linda. After gaining independence from Spain in 1821, Mexico began to secularize/dismantle the mission system in Alta California. During the next 12 years, former mission ranchos throughout Alta California were divided and granted to various prominent citizens of the area. In 1842, the former mission rancho of San Bernardino was granted to members of a prominent Los Angeles family, the Lugos. After the American annexation of Alta California in 1848, the Lugos sold the entire land grant in 1851 to a group of Mormon settlers who promptly founded the town of San Bernardino, one of the first non-Indian settlements in the Inland Empire.

A few miles northeast of San Bernardino the present-day Highland area received the earliest Euroamerican settlers (mid-1850s). The name "Highland" was adopted by the settlers in 1883 when the area had a large enough population to warrant the establishment of a school district, and the town of Highland was laid out in 1891. During much of the 20th century, Highland remained a small rural settlement best known for citrus cultivation. In recent decades, Highland experienced rapid growth as a bedroom community in Los Angeles which culminated in its incorporation in 1987.

The Project site consists of 9 adjacent parcels which until recently supported a variety of light industrial and related outdoor storage uses. These uses were demolished in December 2022 and the site is currently vacant. Prior to the recent demolition, the site was evaluated and five parcels were found containing buildings that were modern in origin or had been modernized/altered to such an extent that they no longer retained sufficient historical character to relate to their period of origin. Two were

commercial properties that were previously recorded and found not to qualify as "historical resources" under CEQA provisions. The current Cultural Resources Assessment concurs with this finding.

The buildings on the remaining four parcels were all single-family residences that dated to the 1940-1950 era and retained a recognizable level of historical character despite various degrees of past alterations. Therefore, these four properties were recorded into the California Historical Resources Inventory and were designated temporarily as Sites 3879A-1H to 3879A-4H, pending assignment of official identification numbers. None of these four properties met any of the criteria for listing in the California Register of Historical Resources, and therefore none met the statutory definition of a "historical resource" under CEQA. No other potential "historical resources" were encountered during preparation of the Cultural Resources Assessment which concluded that no "historical resources" existed within the Project area so the City allowed their demolition in December 2022.

The Project site did not contain any structures that could be considered historic in nature. Therefore, the Project would not result in any adverse change in the significance of a historical resource as defined in CEQA Guidelines §15064.5. Additionally, in accordance with Assembly Bill 52 (AB 52), which added various provisions to the California Public Resources Code (PRC) that concern Tribal Cultural Resources, including Section 21080.3.1(d), the City is in the process of consulting with the San Manuel Band of Mission Indians - Kizh Nation and the Gabrieleno Band of Mission Indians. No historic resources have been identified on the Project site by either Tribe. As such, the Project will have no impact on historical resources and no mitigation is required.

b) **Less than Significant with Mitigation Incorporated.** The San Bernardino Valley and adjacent San Bernardino Mountains have been inhabited by Native American tribes for thousands of years. The present-day Highland area is a part of the homeland of the Serrano people which is centered in the San Bernardino Mountains but also includes part of the San Gabriel Mountains, much of the San Bernardino Valley, and the Mojave River valley in the southern portion of the Mojave Desert. The name "Serrano" was derived from a Spanish term meaning "mountaineer" or "highlander."

Although contact with Europeans may have occurred as early as 1771, Spanish influence on the Serrano was minimal until the early 1800s when a mission asistencia was established on the southern edge of Serrano territory. By the end of the mission era in 1834, most of the Serrano in the western portion of their traditional territory were removed to the nearby missions. In the eastern portion, a series of punitive expeditions in 1866-1870 resulted in the death or displacement of almost all remaining Serrano population in the San Bernardino Mountains. Today, most Serrano descendants are affiliated with the Yuhaaviatam of San Manuel Nation, formerly known as the San Manuel Band of Mission Indians), the Morongo Band of Mission Indians, or the Serrano Nation of Indians.

The Project site is located in proximity to the Lytle Creek Channel which is considered a sensitive archaeological area in the City's General Plan and through consultation with the Gabrieleno Band of Mission Indians - Kizh Nation (GBMI-KN) and the San Manuel Band of Mission Indians (SMBMI(see Appendix C). In order to comply with CEQA Guidelines Section 15064.5, PRC 5097.98(d)(1), the Native American Graves Protection and Repatriation Act (NAGPRA), and the United Nations Declaration on the Rights of Indigenous Peoples (UNDRIP), the proposed Project will incorporate **Mitigation Measures CUL-1 through CUL-6** to reduce potentially significant impacts to previously undiscovered archaeological resources to a less than significant level. With implementation of the recommended mitigation measures, potential impacts to sensitive archaeological resources will be reduced to less than significant levels relative to GBMI-KN resources.

In addition, the Yuhaaviatam of San Manuel Nation (YSMN), formerly known as the San Manuel Band of Mission Indians, indicated the site is within their tribe's ancestral territory and thus is of interest to

them. The YSMN recommended **Mitigation Measures CUL-7 and CUL-8** to address potential impacts to their tribal resources (see Appendix C).

Mitigation Measures

CUL-1 **Retain a Native American Monitor/Consultant.** The Project Applicant shall be required to retain and compensate for the services of a Tribal monitor/consultant who is both approved by the Gabrieleño Band of Mission Indians - Kizh Nation Tribal Government and is listed under the NAHC's Tribal Contact list for the area of the Project location. This list is provided by the NAHC. The monitor/consultant will only be present on-site during the construction phases that involve ground-disturbing activities. Ground disturbing activities are defined by the Gabrieleño Band of Mission Indians-Kizh Nation as activities that may include, but are not limited to, pavement removal, pot-holing or auguring, grubbing, tree removals, boring, grading, excavation, drilling, and trenching, within the Project area. The Tribal Monitor/consultant will complete daily monitoring logs that will provide descriptions of the day's activities, including construction activities, locations, soil, and any cultural materials identified. The on-site monitoring shall end when the Project site grading and excavation activities are completed, or when the Tribal Representatives and monitor/consultant have indicated that the site has a low potential for impacting Tribal Cultural Resources.

CUL-2 **Unanticipated Discovery of Tribal Cultural and Archeological Resources.** Upon discovery of any archaeological resources, cease construction activities in the immediate vicinity of the find until the find can be assessed. All archaeological resources unearthed by Project construction activities shall be evaluated by the qualified archaeologist and tribal monitor/consultant approved by the Gabrieleño Band of Mission Indians-Kizh Nation. If the resources are Native American in origin, the Gabrieleño Band of Mission Indians-Kizh Nation shall coordinate with the landowner regarding treatment and curation of these resources. Typically, the Tribe will request reburial or preservation for educational purposes. Work may continue on other parts of the Project while evaluation and, if necessary, mitigation takes place (CEQA Guidelines Section 15064.5 [f]). If a resource is determined by the qualified archaeologist to constitute a "historical resource" or "unique archaeological resource", time allotment and funding sufficient to allow for implementation of avoidance measures, or appropriate mitigation, must be available. The treatment plan established for the resources shall be in accordance with CEQA Guidelines Section 15064.5(f) for historical resources and Public Resources Code Sections 21083.2(b) for unique archaeological resources.

CUL-3 **Public Resources Code Sections 21083.2(b) for Unique Archaeological Resources.** Preservation in place (i.e., avoidance) is the preferred manner of treatment. If preservation in place is not feasible, treatment may include implementation of archaeological data recovery excavations to remove the resource along with subsequent laboratory processing and analysis. Any historic archaeological material that is not Native American in origin shall be curated at a public, non-profit institution with a research interest in the materials, such as the Natural History Museum of Los Angeles County or the Fowler Museum, if such an institution agrees to accept the material. If no institution accepts the archaeological material, they shall be offered to a local school or historical society in the area for educational purposes.

CUL-4 **Archaeological Monitoring.** Due to the heightened cultural sensitivity of the proposed Project area, an archaeological monitor with at least 3 years of regional experience in archaeology shall be present for all ground-disturbing activities that occur within the proposed Project area (which includes, but is not limited to, tree/shrub removal and planting,

clearing/grubbing, grading, excavation, trenching, compaction, fence/gate removal and installation, drainage and irrigation removal and installation, hardscape installation [benches, signage, boulders, walls, seat walls, fountains, etc.], and archaeological work). A sufficient number of archaeological monitors shall be present each workday to ensure that simultaneously occurring ground-disturbing activities receive thorough levels of monitoring coverage. Monitoring may cease if the archaeologist and Tribal monitor agree that continued efforts are unneeded, and if the San Manuel Band of Mission Indians Cultural Resources Department (SMBMI) agrees with the assessment. A Monitoring and Treatment Plan that is reflective of the Project mitigation ("Cultural Resources" and "Tribal Cultural Resources") shall be completed by the archaeologist and submitted to the Lead Agency for dissemination to SMBMI. Once all parties review and approve the plan, it shall be adopted by the Lead Agency – the plan must be adopted prior to permitting for the Project. Any and all findings will be subject to the protocol detailed within the Monitoring and Treatment Plan.

CUL-5 **Tribal Monitoring.** Due to the heightened cultural sensitivity of the proposed Project area, Tribal monitors representing the San Manuel Band of Mission Indians shall be present for all ground-disturbing activities that occur within the proposed Project area (which includes, but is not limited to, tree/shrub removal and planting, clearing/grubbing, grading, excavation, trenching, compaction, fence/gate removal and installation, drainage and irrigation removal and installation, hardscape installation [benches, signage, boulders, walls, seat walls, fountains, etc.], and archaeological work). A sufficient number of Tribal monitors shall be present each workday to ensure that simultaneously occurring ground-disturbing activities receive thorough levels of monitoring coverage. Monitoring may cease if the archaeologist and Tribal monitor agree that continued efforts are unneeded, and if the San Manuel Band of Mission Indians Cultural Resources Department (SMBMI) agrees with the assessment. A Monitoring and Treatment Plan that is reflective of the Project mitigation ("Cultural Resources" and "Tribal Cultural Resources") shall be completed by the archaeologist, as detailed within SMBMI-CUL-1, and submitted to the Lead Agency for dissemination to SMBMI. Once all parties review and agree to the plan, it shall be adopted by the Lead Agency – the plan must be adopted prior to permitting for the Project. Any and all findings will be subject to the protocol detailed within the Monitoring and Treatment Plan.

CUL-6 **Treatment of Cultural Resources.** If a pre-contact cultural resource is discovered during Project implementation, ground-disturbing activities shall be suspended 60 feet around the resource(s) and an Environmentally Sensitive Area (ESA) physical demarcation/barrier constructed. Representatives from the San Manuel Band of Mission Indians Cultural Resources Department (SMBMI), the Archaeological Monitor/applicant, and the Lead Agency shall confer regarding treatment of the discovered resource, as detailed within the Monitoring and Treatment Plan. A research design shall be developed and will include a plan to evaluate the resource for significance under CEQA criteria. The research design shall also acknowledge that, regardless of significance under CEQA, all finds are subject, if feasible, to avoidance/preservation in place as treatment. Should any resource(s) not be a candidate for avoidance or preservation in place, and the removal of the resource(s) is necessary to mitigate impacts, the research design shall include a comprehensive discussion of sampling strategies, resource processing, analysis, and reporting protocols/obligations. Removal of any cultural resource(s) shall be conducted with the presence of a Tribal monitor representing the Tribe, unless otherwise decided by SMBMI. All plans for analysis shall be reviewed and approved by the applicant and SMBMI prior to implementation, and all removed material shall be temporarily curated on-site. It is the preference of SMBMI that removed cultural material be reburied as close to the original find location as possible. However, should reburial within/near the original find location during

Project implementation not be feasible, then a reburial location for future reburial shall be decided upon by SMBMI, the landowner, and the Lead Agency, and all finds shall be reburied within this location. Additionally, in this case, reburial shall not occur until all ground-disturbing activities associated with the Project have been completed, all monitoring has ceased, all cataloging and basic recordation of cultural resources have been completed, and a final monitoring report has been issued to Lead Agency, CHRIS, and SMBMI. All reburials are subject to a reburial agreement that shall be developed between the landowner and SMBMI outlining the determined reburial process/location, and shall include measures and provisions to protect the reburial area from any future impacts (vis a vis project plans, conservation/preservation easements, etc.). Should it occur that avoidance, preservation in place, and on-site reburial are not an option for treatment, the landowner shall relinquish all ownership and rights to this material and confer with SMBMI to identify an American Association of Museums (AAM)-accredited facility within the County that can include the materials into their permanent collections and provide for the proper care of these objects in accordance with the 1993 CA Curation Guidelines. A curation agreement with an appropriately qualified repository shall be developed between the landowner and museum that legally and physically transfers the collections and associated records to the facility. This agreement shall stipulate the payment of fees necessary for permanent curation of the collections and associated records and the obligation of the Project developer/applicant to pay for those fees. All draft records/reports containing the significance and treatment findings and data recovery results shall be prepared by the archaeologist and submitted to the Lead Agency and SMBMI for their review and comment. After approval from all parties, the final reports and site/isolate records are to be submitted to the local CHRIS Information Center, the Lead Agency, and SMBMI.

CUL-7 **Tribal Consultation.** 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 an archaeologist meeting the Secretary of Interior's professional qualification standards in archaeology 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 in TCR-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.

CUL-8 **Tribal Resources.** If significant pre-contact and/or historic-era cultural resources, as defined by CEQA (as amended, 2015), are discovered and avoidance cannot be ensured, the archaeologist shall develop a Monitoring and Treatment Plan, the drafts of which shall be provided to YSMN for review and comment, as detailed within TCR-1. The archaeologist shall monitor the remainder of the project and implement the Plan accordingly.

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.

c) **Less than Significant with Mitigation Incorporated.** Although the San Bernardino Valley has been inhabited by Native Americans for thousands of years, no known human remains are anticipated to be located on or beneath the Project site. However, these findings do not preclude the existence of previously unknown human remains located below the ground surface, which may be encountered during construction excavations associated with the Project. Similar to the discussion in Threshold 4.5.a above regarding archaeological resources, it is also possible to encounter buried human remains during construction given the proven prehistoric occupation of the region, the identification of multiple surface archaeological resources within a half-mile of the Project site, and the favorable natural conditions that would have attracted prehistoric inhabitants to the area. As a result, **Mitigation Measures CUL-9 through CUL-15** have been incorporated to ensure any buried human remains related to the Gabrieleno Band of Mission Indians - Kizh Nation (GBMI-KN) or the Yuhaaviatam of San Manuel Nation (YSMN), formerly known as the San Manuel Band of Mission Indians, will be properly preserved. With implementation of the recommended mitigation measures, potential impacts to buried human remains related to GMBI-KN and YSMN will be reduced to less than significant levels as a result of construction of the proposed warehouse Project.

Mitigation Measures

CUL-9 **Unanticipated Discovery of Human Remains and Associated Funerary Objects.** Native American human remains are defined in PRC 5097.98 (d)(1) as an inhumation or cremation and in any state of decomposition or skeletal completeness. Funerary objects, called associated grave goods in PRC 5097.98, are also to be treated according to this statute. Health and Safety Code 7050.5 dictates that any discoveries of human skeletal material shall be immediately reported to the County Coroner and excavation halted until the coroner has determined the nature of the remains. If the coroner recognizes the human remains to be those of a Native American or has reason to believe that they are those of a Native American, he or she shall contact, by telephone within 24 hours, the Native American Heritage Commission (NAHC) and PRC 5097.98 shall be followed.

CUL-10 **Resource Assessment and Continuation of Work Protocol.** Upon discovery, the tribal and/or archaeological monitor/consultant/consultant will immediately divert work at a minimum of 150 feet and place an exclusion zone around the burial. The monitor/consultant(s) will then notify the Tribe, the qualified lead archaeologist, and the construction manager who will call the coroner. Work will continue to be diverted while the coroner determines whether the remains are Native American. The discovery is to be kept confidential and secure to prevent any further disturbance. If the finds are determined to be Native American, the coroner will notify the NAHC as mandated by state law who will then appoint a Most Likely Descendent (MLD).

CUL-11 **Kizh-Gabrieleno Procedures for Burials and Funerary Remains**. If the Gabrieleno Band of Mission Indians – Kizh Nation is designated MLD, the following treatment measures shall be implemented. To the Tribe, 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 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.

CUL-12 **Treatment Measures.** Prior to the continuation of ground-disturbing activities, the land owner shall arrange a designated site location within the footprint of the Project for the respectful reburial of the human remains and/or ceremonial objects. In the case where discovered human remains cannot be fully documented and recovered on the same day, the remains will be covered with muslin cloth and a steel plate that can be moved by heavy equipment placed over the excavation opening to protect the remains. If this type of steel plate is not available, a 24-hour guard should be posted outside of working hours. The Tribe will make every effort to recommend diverting the Project and keeping the remains in situ and protected. If the Project cannot be diverted, it may be determined that burials will be removed. The Tribe will work closely with the qualified archaeologist to ensure that the excavation is treated carefully, ethically and respectfully. If data recovery is approved by the Tribe, documentation shall be taken which includes at a minimum detailed descriptive notes and sketches. Additional types of documentation shall be approved by the Tribe for data recovery purposes. Cremations will either be removed in bulk or by means as necessary to ensure completely recovery of all material. If the discovery of human remains includes four or more burials, the location is considered a cemetery and a separate treatment plan shall be created. Once complete, a final report of all activities is to be submitted to the Tribe and the NAHC. The Tribe does NOT authorize any scientific study or the utilization of any invasive diagnostics on human remains. Each occurrence of human remains and associated funerary objects will be stored using opaque cloth bags. All human remains, funerary objects, sacred objects and objects of cultural patrimony will be removed to a secure container on site if possible. These items should be retained and reburied within six months of recovery. The site of reburial/repatriation shall be on the Project site but at a location agreed upon between the Tribe and the landowner at a site to be protected in perpetuity. There shall be no publicity regarding any cultural materials recovered.

CUL-13 **Professional Standards.** Archaeological and Native American monitoring and excavation during construction projects will be consistent with current professional standards. All feasible care to avoid any unnecessary disturbance, physical modification, or separation of human remains and associated funerary objects shall be taken. Principal personnel must meet the Secretary of Interior standards for archaeology and have a minimum of 10 years of experience as a principal investigator working with Native American archaeological sites in southern California. The Qualified Archaeologist shall ensure that all other personnel are appropriately trained and qualified.

CUL-14 **Inadvertent Discoveries of Human Remains/Funerary Objects.** In the event that any human remains are discovered within the Project area, ground-disturbing activities shall be suspended 100 feet around the resource(s) and an Environmentally Sensitive Area (ESA) physical demarcation/barrier constructed. The on-site lead/foreman shall then immediately who shall notify SMBMI, the applicant/developer, and the Lead Agency. The Lead Agency and the applicant/developer shall then immediately contact the County Coroner regarding the discovery. If the Coroner recognizes the human remains to be those of a Native American, or has reason to believe that they are those of a Native American, the Coroner shall ensure that notification is provided to the NAHC within twenty-four (24) hours of the determination, as required by California Health and Safety Code § 7050.5 (c). The NAHC-identified Most Likely Descendant (MLD), shall be allowed, under California Public Resources Code § 5097.98 (a), to (1) inspect the site of the discovery and (2) make determinations as to how the human remains and funerary objects shall be treated and disposed of with appropriate dignity. The MLD, Lead Agency, and landowner agree to discuss in good faith what constitutes "appropriate dignity" as that term is used in the applicable statutes. The MLD shall complete its inspection and make recommendations

within forty-eight (48) hours of the site visit, as required by California Public Resources Code § 5097.98. Reburial of human remains and/or funerary objects (those artifacts associated with any human remains or funerary rites) shall be accomplished in compliance with the California Public Resources Code § 5097.98 (a) and (b). The MLD in consultation with the landowner, shall make the final discretionary determination regarding the appropriate disposition and treatment of human remains and funerary objects. All parties are aware that the MLD may wish to rebury the human remains and associated funerary objects on or near the site of their discovery, in an area that shall not be subject to future subsurface disturbances. The applicant/developer/landowner should accommodate on-site reburial in a location mutually agreed upon by the Parties. It is understood by all Parties that unless otherwise required by law, the site of any reburial of Native American human remains or cultural artifacts shall not be disclosed and shall not be governed by public disclosure requirements of the California Public Records Act. The Coroner, parties, and Lead Agencies will be asked to withhold public disclosure information related to such reburial, pursuant to the specific exemption set forth in California Government Code § 6254 (r).

CUL-15 **Human Remains.** 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.

4.6 – Energy

Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption or energy resources, during project construction or operation?	☐	☐	☑	☐
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	☐	☐	☑	☐

CARB Low Carbon Fuel Standard Regulation

CARB initially approved the Low Carbon Fuel Standard (LCFS) regulation in 2009, identifying it as one of the nine discrete early action measures in its original 2008 Scoping Plan to reduce California's GHG emissions. Originally, the LCFS regulation required at least a 10% percent reduction in the carbon intensity of California's transportation fuels by 2020 (compared to a 2010 baseline). On September 27, 2018, CARB approved changes to the LCFS regulation that require a 20% reduction in carbon intensity by 2030. These regulatory changes exceed the assumption in CARB's 2017 Climate Change Scoping Plan, which targeted an 18% reduction in transportation fuel carbon intensity by 2030 as one of the primary measures for achieving the state's GHG 2030 target.

According to the *GHG Report*, the California Department of Tax and Fee Administration, statewide taxable sales figures indicate a total of 13,822 million gallons of gasoline and 3,142 million gallons of diesel fuel were sold in California in 2021. Although exact estimates are not available by county, the *GHG Report* indicates that San Bernardino County accounted for approximately 6.5% and 9.0% of total statewide gasoline and diesel sales, respectively, in 2020.

Renewable Portfolio Standard Program

In 2002, California established its Renewables Portfolio Standard (RPS) Program, with the goal of increasing the percentage of renewable energy in the state's electricity mix to 20 percent of retail sales by 2017. The *2003 Integrated Energy Policy Report* recommended accelerating that goal to 20 percent by 2010, and the *2004 Energy Report Update* further recommended increasing the target to 33 percent by 2020. The state's *Energy Action Plan* also supported this goal. In 2006 under Senate Bill 107, California's 20 percent by 2010 RPS goal was codified. The legislation required retail sellers of electricity to increase renewable energy purchases by at least one percent each year with a target of 20 percent renewables by 2010. Publicly owned utilities set their own RPS goals, recognizing the intent of the legislature to attain the 20 percent by 2010 target.

On November 17, 2008, Governor Schwarzenegger signed Executive Order S-14-08 requiring "all retail sellers of electricity shall serve 33 percent of their load with renewable energy by 2020." The following

year, Executive Order S-21-09 directed the California Air Resources Board, under its AB 32 authority, to enact regulations to achieve the goal of 33 percent renewables by 2020.

In October 2015, Governor Brown signed Senate Bill 350 to codify ambitious climate and clean energy goals. One key provision of SB 350 is for retail sellers and publicly owned utilities to procure "half of the state's electricity from renewable sources by 2030."

The State's RPS program was further strengthened by the passage of SB 100 in 2018. SB 100 revised the State's RPS Program to require retail sellers of electricity to serve 50% and 60% of the total kilowatt-hours sold to retail end-use customers be served by renewable energy sources by 2026 and 2030, respectively, and requires 100% of all electricity supplied come from renewable sources by 2045.

On a regional level, The *GHG Report* inducates Southern California Edison (SCE) is the electricity utility provider in the Project region. In 2021, SCE sold approximately 82,048 million kilowatt-hours (kWh) of electricity and approximately 43% of the electricity that SCE delivered to customers came from carbon-free resources, including solar energy (approximately 15%), wind energy (approximately 10%), and geothermal energy (approximately 6%). In comparison, the *GHG Report* indicates Southern California Gas Company (SCGC) provides natural gas service in the Project region and is the principal distributor of natural gas in Southern California for residential, commercial, and industrial uses. The annual sale of natural gas by SCGC to all of its users in 2022 was approximately 5.23 million kiloBritish Thermal Units (kBtu).

Note: The analysis provided below is based on use of the California Emissions Estimator Model (CalEEMod) Version 2020.4.0 in the Energy Analysis[10] prepared by MIG in June 2023 (Appendix A).

a) **Less than Significant Impact.** Implementation of the Project would increase the demand for electricity and natural gas at the project site and gasoline consumption in the region during construction and operation. These potential increases are discussed in more detail below.

It should be noted the Energy and Greenhouse Gas Emissions (GHG) Study prepared by MIG (Appendix A) included a number of "project design features" that were included in the analysis of energy and GHG impacts (i.e., they are not mitigation measures). These features, which are based on the example best practices identified in the California Attorney General Office's "Warehouse Projects: Best Practices and Mitigation Measures to Comply with the California Environmental Quality Act" document, will be incorporated as conditions of approval for the Project and are summarized in Table 6-1, *Project Energy/GHG Conditions of Approval.*

Table 4.6-9
Project Energy/GHG Conditions of Approval

Project Design Feature	Condition of Approval (COA) Needed	How the COA Reduces Energy and GHG Emissions
Use of Zero Emission On-site Operations Equipment (forklifts, pallet jacks, etc.)	The Applicant will require the use of electric forklifts, pallet jacks, and other cargo/material handling equipment as a lease condition / condition of sale.	The use of electric forklifts and other equipment avoids on-site emissions from diesel-, compressed natural gas- and other fossil-fuel-powered types of this equipment.

Project Design Feature	Condition of Approval (COA) Needed	How the COA Reduces Energy and GHG Emissions
Cool/Reflective Roof Materials	The Applicant has designed the proposed Project to include the use of light colored roofing materials with a solar reflective index (SRI) not less than 78.	The use of light colored roofing materials reduces heat gain and energy usage associated with building heating and cooling systems.
Solar-ready Building Roof	The Applicant has designed the proposed building's roof to facilitate and optimize the future installation of a solar photovoltaic (PV) system.	The installation of solar PV system will reduce facility energy demand and indirect emissions associated with energy production.
Cool Pavements	The Applicant has designed the Project's parking areas and drive aisles to be constructed with a solar-reflective cool pavement (concrete).	The use of solar-reflective cool pavements reduces heat island effects that can lead to increased demand for energy in building heating and cooling systems.
Electrical Rooms	The Applicant has designed the proposed building's electrical maintenance rooms to be 25% larger than required for the current building design.	The installation of a larger electrical room supports the future installation and expansion of emissions reduction infrastructure such as solar PV systems, alternative space and water heating systems, electric vehicle/truck charging equipment, etc.
Off-road Equipment Selection	The Applicant shall require construction bid, contract, procurements, and other similar documents including a requirement for the contractor to use the highest rated California Air Resources Board (CARB) engine tier technology available at the time of construction unless proof is provided that such equipment is not available and cannot be reasonably obtained from other sources within the jurisdiction of the SCAQMD.	The use of late-model off-road equipment meeting CARB and U.S. EPA Tier 3 and Tier 4 emissions standards (either through the original equipment manufacturer or the use of retrofit devices that reduce specific pollutant emissions) reduces construction emissions and potential pollutant concentrations at sensitive receptor locations.

Project Design Feature	Condition of Approval (COA) Needed	How the COA Reduces Energy and GHG Emissions
Electric-powered hand tools, forklifts, and pressure washers	The Applicant shall require construction bid, contract, procurements, and other similar documents including a requirement for the contractor to electric-powered hand tools, forklift, and pressure washers during Project construction. The Applicant shall also require the construction contractor to designate an area where electric-powered construction vehicles and equipment can charge.	The use of electric-powered hand tools, forklifts, and pressure washers on-site emissions from diesel-, compressed natural gas- and other fossil-fuel-powered types of this equipment.
Electric Service During Construction	The Applicant shall require construction bid, contract, procurements, and other similar documents including a requirement for the contractor to provide temporary electrical utility service to the construction site and limit the use of diesel-powered generators.	Connecting to electric service during construction and limiting the use of diesel-powered generators minimizes on-site emissions during construction.

Electricity

Construction. Temporary electric power would be required for lighting and electronic equipment (e.g., computers) located in trailers used by the construction crew. In addition, onsite electrical hookups are used to power handheld construction equipment such as saws, nailguns, drills, etc. Project construction is estimated to require approximately 2,222 kiloWatt hours (kWh) of electricity for worker trips. However, the electricity used for such activities would be temporary and would have a negligible contribution to the Project's overall energy consumption.

Operation. During operation of the new warehouse, the Project would consume electricity from appliance operation, general building systems (e.g., lighting, heating, ventilation, and air conditioning (HVAC) equipment, and outdoor lighting. Based on estimates generated by CalEEMod, the proposed Project would consume approximately 1,426,594 kWh per year of electricity. In 2021, SCE sold approximately 82,048 million kWh of electricity to all its customers so Project consumption would equal less than 0.002% of SCE service supplies in 2021. The proposed Project would be required to comply with the standards contained in the CalGreen Code (i.e., Part 11 of the Title 24 Building Code) that requires the warehouse building constructed at the site meet energy efficiency standards that improve upon those from previous years. Title 24 standards include limits on lighting levels and fixtures, amount and type of air conditioning that can be provided, hot water heating, and reduced consumption standards for electric appliances.

Electricity would also be consumed by the operation of electric vehicles by future workers and customers traveling to and from the site. As estimated in CalEEMod, based on the trip generation rates and trip distances provided for in the Urban Crossroads traffic memorandums / SCAQMD guidance document, the proposed Project is anticipated to generate approximately 3,769,501 vehicle miles

traveled (VMT) on an annual basis. The average fuel economies and vehicle fleet mix attributable to the proposed Project were used to estimate the amount of electricity consumed from vehicle trips associated with the proposed Project. The Project is estimated to consume approximately 19,017 kWh of electricity from vehicle fuel consumption on an annual basis (see Appendix A). The estimating of electricity used by vehicles is a relatively recent occurrence generated by the increase in electric passenger vehicles, although electric onsite equipment such as forklifts and "yard hogs" is much more common. Electric vehicles and equipment must been safety and energy efficiency standards promulgated by the Federal Occupational Safety and Health Administration (OSHA). Therefore, the use of electricity by vehicles on and off the Project site is considered to be efficient and not wasteful.

The proposed Project would also indirectly benefit from other, regulatory actions taken at the state level. For example, SB 100 requires 60% of the power purchased by California come from renewable sources by 2030. SB 100 further requires all retail electricity be carbon-free by 2045, and SB 1020 sets an interim target of having 90% of supplied retail electricity be carbon-free by 2035. Based on these state-wide mandates, electricity consumed at the site will become more and more green (e.g., not requiring the burning of fossil fuels), which will lead to the more efficient use of energy resources.

Although electricity would increase at the site under implementation of the Project, the proposed facility would be designed to the 2022 Title 24 Building Code standards, and benefit from other actions taken at the State level. Furthermore, as discussed in Section 2.8, Project Characteristics (Project Design Features). the proposed Project includes site features that support the future installation of the electrical infrastructure necessary to support EV charging at truck docks in the future, which would support the transition to zero-emission trucks / near zero-emission trucks over the next few decades. For these reasons, the electricity consumed by the Project is not considered to be inefficient or wasteful.

Natural Gas

Construction. Natural gas consumption is not anticipated during construction of the Project. Fuels used for construction would generally consists of diesel and gasoline, which are discussed in the next subsection. Any amounts of natural gas that may be consumed during Project construction would be nominal and would have a negligible contribution to the Project's overall energy consumption.

Operation. Natural gas consumption would be required during operation of the Project for various purposes, such as hot water and building HVAC. Based on estimates generated by CalEEMod, the proposed Project would consume approximately 4,684,741 thousand British Thermal Units (kBTU) per year of natural gas. The annual sale of natural gas by SCGC to all of its users in 2022 was approximately 5,230 million kBTU, therefore, the Project would consume less than 0.001 of SCGC's annual service in the region. Although natural gas consumption would increase at the site under implementation of the Project, the building envelope, HVAC, lighting, and other systems, would likely be more efficient than other warehouses in the area, because of the energy efficiency requirements outlined in the 2022 Title 24 Building Code. For example, Title 24 sets energy consumption limits for appliances such as furnaces and ovens that use natural gas which makes them very efficient to older less efficient models in use in older facilities. Therefore, the natural gas that would be consumed by the Project is not considered to be inefficient or wasteful.

Diesel and Gasoline Fuel

Construction. Diesel and gasoline fuels, also referred to as petroleum in this subsection, would be consumed throughout construction of the Project. Fuel consumed by construction equipment would be the primary energy resource consumed over the course of construction, and VMT associated with the transportation of construction materials (e.g., deliveries to the site) and worker trips to and from the site

would also result in petroleum consumption. Whereas on-site, heavy-duty construction equipment and delivery trucks would predominantly use diesel fuel, construction workers would generally rely on gasoline-powered vehicles to commute to and from the Project site.

The operation of heavy-duty, off-road equipment associated with Project construction would consume approximately 10,533 gallons of diesel fuel. Worker, vendor, and hauling trips associated with Project construction are estimated to consume approximately 17,944 and 9,907 gallons of gasoline and diesel fuel, respectively. In total, Project construction is estimated to require approximately 17,944 gallons of gasoline and 20,440 gallons of diesel.

The *GHG Report* indicates that San Bernardino County accounted for approximately 898.5 million gallons of gasoline and 282.8 million gallons of diesel fuel sales in the state in 2020. Project construction would therefore represent 0.002% of the gasoline sold in the state and 0.007% of the diesel fuel sold in the state in 2020. On- and off-road petroleum-powered vehicles/equipment would be subject to various rules and regulations at the federal and state levels. On the federal level, on-road vehicles would be subject to the SAFE Vehicles Rule. On the state level, off-road equipment at the site would also be required to comply with CARB's Airborne Toxic Control Measures, which restricts heavy-duty diesel vehicle idling to five minutes. In addition, the efficiency of petroleum use is related to numerous other state-wide regulations and programs, such as the LCFS (on- and off-road vehicles/equipment), ACC Program (on-road passenger vehicles), and ACT Program (on-road trucks). In addition, on the local level (i.e., immediate Project-level) project design features contained in the Air Quality and Health Risk Assessment Report prepared for the proposed Project, would require the use of later engine model years (i.e., equipment meeting U.S. EPA and CARB Tier III Final Emission Standards). Since petroleum use during construction would be temporary and is a necessary component when conducting development activities, it would not be wasteful or inefficient. Note that Project Design Features are detailed in Section 2.8, Project Characteristics (Project Design Features).

Operation. Gasoline and diesel would be consumed during operation of the proposed Project. Both forms of petroleum fuel would be consumed from future workers and customers traveling to and from the site. As estimated in CalEEMod, based on the trip generation rates and trip distances provided for in the Urban Crossroads traffic memorandums / SCAQMD guidance document, the proposed Project is anticipated to generate approximately 3,769,501 VMT on an annual basis. Based on the average fuel economies and vehicle fleet mix attributable to the proposed Project, vehicle trips associated with the proposed Project are estimated consume approximately 25,320 and 275,459 gallons of gasoline and diesel, respectively, on an annual basis. These fuel consumption estimates are based on vehicle efficiency in 2024, and would decrease in future years as trucks become more fuel-efficient and zero emission vehicle (ZEV) trucks are more commonly available and used within San Bernardino County.

The *GHG Report* indicates that San Bernardino County accounted for approximately 898.5 million gallons of gasoline and 282.8 million gallons of diesel fuel sales in the state in 2020. Project operation would therefore represent 0.002% of the gasoline sold in the state and 0.02% of the diesel fuel sold in the state in 2020.

There are numerous regulations in place that require and encourage fuel efficiency. For example, CARB has adopted an approach to passenger vehicles by combining the control of smog-causing pollutants and GHG emissions into a single, coordinated package of standards. The approach also includes efforts to support and accelerate the number of plug-in hybrids and ZEVs in California. In addition, per the requirements identified in SB 375, CARB adopted a regional goal for the SCAG region of reducing per-capita GHG emissions from 2005 levels by 8% by 2020 and 19% by 2035 for light-duty passenger vehicles. The SB 375 goal would help reduce emissions from worker and customers trips at the site. The proposed Project would also benefit from actions taken at the state level with regard to the ACT

Program and Sustainable Freight Plan. The implementation of these programs will help reduce the number of diesel trucks on California roadways and improve the fuel efficiency of those diesel trucks that remain in operation. Accordingly, operation of the Project is expected to decrease the amount of petroleum it consumes in the future due to advances in fuel economy.

Although the Project would increase petroleum use in the region during construction and operation, the calculations above indicate the amount would be a small fraction of the statewide use, and would have its overall fuel consumption decrease over time. As such, petroleum consumption associated with the Project would not be considered inefficient or wasteful and would result in less than significant energy use impacts and no mitigation is required.

b) **Less than Significant Impact.** The proposed Project would not conflict with nor obstruct a state or local plan adopted for the purposes of increasing the amount of renewable energy or energy efficiency. As discussed above, the project would be subject to the California Title 24 Building Code energy efficiency standards for non-residential buildings, which would help reduce energy consumption. Equipment and vehicles associated with construction and operation of the project would also be subject to fuel standards at the state and federal level. The project would inherently benefit from programs implemented to achieve the goals of the Sustainable Freight Plan, such as the turnover of older, less fuel-efficient trucks, as fuel economy standards are rolled out and ZEV trucks becomes more widely available and cost-effective for business. The Project would not conflict with nor obstruct a state or local plan for renewable energy or energy efficiency. Impacts would be less than significant and no mitigation is required.

4.7 – Geology and Soils

Would the project:

	Potentially Significant Impact	Less Than Significant 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:				
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 (1997), 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?	☐	☑	☐	☐

An updated comprehensive geotechnical constraints report[11] was prepared for the Project site by Southern California Geotechnical dated September 7, 2022 (*Geo Report*, **Appendix D1**). An Infiltration Report[12] was also prepared by SCG dated September 8 2022 (**Appendix D2**).

a.i) **Less than Significant Impact.** The Project site is not located in a known fault zone, however, there are numerous regional faults[13] in and surrounding the City of Highland. The southern branch of the San Andreas fault runs through the northern portion of Highland and the San Bernardino Mountains, although the Project site is southwest of this fault zone. Additionally, the San Jacinto fault zone is located approximately 4.5 miles southwest of the City of Highland, and the Project site is northeast of this fault. The Project is located in an area subject to strong ground shaking from earthquakes, and significant damage to structures during a large earthquake may occur.[14] Structures should be designed to resist collapse and provide reasonable protections from injury. Adhering to the design and repair requirements adopted from the 2019 California Building Code (CBC)[15] will be sufficient for protecting persons and structures from potential significant impacts. With this regulatory compliance, impacts are determined to be less than significant and no mitigation is required.

a.ii) **Less than Significant Impact.** The Project site is subject to strong groundshaking given its proximity to fault zones and Southern California location. The *Geo Report* indicates the site could be subject to horizontal ground acceleration of 0.871 g or almost 90% of the force of gravity exerted horizontal to the ground surface (acceleration at 1.0 second period or S_1). Per the City's General Plan, the potential for ground shaking and seismic-related damages are less significant the farther a development is from the San Andreas fault zone.[16]

The Project is subject to the seismic design standards of the CBC, and while structures may be damaged during earthquakes, adherence to these design requirements will minimize damage to property within the structure, as they are designed to not collapse, and thus protect occupants of those structures as well. The CBC is intended to provide minimum requirements to prevent major structural failure and loss of life. With regulatory compliance with the CBC, potential impacts due to strong ground shaking would be less than significant and no mitigation is required.

a.iii) **Less than Significant Impact.** Liquefaction is a form of ground failure that occurs when soil transforms from a solid state to liquefied condition due to intense seismic ground shaking. Liquefaction typically occurs in loose granular materials, with saturated silt and clay contents, at shallow groundwater tables less than 50 feet from the surface. Part of the City of Highland is susceptible to liquefaction and ground failure from seismically induced ground shaking. However, the City's General Plan indicates that the Project site is not located in an area with a high susceptibility to liquefaction.[17] Most of Highland, including the Project site, is located over the San Bernardino portion of the Upper Santa Ana Valley groundwater basin, also referred to as the Bunker Hill Subbasin.[18] Groundwater wells in Highland near the Project site have been recorded as having a depth below ground surface between 200 and 500 feet, significantly deeper than wells typically susceptible to liquefaction and ground failure.[19]

The *Geo Report* states the San Bernardino County Land Use Plan, Geologic Hazard Overlays, Redlands Quadrangle, FH31C, indicates that the Project site is not located within a zone of liquefaction susceptibility. In addition, the subsurface conditions at the boring locations are not considered to be conducive to liquefaction. These conditions generally consist of medium-dense to very dense, well-graded, granular soils, and no evidence of a historic high ground water table within the upper 50 feet of

the ground surface. Based on the mapping performed by San Bernardino County and the conditions encountered at the boring locations and documented in the *Geo Report*, liquefaction is not considered to be a design concern for this Project.[20]

The *Geo Report* indicates that the Project area is not susceptible to subsidence in soils below the zone of removal during construction operations[15]. Ground subsidence is estimated to be 0.1 foot but the actual amount will vary depending on the machinery and frequency of use. Impacts will be less than significant per the *Geo Report,* and the Project will be required to comply with the recommendations of the *Geo Report*. With this regulatory compliance, impacts will be less than significant and no mitigation is required.

a.iv) **No Impact.** The City's General Plan outlines areas in Highland susceptible to landslides which are in the foothill areas of the San Bernardino Mountains. The Project site is generally flat and not located in an area with a high susceptibility to landslide or ground subsidence.[15] There will be no impacts and no mitigation is required.

b) **Less than Significant Impact.** Topsoil is used to cover surface areas for the establishment and maintenance of vegetation due to its high concentrations of organic matter and microorganisms. The Project site is vacant and located in an already developed area of Highland, so there is the potential to expose surface soils to wind and water erosion during construction activities and moving vehicles. However, wind erosion would be minimized through soil stabilization measures required by SCAQMD Rule 403 (Fugitive Dust), such as daily watering. Water erosion would be prevented through the City's standard erosion control practices required pursuant to the CBC and the National Pollution Discharge Elimination System (NPDES) regulations, such as silt fencing, fiber rolls, or sandbags. Following Project construction, the site itself would consist of mostly impervious surfaces and landscaping. Impacts related to soil erosion would be less than significant with implementation of existing regulations and no mitigation is required.

c) **Less than Significant Impact.** Lateral spreading is the downslope movement of surface sediment due to liquefaction in a subsurface layer. The downslope movement is due to a combination of gravity and ground shaking. Lateral spreading has been observed to generally take place toward a free face (i.e. retaining wall, slope, or channel) and to a lesser extent on ground surfaces with a very gentle slope. As previously discussed, the Project site is in an area with a low susceptibility to liquefaction, and thus a low potential for lateral spreading to occur on the Project site.[15] The Project site is vacant and located in a flat developed area, and any soil instability on the Project site would not be cause for a landslide (see also discussion under Threshold 5.7.a.iv above).

The *Geo Report* conducted on the Project site determined that development was feasible with consideration to seismic design standards outlined in the CBC.[15] The Project is required to be constructed in accordance with the CBC and the recommendations of the *Geo Report.* These actions are considered regulatory compliance and not unique mitigation under CEQA. Therefore, regulatory compliance would limit hazard impacts arising from unstable soils to less than significant levels and no mitigation is required.

d) **No Impact.** The Geo Study determined that near-surface soils in the Project site are non-expansive, and so there are no design considerations warranted for expansive soils.[15] No impacts will occur.

e) **No Impact.** The Project area is served by the City's municipal sewer system.[21] The proposed Project would connect to this system and would not require use of septic tanks. No impact will occur.

f) **Less than Significant with Mitigation Incorporated.** The Project site consists of nine previously disturbed parcels and a number of light industrial, truck storage, and residential structures were removed from the site in December 2022. Any buried paleontological resources would likely have been already been uncovered or destroyed during these activities. However, it is still possible that fossiliferous materials may be found at depth below the site during Project grading.

In the event that paleontological materials are uncovered, **Mitigation Measures GEO-1 through GEO-4** are recommended to reduce potentially significant impacts to previously undiscovered paleontological resources and/or unique geological features that may be accidentally encountered during Project implementation to a less than significant level. With implementation of the recommended mitigation measures, potential impacts to paleontological resources will be reduced to less than significant levels as a result of construction of the proposed warehouse.

Mitigation Measures

GEO-1 **Conduct Paleontological Sensitivity Training for Construction Personnel.** The Applicant shall retain a professional paleontologist, who meets the qualifications set forth by the Society of Vertebrate Paleontology, shall conduct a Paleontological Sensitivity Training for construction personnel prior to commencement of excavation activities. The training will include a handout and will focus on how to identify paleontological resources that may be encountered during earthmoving activities, and the procedures to be followed in such an event; the duties of paleontological monitors; notification and other procedures to follow upon discovery of resources; and, the general steps a qualified professional paleontologist would follow in conducting a salvage investigation if one is necessary.

GEO-2 **Conduct Periodic Paleontological Spot Checks During Grading and Earth-moving Activities.** The Applicant shall retain a professional paleontologist, who meets the qualifications set forth by the Society of Vertebrate Paleontology, shall conduct periodic Paleontological Spot Checks beginning at depths below six (6) feet to determine if construction excavations have extended into older Quaternary deposits. After the initial Paleontological Spot Check, further periodic checks will be conducted at the discretion of the qualified paleontologist. If the qualified paleontologist determines that construction excavations have extended into the older Quaternary deposits, construction monitoring for Paleontological Resources will be required. The Applicant shall retain a qualified paleontological monitor, who will work under the guidance and direction of a professional paleontologist, who meets the qualifications set forth by the Society of Vertebrate Paleontology. The paleontological monitor shall be present during all construction excavations (e.g., grading, trenching, or clearing/grubbing) into the older Pleistocene alluvial deposits. Multiple earth-moving construction activities may require multiple paleontological monitors. The frequency of monitoring shall be based on the rate of excavation and grading activities, proximity to known paleontological resources and/or unique geological features, the materials being excavated (native versus artificial fill soils), and the depth of excavation, and if found, the abundance and type of paleontological resources and/or unique geological features encountered. Full-time monitoring can be reduced to part-time inspections if determined adequate by the qualified professional paleontologist.

GEO-3 **Cease Ground-Disturbing Activities and Implement Treatment Plan if Paleontological Resources Are Encountered.** In the event that paleontological resources and or unique geological features are unearthed during ground-disturbing activities, ground-disturbing activities shall be halted or diverted away from the vicinity of the find so that the find can be evaluated. A buffer area of at least 50 feet shall be established around the find where

construction activities shall not be allowed to continue until appropriate paleontological treatment plan has been approved by the Applicant and the City. Work shall be allowed to continue outside of the buffer area. The Applicant and City shall coordinate with a professional paleontologist, who meets the qualifications set forth by the Society of Vertebrate Paleontology, to develop an appropriate treatment plan for the resources. Treatment may include implementation of paleontological salvage excavations to remove the resource along with subsequent laboratory processing and analysis or preservation in place. At the paleontologist's discretion and to reduce construction delay, the grading and excavation contractor shall assist in removing rock samples for initial processing.

GEO-4 **Prepare Report Upon Completion of Monitoring Services.** Upon completion of the above activities, the professional paleontologist shall prepare a report summarizing the results of the monitoring and salvaging efforts, the methodology used in these efforts, as well as a description of the fossils collected and their significance. The report shall be submitted to the Applicant, the City, the Natural History Museums of Los Angeles County, and representatives of other appropriate or concerned agencies to signify the satisfactory completion of the Project and required mitigation measures.

4.8 – Greenhouse Gas Emissions

Would the project:

	Potentially Significant Impact	Less Than Significant 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?	☐	☐	☑	☐

Note: The analysis provided below is based on use of the California Emissions Estimator Model (CalEEMod) Version 2020.4.0 as outlined in the Greenhouse Gas Emissions Analysis[10] performed by MIG in June 2023 (See Appendix A).

a) **Less than Significant Impact.** Gases that trap heat in the atmosphere and affect regulation of the Earth's temperature are known as greenhouse gases (GHGs). GHG that contribute to climate change are a different type of pollutant than criteria or hazardous air pollutants because climate change is global in scale, both in terms of causes and effects. Some GHG are emitted to the atmosphere naturally by biological and geological processes such as evaporation (water vapor), aerobic respiration (carbon dioxide), and off-gassing from low oxygen environments such as swamps or exposed permafrost (methane); however, GHG emissions from human activities such as fuel combustion (e.g., carbon dioxide) and refrigerants use (e.g., hydrofluorocarbons) significantly contribute to overall GHG concentrations in the atmosphere, climate regulation, and global climate change. The 1997 United Nations' Kyoto Protocol international treaty set targets for reductions in emissions of four specific GHGs

– carbon dioxide, methane, nitrous oxide, and sulfur hexafluoride – and two groups of gases – hydrofluorocarbons and perfluorocarbons. These GHG are the primary GHG emitted into the atmosphere by human activities. The six most common GHG's are described below.

- Carbon Dioxide (CO_2)
- Methane (CH4)
- Nitrous oxide (N2O)
- Sulfur hexafluoride
- Hydrofluorocarbons (HFCs) and
- Perfluorocarbons (PFCs).

GHG emissions from human activities contribute to overall GHG concentrations in the atmosphere and the corresponding effects of global climate change (e.g., rising temperatures, increased severe weather events such as drought and flooding). The potential for a GHG to absorb and trap heat in the atmosphere is considered its global warming potential (GWP). The reference gas for measuring GWP is CO_2, which has a GWP of one. By comparison, CH_4 has a GWP of 25, which means that one molecule of CH_4 has 25 times the effect on global warming as one molecule of CO_2. Multiplying the estimated emissions for non-CO_2 GHGs by their GWP determines their carbon dioxide equivalent (CO_2e), which enables a project's combined global warming potential to be expressed in terms of mass CO_2 emissions.

SCAQMD GHG Thresholds

The proposed Project would generate GHG emissions from both short-term construction and long-term operational activities. As described in more detail below, the Project would not generate GHG emissions that exceed SCAQMD-recommended GHG thresholds. In order to provide guidance to local lead agencies on determining the significance of GHG emissions in their CEQA documents, the SCAQMD convened the first GHG Significance Threshold Working Group (Working Group) meeting on April 30, 2008. To date, the SCAQMD has not adopted a numerical threshold for determining the significance of GHG emissions in the Basin; however, as an interim threshold based on guidance provided in the CAPCOA *CEQA and Climate Change* handbook, the SCAQMD has considered adopting and recommending for use a non-zero threshold that captures approximately 90 percent of emissions from future development. The latest threshold developed by SCAQMD in 2019 using this interim method is 10,000 Metric Tons of CO2 equivalents ($MTCO_2e$) per year for industrial projects.

The SCAQMD's interim 10,000 $MTCO_2e$ per year for industrial land uses was intended to address GHG emissions through the Year 2020, consistent with AB 32 GHG emissions reduction goals at the state level. Since the proposed Project would become operational as early as 2024 (i.e., four years after 2020), the 10,000 $MTCO_2e$ per year interim threshold is not directly applicable to the proposed Project. As such, in addition to the 10,000 $MTCO_2e$ per year interim threshold, this analysis also uses a Project-specific GHG emissions goal of 6,000 $MTCO_2e$ per year, which demonstrates progress towards the state's next GHG emission reduction goal in 2030 (i.e., 40 percent below 1990 levels by 2030).

The 6,000 $MTCO_2e$ per year goal was developed by taking the SCAQMD's 10,000 $MTCO_2e$ per year, which was the threshold to reduce emissions back to 1990 levels, and reducing it by 40 percent (10,000 $MTCO_2e$/yr (1 - 0.4) = 6,000 $MTCO_2e$/yr). This reduction is consistent with the GHG reductions required under SB 32. This linear reduction approach oversimplifies the threshold development process. The City is not adopting nor proposing to use 6,000 MTCO2e as a CEQA GHG threshold for general use; rather, it is only intended for to provide additional context and information on the magnitude of the proposed Project's GHG emissions.

Project GHG Emissions

The proposed Project would generate GHG emissions from both short-term construction and long-term operational activities. As described in more detail below, the proposed Project would not generate short-term or long-term emissions that exceed the SCAQMD GHG interim threshold of 10,000 $MTCO_2e$ per year or the Project-specific goal of 6,000 $MTCO_2e$ per year.

Construction. Construction activities would generate GHG emissions primarily from equipment fuel combustion as well as worker, vendor, and haul trips to and from the Project site during demolition, site preparation, grading, building construction, paving, and architectural coating activities. Construction activities would cease to emit GHG upon completion, unlike operational emissions that would be continuous year after year. Accordingly, the SCAQMD recommends amortizing construction GHG emissions over a 30-year period and including them with operational emissions estimates. This normalizes construction emissions so that they can be grouped with operational emissions and compared to appropriate thresholds, plans, etc. GHG emissions from construction of the proposed Project were estimated using CalEEMod, Version 2020.4.0 based on the anticipated construction schedule and construction activities. The proposed Project's total construction emissions, as estimated using CalEEMod V.2020.4.0, are shown in Table 4.8-1, *Construction GHG Emissions*.

Table 4.8-10
Construction GHG Emissions

Construction Year	GHG Emissions (MT/YR)			
	CO_2	CH_4	N_2O	CO_2e
2023	326.4	0.1	<0.1	332.6
2024	4.4	0.1	<0.1	4.4
Total	326.4	0.1	<0.1	332.6
Amortized (over 30 years)	8.2	0.1	<0.1	8.3

Source: Table 6-2, MIG 2023 (Appendix A)

Operations. Once operational, the proposed Project would generate emissions of GHG from area, energy, mobile, water/wastewater, and solid waste sources. The proposed Project's operational GHG emissions are shown in Table 4.8-2, *Operational GHG Emissions*.

Table 4.8-11
Operational GHG Emissions

Source	GHG Emissions (MT/YR)[1]			
	CO_2	CH_4	N_2O	$MTCO_2e$
Mobile	3,335.6	0.2	0.4	3,471.8
Area	<0.1	<0.1	0.0	<0.1
Energy	137.0	<0.1	<0.1	137.8
Waste	46.4	2.7	0.0	115.0
Water	134.2	1.8	<0.1	193.2
Amortized Construction	8.2	<0.1	<0.1	8.3
Total	**3,597.2**	**4.8**	**0.5**	**3,926.0**
SCAQMD 2020 Interim Threshold				10,000
Project-specific 2030 GHG Emissions Goal				6,000
SCAQMD Interim Threshold or Project-specific Goal Exceeded?				No

Source: Table 6-3, MIG 2023 (Appendix A)
[1] <0.1 means that emissions are greater than zero but less than 0.05.

As shown in Table 4.8-2, the proposed Project's potential increase in GHG emissions would be below the SCAQMD's 2020 interim threshold for industrial land uses of 10,000 $MTCO_2e$ per year, as well as the Project-specific goal of 6,000 $MTCO_2e$ that demonstrates progress toward the State's 2030 GHG emission reduction goals. Therefore, the proposed Project would not generate GHG emissions that have the potential to exceed SCAQMD thresholds. Impacts would be less than significant and no mitigation is required.

It should also be noted the Energy and Greenhouse Gas Emissions (GHG) Study prepared by MIG (Appendix A) included a number of "project design features" that were included in the analysis of energy and GHG impacts (i.e., they are not mitigation measures). These features, which are based on the example best practices identified in the California Attorney General Office's "Warehouse Projects: Best Practices and Mitigation Measures to Comply with the California Environmental Quality Act" document, will be incorporated as conditions of approval for the Project and are summarized in Table 6-1, *Project Energy/GHG Conditions of Approval,* in Section 4.6, *Energy*.

b) **Less than Significant Impact.** The proposed Project would not conflict with CARB's Scoping Plan, Sustainable Freight Plan, ACT Program, or regional RTP/SCS. The Project's consistency with these plans is described in more detail below.

CARB Scoping Plan

The *2022 Climate Change Scoping Plan* is CARB's primary document used to ensure State GHG reduction goals are met. The *2022 Climate Change Scoping Plan's* primary objective is to identify the measures needed to achieve the 2030 reduction target established under SB 32 and have the state achieve carbon neutrality by 2045, as established by AB 1279. The major elements of the plan are generally geared toward actions either CARB or other state entities will pursue, such as, but not limited to:

- Creation and future implementation of the Carbon Capture, Removal, Utilization, and Storage Program required by SB 905.

- Reducing embedded GHG emissions in supplied retail electricity by increasing the amount of electricity generated and supplied to the grid from renewable resources, consistent with the requirements identified in SB 100 and SB 1020 (i.e., 60% by 2030, 90% by 2035, 95% 2040, and 100% by 2045).
- Expansion of non-petroleum fueling stations across the state to support the transition to electric, hydrogen, and other alternatively-powered vehicles (e.g., through AB 2127 and SB 1075) while also increasing the use of mass transit, carpooling, and other trip reduction measures (e.g., through the implementation of SB 375).
- Leverage the capacity of California's natural and working lands to function as a sink for carbon emissions. Specifically, AB 1757 requires the CNRA, in collaboration with CARB, other state agencies, and an expert advisory committee, to determine a range of targets for natural carbon sequestration, and for nature-based climate solutions, that reduce GHG emissions in 2030, 2038, and 2045. This is supported by SB 27, which requires CNRA to establish Natural and Working Lands Climate Smart Strategy, and for CARB to established specified CO_2 removal targets for 2030 and beyond.

Many of the measures identified in the *2022 Scoping Plan Update* are not applicable at the proposed Project's level; rather, the success of the plan primarily relies upon the State's actions to uphold and implement existing legislation and develop new plans and strategies to sequester, trap, and store emitted carbon emissions. Although most of these measures would be implemented at the State level, the GHG reductions achieved by these state measures would be realized at the local level. For example, regardless of actions taken by the City of Highland or County of San Bernardino, emissions generated through gasoline combustion in motor vehicles within the county would produce less GHG in 2030 than they do now. Similarly, the electricity consumed by on-site sources (e.g., lighting, building systems, etc.) would become greener over time as the State's RPS increases, consistent with the benchmarks established in SB 100 and SB 1020.

In addition to State measures, Appendix D to CARB's *2022 Scoping Plan Update* identifies potential actions that could be undertaken at a local level to support the State's climate goals. These actions primarily relate to preparing and implementing a qualified Climate Action Plan (CAP) at the local level. Appendix D goes on to provide specific recommendations regarding the types of measures the qualified CAPs should consider to align local actions with those being undertaken at the state-level. Section 3.2.1 of Appendix D also outlines project attributes for residential and mixed-use projects to qualitatively determine consistency with the *2022 Scoping Plan*. It does not, however, include specific criteria for qualitatively evaluating the consistency of other land uses (e.g., industrial) or air permitting with the *2022 Scoping Plan Update*. The proposed Project would not conflict with nor obstruct implementation of the *2022 Scoping Plan Update*.

Sustainable Freight Plan and ACT Program

The proposed Project would conflict with neither the Sustainable Freight Plan nor the ACT Program. Although the proposed Project would include the use of diesel trucks during operation, the Sustainable Freight Plan and ACT Program would be implemented at the state-level. Furthermore, the proposed Project includes sites features that support the future installation of the electrical infrastructure necessary to support EV charging at truck docks in the future, which would support the transition to zero emission trucks / near zero emission trucks over the next few decades. The proposed Project's GHG emissions would benefit (i.e., be reduced) over the long-term as older, less fuel-efficient, and higher polluting engines are decommissioned and replaced by newer, cleaner engines and ZEV trucks.

Southern California Association of Governments RTP/SCS

The Connect SoCal is the growth strategy and transportation plan whose primary intent is to demonstrate how the SCAG region will meet its GHG reduction target through the year 2045. Many of the measures included in the RTP/SCS are focused on: the expansion of, and access to, mass transit (e.g., light rail, commuter rail, bus rapid transit, etc.); planning growth around livable corridors; and locating new housing and job growth in high quality transit areas. Collectively, these land use plans, in conjunction with measures at the state-level to improve fuel efficiency standards, are designed to meet CARB's goal for the SCAB region for reducing per capita GHG emissions in the region by eight percent by 2020—compared with 2005 levels—and by 19 percent by 2035 (CARB, 2018).

The definitions of a "transit priority area" (TPA) and a "high quality transit corridor" are as follows:

* **TPA** is 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 (CA Public Resource Code Section 21064.3). It also includes major transit stops that are included in the applicable regional transportation.

* **HQTC** is a corridor with fixed route bus service with service intervals no longer than 15 minutes during peak commute hours.

The proposed Project is not located in a TPA nor is it located in a HQTA. While the Project would generate approximately 642 new daily trips, this quantity of trips would not cause a substantial increase in total citywide or regional VMT according to the SBCTA guidelines (Urban Crossroads, 2023). The Project meets VMT screening criteria. In addition, the Project is an industrial warehouse, which would not conflict with housing land use strategies contained in the RTP/SCS. For these reasons, the Project would not conflict with or otherwise obstruct implementation of Connect SoCal.

San Bernardino County Regional Greenhouse Gas Reduction Plan

The Project's GHG emissions would not conflict with the Regional Greenhouse Gas Reduction Plan (Reduction Plan). The Project would be consistent with the General Plan policies that form the basis for Highland's emission reduction measures in the Reduction Plan. In addition, the Project contains design features, as described in Section 2.8, Project Characteristics (Project Design Features), that support the goals of the Reduction Plan. Therefore, the Project would be consistent with the Reduction Plan.

City of Highland General Plan

The City's General Plan contains the following goals and policies related to GHG emissions:

In March 2006, the Highland City Council adopted the General Plan. The Conservation and Open Space Element and Community Design Element of the General Plan contains the following goals and policies related to energy consumption (City of Highland 2006):

Goal 5.17: Encourage site design practices that reduce and conserve energy use

- Policy 1. Encourage energy and environmentally sustainable designs— such as "Green Development Standards"—in the design and approval of new projects.
- Policy 2. Orient buildings on the site to maximize the natural ventilation provided by prevailing breezes.

- Policy 3. Incorporate passive solar design techniques including building orientation, energy-saving materials, roof overhangs, and window and door placement.
- Policy 4. Increase minimum building insulation standards.
- Policy 5. Encourage landscape design that cools buildings and blocks solar rays, such as the planting of deciduous trees on south and west facing elevations, and give Title 24 credit for landscaping.
- Policy 6. Channel runoff to permeable surfaces through the design of roofs and rain gutter systems and drainage courses.
- Policy 7. Encourage energy-efficient retrofitting of existing buildings, where practical, throughout the City including assisting applicants in the installation of more efficient HVAC (heating, ventilation, air conditioning) systems.
- Policy 8. Distribute and participate in incentive programs for incorporation of solar and photovoltaic panels (active solar) into existing or new buildings.

Goal 5.19: Continue to support air quality planning through land use policies, outreach efforts and coordination with regional air quality agencies.

- Policy 7. Encourage employers to develop trip reduction plans to promote alternative work schedules, ridesharing, telecommuting and work at-home programs, employee education and preferential parking.
- Policy 13. Continue comprehensive efforts to reduce energy consumption.

Goal 10.12: Encourage development that is energy efficient and environmentally sustainable.

- Policy 1. Encourage landscaping practices that increase energy efficiency and conserve natural resources such as:
- Policy 2. Planting trees and incorporating landscaped berms to provide shade and wind buffering
- Policy 3. Using native and drought-tolerant landscaping ("xeriscaping") and drip irrigation to conserve water resources.
- Policy 4. Encourage designs that channel runoff to permeable surfaces.
- Policy 5. Encourage transit-oriented, infill development to make efficient use of existing land.
- Policy 6. Encourage site planning and building orientation that maximizes solar and wind resources for cooling and heating.

The evaluation of GHG emissions in Section 4.8.a above, plus the Project Design Features outlined in Section 2.8, Project Characteristics, demonstrate that the proposed Project will be consistent with these various goals and policies of the City General Plan relative to the reduction of GHG emissions. Therefore, impacts will be less than significant and no mitigation is required.

4.9 – Hazards and Hazardous Materials

Would the project:

	Potentially Significant Impact	Less Than Significant 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 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 Phase I Environmental Site Assessment[22] was prepared for the Project site dated March 1, 2022 (*Phase I ESA*). In addition, a Phase II Subsurface Investigation Report[23] was prepared and dated March 31, 2022 (*Phase II ESA*). Finally, a Soil Management Plan[24] was prepared dated June 28, 2022. All of these reports were prepared by Partner Engineering and Science, Inc., and are included in Appendix (E). The information in this section related to hazards and hazardous materials (hazmat) is based on the analysis provided in the *Phase I ESA* and *Phase II ESA* Reports.

a) **Less than Significant with Mitigation Incorporated.** Implementation of the Project could create significant hazards as a result of the routine transport, use, or disposal of hazardous materials during the construction of the proposed Project and subsequent operation of the Project.

Construction Impacts

Due to past industrial and automotive activities, the *Phase I ESA* found evidence of a number of conditions involving hazardous materials (hazmat) on the Project site. The report found significant oil staining, a potential concrete sump, suspected asbestos-containing materials and lead-based paints in older buildings, at least four residential septic tanks, and a former water well. The report found nine former underground storage tanks (USTs) that were removed in 1997 under the supervision of the San Bernardino County Fire Department (SBCFD). Closure letters were issued by the SBCFD for these facilities in 1997. The report also found a fuel dispenser island and canopy were not removed from the site but no soil samples were taken at the time of removal of the USTs.

Project construction activities would involve the temporary use and transport of fuels, equipment, earth and building materials, among other potentially hazardous materials. A Phase II Subsurface Investigation Report (*Phase II ESA*) was conducted to ascertain the potential impact of petroleum hydrocarbons (TPH-cc) and fuel-related volatile organic compounds (VOCs) to soil from potential releases from the hydraulic lifts and fuel dispenser island. The *Phase II ESA* found one of the soil samples tested from the site indicated a release of TPH-cc and fuel-related VOCs exceeding regulatory guidelines but concluded it did not represent a significant environmental condition.

The *Phase I ESA* also recommended that any UST piping that still remains onsite near the former dispenser island and canopy would need to be removed during grading. Any areas where subsurface hazmat conditions are found would need to have soil sampling and testing done to assure there were no health hazards for the planned industrial uses.

If still present after past demolition activities, the removal, clean up, and proper disposal of contaminated areas identified by the Phase I and II ESAs on the Project site will be required per **Mitigation Measure HAZ-1**. Per the Soil Management Plan, onsite soils tested were determined to be within regulatory guidelines for TPH and fuel-related VOCs. Impacts to the surrounding area through the disposal of onsite hazardous materials and waste would be less than significant. The Project will be in the jurisdiction, and in compliance, of the Environmental Protection Agency (EPA) and County of San Bernardino, which manage the inspection, regulation, transportation, use, and disposal of hazardous materials in Highland. Per the City's General Plan, the Project site and proposed project will be in compliance with federal, state, and local regulations pertaining to safe transport, use, handling, and disposal of hazardous materials. Impacts will be less than significant and no additional mitigation is required.

The contractor would be required to develop and adhere to a Health and Safety Plan pursuant to California state Health and Safety Code Chapter 6.95, Division 20 (§§ 25500-25532) which would minimize potentially hazardous effects of handling potentially hazardous materials during construction.

Construction operations would require the removal, clean up, and proper disposal of hazmat materials found on the Project site.

The above-ground buildings and improvements previously identified in the *Phase I ESA* were removed from the site in December 2022. However, preparation of the site to support the proposed light industrial warehousing development would require removal and confirmatory testing of contaminated areas. Therefore, **Mitigation Measure HAZ-1** is recommended to implement the various recommendations of the *Phase I ESA, Phase II ESA, and Soil Management Plan* reports.

Operational Impacts

With regard to Project operation, the site is zoned as Business Park, which are designated for light industrial, research and development, and office uses. The proposed Project is a warehouse, meant for the storage and movement of materials. The specific materials moved through the proposed warehouse site are unknown prior to its construction. In compliance with the San Bernardino County Hazardous Waste Management Plan (HWMP), the City of Highland requires businesses that use or generate hazardous materials to keep an inventory of the amounts and types on-site. The transport, use, and/or disposal of hazardous materials is not associated with or expected with this Project. The Project will generate limited amounts of Household Hazard Waste (HHW), wastes prohibited or discouraged from being disposed of at local landfills. The San Bernardino County Fire Protection District operates a Household Hazardous Waste Program, with 14 permanent HHW collection facilities. These facilities will allow easy disposal of any HHW generated on-site. Further, the Project will be in compliance of Chapter 16.40.130 "Hazardous Materials Management" of the Highland Municipal Code, which regulates the use and disposal of hazardous materials by businesses in Highland. Following local regulations and strategies, the use of common household hazardous materials, created waste, and their disposal do not present a substantial health risk to the community.

With implementation of the recommended mitigation measure, plus regulatory compliance regarding any hazmat found during grading, the Project would not create any significant hazards to the public or the environment through the routine transport, use, or disposal of hazardous materials either during construction or operation of the Project. Impacts would be less than significant with mitigation.

Mitigation Measures

HAZ-1 **Hazardous Materials Remediation.** Prior to issuance of a building permit, the applicant shall document that the site has been remediated based on the recommendations included in the Phase I Environmental Site Assessment (*Phase I ESA*) prepared for the Project site dated March 1st, 2022 and the Phase II Subsurface Investigation Report (Phase II ESA) prepared and dated March 31, 2022. Both reports were prepared by Partner Engineering and Science, Inc., and are included in Appendix E of the IS/MND. This measure shall be implemented to the satisfaction of the City Planning Division in consultation with the San Bernardino County Fire Department, Hazardous Materials Division (as the County's Consolidated Unified Program Agency or CUPA), County Department of Public Health, California Department of Toxic Substances Control (DTSC), and other regulatory agencies if or as needed. Prior to issuance of a building permit, the applicant shall submit a closure report documenting the various hazardous materials characterization studies, their conclusions and recommendations, and all remediation activities for identified hazmat conditions.

Due to the age of the recently demolished buildings, there may still be asbestos-containing materials (ACMs) and/or lead-based paints (LBPs) present. These are considered Business

Environmental Risks (BERs) and sampling of possible ACMs and LBPs will need to be done on any remaining demolition materials onsite if they are present prior to grading. Other BERs identified on the Project site include oil spillage in former auto-maintanence areas, four septic tanks systems, and a potential concrete sump. Oil-stained soils shall be disposed of if encountered, the sump and septic tanks removed and abandoned with regard to applicable regulatory requirements.

Once all remaining demolition waste has been removed from the site, onsite soils shall be tested to determine if or to what degree they can be used for Project grading based on regulatory standards for industrial buildings. Prior to issuance of a grading permit, the applicant shall demonstrate to the satisfaction of the City Engineer that the onsite soils meet appropriate regulatory standards for industrial properties.

b) **Less than Significant Impact.** According to the State Water Resources Control Board Geotracker website[27], there are no open cases of leaking underground storage tanks (LUST) on the Project site. Former USTs on site were removed in 1997. As previously discussed, the Phase I ESA identified two hydraulic lifts on-site as recognized environmental conditions (RECs), which refer to the presence of hazardous substances in, on, or at the Project site due to a release or potential release into the environment. The southern hydraulic lift was reported to have had a leak for many years, and a fuel dispenser island was leftover from one of the removed USTs. A subsequent Phase II Subsurface Investigation Report tested soil samples to evaluate the potential impacts of petroleum hydrocarbons and fuel-related VOCs from a release from these conditions. None of the samples tested contained concentrations of TPH-cc and VOCs exceeding regulatory guidelines. It was concluded there was no release of environmental concern in the area. During construction operations, a Soil Management Plan is recommended to protect workers in case subsurface areas of concern are identified during redevelopment. Impacts would be less than significant in regards to the subsurface release of hazardous materials into the environment.

Development on the Project site began in the 1930s with several residential structures, and in 1975 a commercial structure was built. Between 1985 and 89 more commercial buildings were built and expanded. However, in 2022 the structures were demolished and materials removed from the site. Due to the age of the demolished buildings, there may still asbestos-containing materials (ACMs) and/or lead-based paints (LBPs). These are considered Business Environmental Risks (BERs) and sampling of possible ACMs and LBPs will need to be done of any remaining demolition materials onsite prior to grading. Other BERs identified on the Project site include oil spillage in former auto-maintanence areas, four septic tanks systems, and a potential concrete sump. Oil stained soils should be disposed of if encountered, the sump and septic tanks removed and abandoned with regard to local requirements. Impacts to the public through the accidental release of hazardous materials would be less than significant with diligent sampling and removal methods taken.

c) **Less than Significant with Mitigation Incorporated.** There are no public or private Kindergarten through 12th grade schools within a quarter mile of the Project site. The closest public school to the Project site is the Landershim Elementary School located 1.2 miles to the southeast. The Highland Headstart facility is a private child daycare center located at the southwest corner of 5th Street and Central Avenue. However, the facility has an outdoor playground area enclosed in fencing on the property. The Headstart property is a pre-school and located 850 feet west of the Project site. There are no public or private schools or educational facilities within a quarter mile of the Project site, but there is one pre-school facility within a quarter mile of the site. Based on the preceding analysis, the Project does not represent a significant health risk or hazard to the pre-school facility or program with implementation of **Mitigation Measure HAZ-1** outlined in Section 4.9(a). Therefore, impacts will be reduced to less than significant levels with implementation of the recommended mitigation.

d) **No Impact.** The proposed Project site is not located on a site listed on the state *Cortese List*, a compilation of various sites throughout the state that have been compromised due to soil or groundwater contamination from past uses.[25] Based upon review of the *Cortese List*, the Project site is not:

- listed as a hazardous waste and substance site by the Department of Toxic Substances Control (DTSC),[26]
- listed as a leaking underground storage tank (LUST) site by the State Water Resources Control Board (SWRCB),[27]
- listed as a hazardous solid waste disposal site by the SWRCB,[28]
- currently subject to a Cease and Desist Order (CDO) or a Cleanup and Abatement Order (CAO) as issued by the SWRCB,[29] or
- developed with a hazardous waste facility subject to corrective action by the DTSC.[30]

The Project site is not on any governmental databases associated with the Cortese List so there will be no impact and no mitigation is required.

e) **Less than Significant Impact.** The Project site is located about a mile from the northeastern corner of a runway of the San Bernardino International Airport (SBIA). The airport is located on the former Norton Air Force Base, outside of the City of Highland in the City of San Bernardino. The SBIA is used mostly for cargo shipment although passenger flights have recently started at the airport. The next closest airport is Redlands Municipal Airport located approximately 6.3 miles southeast of the Project site.

Highland has no direct authority over nearby airports, and as such, plans and regulations created by local, state, and federal airport authorities inform land use planning in Highland. San Bernardino County has delegated each airport proprietor to create individual Airport Land Use Compatibility Plans, rather than establish an Airport Land Use Commission. The San Bernardino International Airport Authority (SBIAA) is a State-created authority that serves as the owner, developer, and operator of that airport's aviation functions.

The Project site is zoned as Business Park (BP) allowing for light industrial uses, wholesaling, and/or warehousing in an enclosed building. The 5th Street Corridor is zoned for BP uses specifically because of its proximity to the SBIA, and its potential to create business and employment opportunities. The Project site will be developed and operated in cooperation with the SBIAA, and will not encroach on airport property. The Project site is outside of the SBIAA noise contour maps and will not expose persons residing or working in the Project area to excessive airport safety hazards.

The proposed Project will adhere to Highland's Municipal Code, Chapter 8.50 Noise Control and Title 16 Land Use and Development. The Project site lies within the 65dB Community Noise Equivalent Level noise contour of the airport and will not exceed the CNEL range from 65 to 70 dB, the level of noise acceptable for people in the vicinity of an airport as set by California's Airport Noise Regulations.

The proposed Project will adhere to noise and safety policies set in the Highland's General Plan Airport and Noise Elements. The warehouse building is proposed to exceed the City's height requirements for the Business Park zone (48 vs. 35 feet), so a major variance for construction is included in the requested entitlements from the City of Highland. The FAA has already issued a "No Effect" letter for the Project indicating it will not result in safety risks to the airport. In addition, the Noise Report indicates the Project can meet the City's indoor and outdoor noise guidelines with standard methods of industrial building

construction (Appendix G). Therefore, the Project will not pose an increased safety hazard or create an abundance of noise that is not acceptable for areas in proximity to an airport. Therefore, any impacts will be less than significant and no mitigation is required.

f) **Less than Significant Impact.** Per California Fire and Building Codes, sufficient space will have to be provided around the buildings for emergency personnel and equipment access and emergency evacuation. The Project includes 10-foot landscaping setbacks and 20-foot building setbacks around the parking stalls and proposed building so as not to interfere with emergency access to and evacuation from the facility. Construction operations conducted at the Project site will not significantly impede the flow of traffic on major evacuation routes in and around the City of Highland, which include Highways 10, 210, and 215. The Project would not impair implementation of or physically interfere with an adopted emergency response plan or evacuation plan because no permanent public street or lane closures are proposed. Construction work in the street associated with the Project would be limited to a nominal potential traffic diversion. Project impacts would be less than significant and no mitigation is required.

g) **Less than Significant Impact.** The Project Site is not located within or near any State Responsibility Areas[31] or other wildland areas. The nearest such area is located east outside of the City of Highland. Any potential impacts related to wildland fire would be less than significant and no mitigation is required.

4.10 – Hydrology and Water Quality

Would the project:

	Potentially Significant Impact	Less Than Significant 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 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 off-site;	☐	☐	☑	☐
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 Preliminary Water Quality Management Plan[32] (*WQMP*) was prepared for the Project by Kier + Wright Engineers dated February 27, 2023 (**Appendix F**).

a) **Less than Significant Impact.** The Project site is zoned as Business Park (BP), meant for light industrial development, warehousing, wholesaling, and other commercial or manufacturing purposes. By their nature, these kind of facilities require a significant amount of parking, truck-staging and vehicle circulation, in addition to the building facilities themselves. This in turn increases the amount of impermeable surfaces and the amount of flows into storm drains, even with the addition of landscaping coverage around the Project site.

The Project site is currently vacant but was previously developed and used for light manufacturing and equipment storage. The Project includes the construction of a warehouse building and associated parking and landscape improvements. A Water Quality Management Plan (WQMP) was prepared to comply with the requirements of the City of Highland and the NPDES Areawide Stormwater Program. Five distinct drainage areas were identified on the Project site. Two drainage areas, on the west and east sides of the building along 3rd Street, direct surface flows to inlets, where runoff is collected in an underground stormwater drainage pipeline, and moved to two (2) underground infiltration systems, the larger system (#1) on the north and the smaller system (#2) on the west. Storms, where runoff exceeds the capacity of these infiltration systems, will be directed to a new connected 3rd Street storm drain line. In addition, hydrodynamic separators are proposed as pre-treatment Best Management Practices (BMPs), located upstream of the underground infiltration systems. The City has a standard Condition of Approval requiring the Project to prepare and comply with a WQMP approved by the City. According to the NPDES Areawide Storwater Program, a project's compliance with the WQMP helps assure that project will not result in significant regional water quality impacts or violate any water quality standard or discharge requirements.

The *WQMP* also requires non-structural and structural source control Best Management Practices (BMPs) to be incorporated to reduce pollution from the Project. Non-structural BMPs to be incorporated into the Project include, but are not limited to: education of property owners, tenants, and occupants on contents of WQMP; activity restrictions; irrigation and pesticide management BMPs; BMP maintenance; a site-specific Spill Contingency Plan; compliance with Local Water Quality Ordinances; a litter/debris control program; drainage facilities inspected, cleaned, and maintained annually; and loading docks, driveways, and parking lots regularly cleaned and swept. Structural BMPs to be incorporated into the Project include: storm drain system stenciling and signage; construction of outdoor trash and waste storage areas; efficient landscape design and irrigation systems; landscaped areas at a minimum of 1 inch below the curb, sidewalk, or pavement; and dock areas maintained and swept. All BMPs included as part of the Project *WQMP* are required to be maintained through regular scheduled inspection and maintenance.

The Project is also subject to preventative low-impact development (LID) site design requirements. Design features intended to comply with these requirements will include disconnecting impervious areas, preserving existing drainage patterns, maximizing the natural infiltration capacity, and prohibiting heavy construction vehicles from unnecessary soil compaction.

The Project will be required to adhere to all Santa Ana Regional Water Quality Control Board (SARWQCB) permitting requirements for construction and NPDES standards for stormwater runoff. With adherence to SARWQCB permitting requirements and NPDES standards, implementation of non-structural and structural BMPs, and adherence to LID design requirements, impacts to water quality standards or waste discharge requirements will be less than significant.

b) **Less than Significant Impact.**

Free water was not found beneath the Project and any subsurface waters were determined to be at a depth in excess of 35 feet. The nearest monitoring well is located approximately 2,000 feet southeast of the Project site. Readings indicate a high of 52 feet below the ground's surface in October 1984. The most recent reading available via the Geotracker website was from June 2016 which showed a depth to groundwater of approximately 220 feet below ground surface with an inferred flow direction to the south. The low water tables recorded indicate the Project will have a less than significant impact on groundwater supplies.

There is a nearby former landfill site in the northeast corner of the San Bernardino International Airport property is currently overseen by the Department of Toxic Substances Control and the SARWQCB. No disturbance of groundwater is anticipated from the former landfill site or from grading of the Project site. The proposed building footprint and pavement area would increase impervious surface coverage on the site, thereby reducing the total amount of infiltration onsite. However, the proposed Project will have two infiltration systems installed on site, southeast and southwest of the building. The bottoms of these sites will be approximately 10 to 12 feet below the existing site grades and at least 25 feet away from the building and any retaining walls. The Project site is not utilized for groundwater recharge and will include landscaping that will contribute to allow infiltration of surface runoff. The updated infiltration and landscaping will be beneficial. Therefore, development of the Project site will have a less than significant impact on the groundwater table level.

c.i) **Less than Significant Impact.** According to the City of Highland General Plan, Conservation and Open Space Element, the City lies at the base of several regional watersheds, notably the Santa Ana River watershed, with the river located approximately 1.5 miles south of the Project site. However, the river and its tributaries do not intersect the Project site. Further, the Project will not result in the significant alteration of drainages and drainage patterns, as existing onsite drainage facilities will be regularly maintained as stated previously. Proper maintenance of drainage facilities will decrease the likelihood of erosion of sensitive stream habitats, and as such any impacts to streams or rivers near the Project site will be less than significant.

c.ii) **Less than Significant Impact.** No streams traverse the Project site so the Project would not result in the alteration of any stream course. During construction, the Project applicant would be required to comply with drainage and runoff guidelines pursuant to Highland Municipal Code Chapter 16.64.070. With regard to Project operation, construction would increase the net area of impermeable surfaces on the site; therefore, increased discharges to the City's existing storm drain system may occur. Surface runoff associated with the proposed development would be collected on site through multiple drainage areas and infiltration systems, and conveyed to the City's storm drainage system. All drainage plans are subject to City review and approval. The Project site is vacant but zoned Business Park which allows light industrial uses and as a result could increase pollutants entering drainage systems. Pre-treatment BMPs are proposed for two drainage facilities on-site, as well as general non-structural and structural BMPs throughout the Project site, which will assist in protecting downstream water quality. Compliance with local drainage guidelines and implementation of pollutant-related BMPs would make any impacts less than significant.

c.iii) **Less than Significant Impact.** Development of the proposed Project would increase the net area of impermeable surfaces on the site; therefore, increased discharges to the City's existing storm drain system may occur. Runoff will be collected through multiple drainage areas would be collected on site and conveyed to two on-site infiltration system basins and then conveyed to the City's storm drainage system. All drainage plans are subject to City review and approval. The proposed Project is zoned for business park (light industrial) use and could result in substantial pollutant loading. Non-structural and

structural BMPs are required to be incorporated to protect downstream water quality. With proper maintenance of drainage facilities and adherence to BMPs, impacts would be less than significant.

c.iv) **No Impact.** According to flood maps prepared by the Federal Emergency Management Agency (FEMA), the Project site is located in an area designated "Other Flood Area, Zone X"; which is an area encompassing the following criteria: 0.2% annual chance flood; area of 1% annual chance flood with average depths of less than 1 foot or with drainage areas less than 1 square mile; and an area protected by levees from 1% annual chance flood. The Project site is in an area of minimal flood hazard, and will not impede or redirect flood flows. No impacts will occur.

d) **No Impact.** The City is not exposed to tsunami hazards due to its inland location. In addition, according to Figure 6-5 in the Public Health and Safety Element of Highland's General Plan, most of the City is within the dam inundation area of the Seven Oaks Dam. However, the Project site is not located in the dam inundation area, and is located in a 500-year floodplain. As previously stated, according to FEMA, the Project site is in an area of minimal flood hazard. No impacts will occur.

e) **Less than Significant Impact.** The SARWQCB Basin Plan is designed to preserve and enhance water quality and protect the beneficial uses of all regional waters. Development of the proposed Project will be required to adhere to requirements of the Basin Plan. This includes the incorporation of best management practices (BMPs) to protect water quality during construction and operational periods. Per the preliminary WQMP, the proposed Project is required to implement non-structural and structural BMPs to reduce runoff and pollutants entering waterways. Development of the Project site would be subject to all existing water quality regulations and programs, including all applicable construction permits. Existing General Plan policies related to groundwater quality are applicable to the Project. The Conservation and Open Space Element includes policies that would limit potential water quality impacts to surface water and groundwater resources. Implementation of General Plan policies, adherence to the Storm Water Quality Management Plan, and the Regional Basin Plan, would ensure that water quality impacts related to the proposed Project would be less than significant.

4.11 – Land Use and Planning

Would the project:

	Potentially Significant Impact	Less Than Significant 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 land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☐	☑

a) **No Impact.** The Project site is comprised of nine rectangular parcels which until recently were used for various light-industrial or manufacturing uses including, but not limited to, equipment storage, truck parking facilities, single-family residences, and some vacant parcels. The existing uses were demolished in December 2022 and the site is currently vacant. The Project site is surrounded by commercial, industrial, and transportation-related land uses, and will not include the reconfiguration of

existing roadways or streets. Prior to demolition there were several non-conforming single family residences on the site. However, development of the Project will not divide an established community so no impacts will occur.

b) **No Impact.** The Project site is designated for Business Park uses in the General Plan Land Use Element. The proposed Project is located within the City of Highland with the Zoning designation of Business Park (BP). The site is surrounded by light industrial and outdoor storage yards so the proposed warehouse Project would not conflict with existing land uses.

The Project site and surrounding area are zoned as Business Park (BP) which has a height limit of 35 feet. The proposed warehouse will have a finished height of 48 feet which exceeds the established zone height limit. However, the City approved a City-wide Variance Process that allows a maximum height of 50 feet for warehouses1. The Project is requesting such a variance but the increased height will not have a significant impact on public views of the local mountains as outlined in Section 4.1, *Aesthetics*.

The site is not located in a specific plan area, and does not conflict with any other land use plan, policy or regulation of any agency with jurisdiction over the Project adopted for the purpose of avoiding or mitigating an environmental effect. No impact will occur.

4.12 – Mineral Resources

Would the project:

	Potentially Significant Impact	Less Than Significant 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?	☐	☐	☑	☐

a) **Less Than Significant Impact.** According to the City's General Plan, there are 6,052 acres in Highland classified as MRZ-2, indicating that significant mineral deposits are likely to be present. Of this, 2,345 acres of this remain undeveloped. Minerals in Highland are consist mostly of iron, decorative rocks, clay, limestone, sand and gravel. Mineral resources in Highland have been classified as significant by the State Geologist and San Bernardino County. Per the City's General Plan, extraction of minerals is limited to areas where they naturally occur, and those same areas can support new developments. Mineral resource extractions are often ignored in favor of development, as such operations leave scars on the land and produces various forms of pollution to the environment and surrounding community. The Project site is currently vacant but located in an urbanized area of Highland, with various kinds of non-residential developments on and surrounding the property. Following Mineral Resource policies in the City General Plan, the proposed Project will have a less than significant impact on mineral resources available to the City.

b) **Less than Significant Impact.** Mineral resources found in Highland have been deemed significant to the San Bernardino region. The Project site is located in an area designated as a Mineral Resource Zone, MRZ-2, which are areas of which significant mineral deposits are likely to be present. However, the area is zoned Business Park (BP) meant for light industrial uses related to warehousing, wholesaling, and some manufacturing uses. The area is highly urbanized, and is surrounded by areas that would not support the development of mining operations and the subsequent increase in mining related pollution. While development of the Project site would limit the ability of the City to extract mineral resources from the site, the loss would be less than significant to the City.

4.13 – Noise

Would the project:

	Potentially Significant Impact	Less Than Significant 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?	☐	☐	☑	☐

A *Noise Impact Analysis Report*[33] was prepared by MIG, Inc. dated June 8, 2023 to evaluate and document noise levels associated with construction and operation of the proposed industrial warehouse (*NIAR*, ee Appendix G). The information in this section is taken from the *NIAR* for the proposed Project. Additional details regarding how noise is defined and measured can be found in Appendix D. The NIAR measured ambient and predicted future noise levels at several short-term (ST) and long-term (LT) locations around the Project site (see Exhibit 4.13-1, *Noise Monitoring Locations*).

Ambient Noise Levels. The NAIR measured ambient noise levels at and near the Project site and found them to be consistently above 62 dBA L_{eq} during the daytime and evening hours, and above 55 dBA during nighttime hours. Measured noise levels were higher along East 3rd Street (ST-3, ST-4) than West 5th Street (LT-1, ST-1, ST-2, and ST-6) due to higher traffic volumes. The 24-hour noise exposure level at LT-1 was 68.4 dBA CNEL, which is generally consistent with future traffic volumes predicted along West 5th Street in the City's General Plan. Based on observations during the monitoring, vehicle traffic

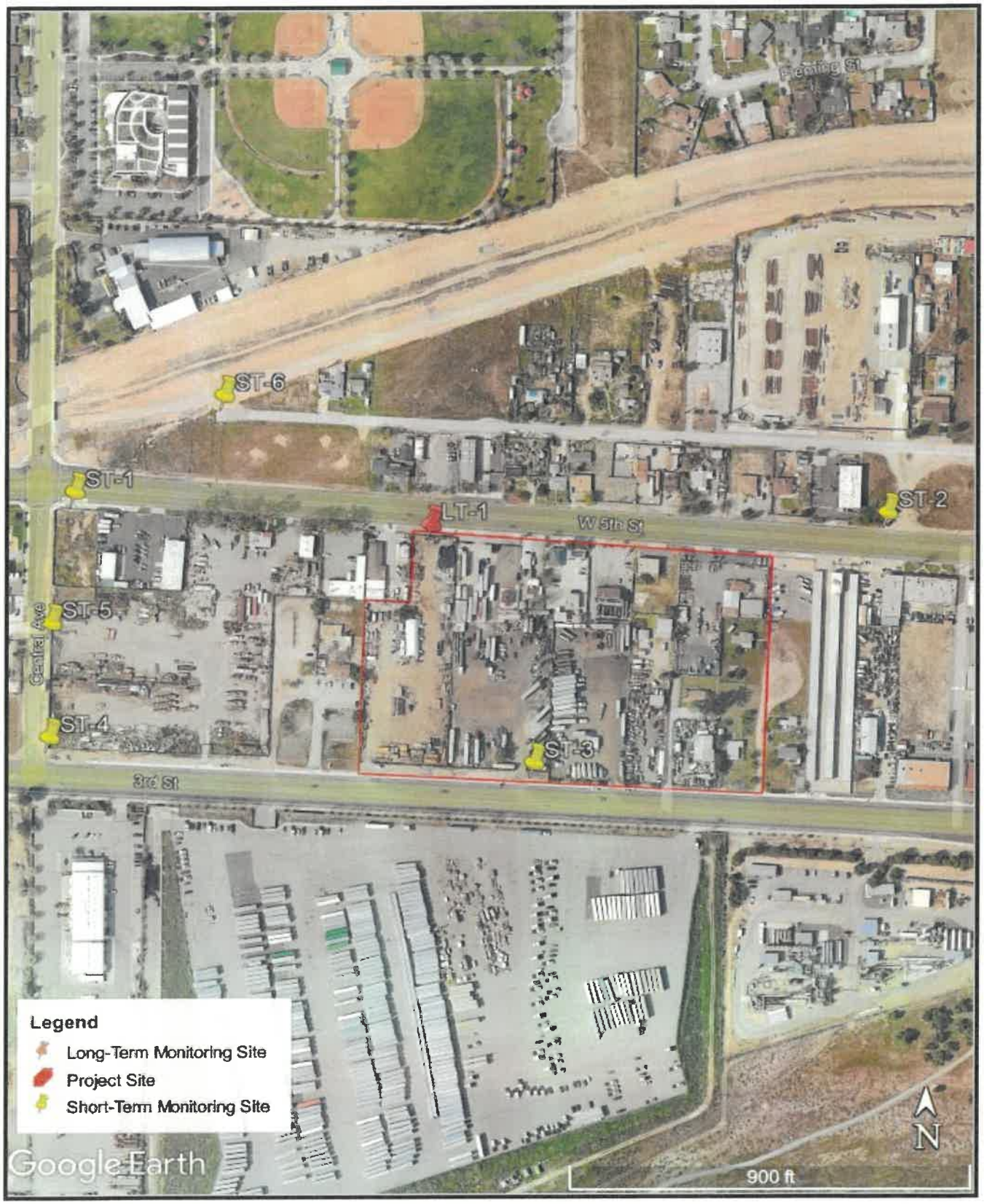


Exhibit 4.13-1 Noise Monitoring Locations

CHIPT Highland East Warehouse Building and Office Space
Highland, California

MIG

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on West 5th Street and East 3rd Street was the predominant noise source near the Project site, with industrial and commercial land use activities and occasional aircraft overflights also contributing to the noise environment.

Sensitive Receptors. Noise-sensitive land uses and receptors are buildings or areas where unwanted sound or increases in sound may have an adverse effect on people or land uses. The City's General Plan identifies that the City considers residential dwellings and institutional uses such as hospitals, convalescent homes, and churches to be sensitive noise receptors and requires that activities conducted in proximity to these facilities must consider the noise output and ensure they don't create unacceptable noise levels that may unduly affect noise-sensitive uses (City of Highland, 2006, p. 7-4). The noise-sensitive receptors near the proposed Project site include:

- Single- and multi-family residences located to the north (across West 5th Street and on Meines Street):
    - The closest single-family receptor is located approximately 110 feet north of the Project site, across West 5th Street. The closest single-family residential receptors on Meines Street is located 310 feet north of the Project site. Each of these receptors is located on land zoned and designated by the City for industrial uses and, therefore, are non-conforming residential uses.
    - The closest multi-family residential receptor is located 950 feet northwest of the Project site, across the intersection of Central Avenue and West 5th Street.
- Institutional uses located to the north (across West 5th Street) and west (across Central Avenue) of the site, including:
    - Highland Head Start Preschool located approximately 765 feet west of the Project site across Central Avenue.

San J. Racadio Library and Environmental Learning Center located approximately 900 feet northwest of the Project site. Exhibit 4.13-1, *Noise Receptor Locations*, shows the locations of the various sensitive receptors around the Project site that were used to estimate noise impacts from Project construction and operation.

a) **Less than Significant with Mitigation Incorporated.** The applicant anticipates the construction of the proposed Project could begin as early as the 3rd quarter of 2023 and take approximately 13 months to complete. The development of the approximately 11.09-acre site and the construction of the approximately 243,323 square feet industrial warehouse building would require site preparation, grading, trenching, building construction, paving, and architectural coating phases/activities. Soil would be balanced on site. The proposed Project is anticipated to require varying types of equipment throughout the different construction phases including, but not limited to, bulldozers, backhoes, loaders, graders, cranes, and forklifts. Table 4.13-1, *Construction Activities*, summarizes the proposed Project's construction phasing and the typical pieces of heavy-duty, off-road construction equipment that could be used during each phase.

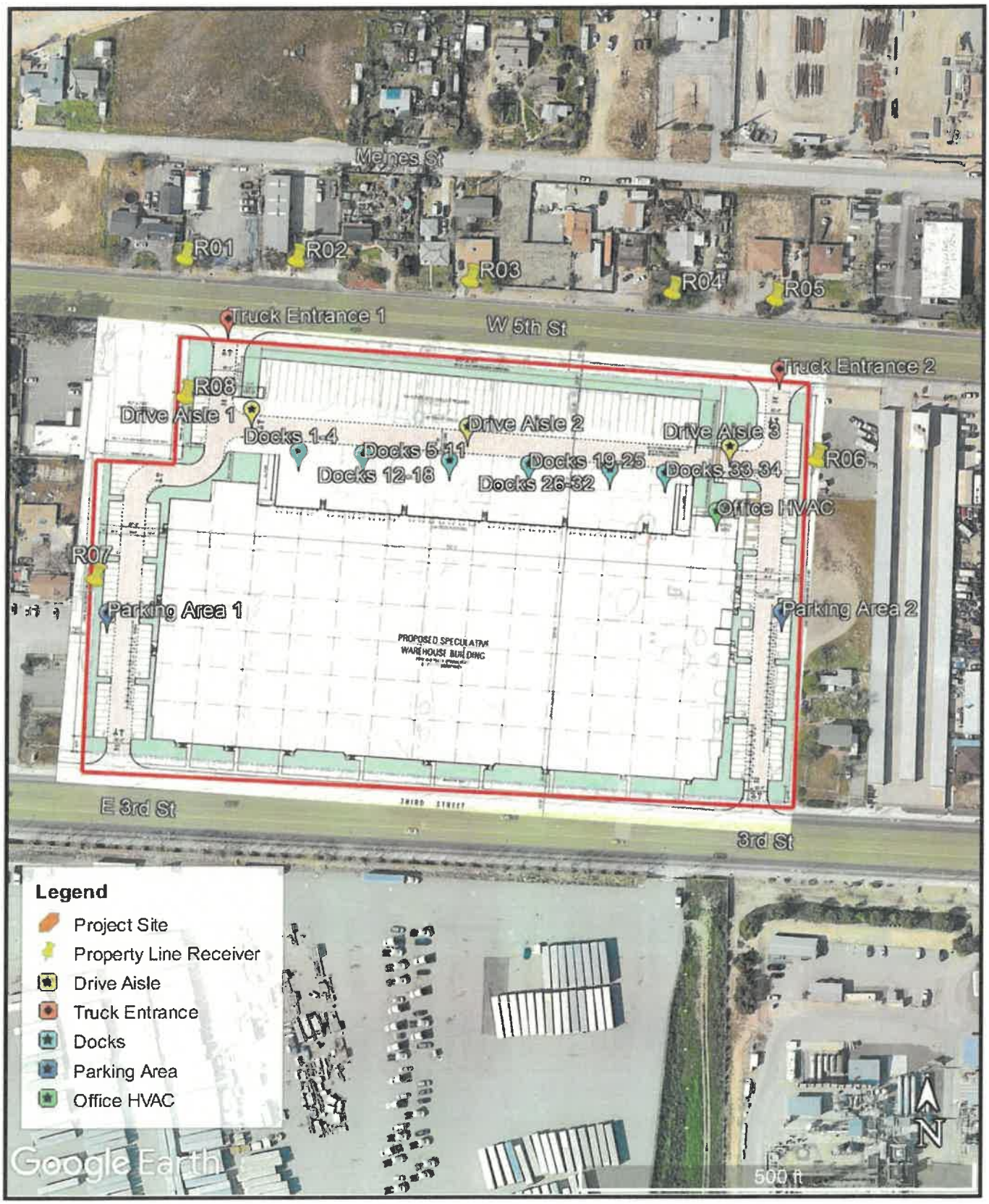


Exhibit 4.13-2 Operational Noise Receptor Locations

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Table 4.13-12
Construction Activities

Construction Activity	Duration (Days)[A]	Typical Equipment Used[B]
Site Preparation	20	Dozer, Tractor/Loader/Backhoe
Grading	20	Excavator, Grader, Dozer, Backhoe
Trenching	60	Trencher, Backhoe
Building Construction	140	Crane, Forklift, Generator, Backhoe, Welder
Paving	10	Paver, Roller, Paving Equipment
Architectural Coating	25	Air Compressor

Source: Table 2-3, MIG 2023 (Appendix G)
1 Days refers to total active workdays in the construction phase, not calendar days.
2 The typical equipment list does not reflect all equipment that would be used during the construction phase. Not all equipment would operate eight hours per day each workday.

Construction Impacts

Construction of the proposed Project would generate noise from heavy equipment operations throughout the Project area. Some heavy equipment would consist of mobile equipment such as a loader, excavator, etc., that would move around work areas; other equipment would consist of stationary equipment (e.g., generators, air compressors) that would generally operate in a fixed location until work activities are complete. Heavy equipment generates noise from engine operation, mechanical systems and components (e.g., fans, gears, propulsion of wheels or tracks), and other sources such as back-up alarms. Mobile equipment generally operates at different loads or power outputs, and produces higher or lower noise levels depending on the operating load. Stationary equipment generally operates at a steady power output that produces a constant noise level. Construction of the proposed Project would also generate noise from vehicle trips, including worker, vendor, and haul truck trips. These trips would occur on the roads that provide access to the Project site, primarily North Perris Boulevard and East Rider Street.

The NIAR estimated the proposed Project's short-term construction-related noise levels using project-specific information and standard noise estimation methodologies recommended by the California Department of Transportation (Caltrans), the Federal Highway Administration (FHWA), and the Federal Transportation Administration (FTA). The results of this modeling, and a discussion regarding the significance of the Project's construction noise and vibration levels, are provided below. Table 4.13-2, *Construction Noise Impacts*, summarizes modeled construction equipment noise levels at residential and non-residential Receptors (R#) in the vicinity of the Project site for each anticipated Project construction activity.

Table 4.13-13
Construction Noise Impacts

Construction Activity	Days	Estimated Noise Level (dBA L_{eq})[1]										
		R01	R02	R03	R04	R05	R06	R07	R08	R09	R10	R11
Site Preparation (Worst Case)	3	78.2	78.2	77.8	77.4	77.1	77.1	77.1	77.1	88.1	83.4	81.5
Site Preparation Typical)	20	66.0	69.2	71.2	71.8	69.9	67.8	65.8	64.6	65.1	65.0	66.4
Grading (Worst Case)	3	81.8	81.8	81.5	81.1	80.7	80.7	80.7	80.7	91.8	87.1	85.2
Grading (Typical)	20	69.7	72.8	74.9	75.4	73.6	71.4	69.5	68.3	68.8	68.7	70.1
Trenching (Typical)	60	67.8	70.6	72.2	72.0	70.2	68.0	68.0	68.0	82.2	72.5	71.7
Building Construction	140	66.7	68.7	69.9	70.0	69.0	67.7	68.0	67.8	78.3	71.5	71.2
Paving (Worst Case)	10	60.1	62.9	64.5	64.3	62.5	60.3	60.3	60.3	74.5	64.8	64.0
Architectural Coating (Typical)	25	53.8	55.7	56.9	57.0	56.1	54.7	55.0	54.8	65.4	58.6	58.3

Source: Table 5-5, MIG 2023 (Appendix G)
[1] **Receptor Locations shown in Exhibit 4.13-2.** Worst case distances are measured between the Project property line and the receptor property line. Typical distances are measured between the center of the site (site preparation and grading) or the east and west parts of the site (trenching, building foundations, building construction, building MEP, and architectural coating) and the receptor property line or building façade.

As shown in Table 4.13-2, the Project's construction noise levels could reach up to 81.8 dBA L_{eq} at residential receptors, and 91.8 dBA L_{eq} at adjacent commercial receptor locations:

- **Residential Receptors (R01, R03, R04, R05, R06, R07, R08):** The modeled worst-case construction noise level at any residential receptor location would be 81.8 dBA L_{eq}. This would occur at the residence located northwest of the Project site (R01), across West 5th Street, during the Project's grading phase. During typical construction periods, construction noise levels would not exceed 76 dBA at any residence on West 5th Street. The estimated temporary increase in daytime noise levels at residential receptor locations could temporarily, under worst-case conditions, be approximately 9.0 dBA L_{eq} to 16.6 dBA L_{eq} with the highest increases occurring at R01 during the grading phase and the lowest increases occurring at R05 to R09 during the site preparation phase. Under typical conditions, the temporary increase in daytime noise levels at residential receptors could range from less than 1.0 dBA L_{eq} during the architectural coating phase to approximately 10.2 dBA L_{eq} during the grading phase.
- **Commercial Receptors (R02, R09, R10, R11):** The modeled worst-case construction noise level at any commercial receptor would be 91.8 dBA L_{eq}. This would occur at the Third Street Tavern adjacent to the Project site (R09) during the Project's grading phase. During typical construction periods, construction noise levels would not exceed 72 dBA at the adjacent crematory (R10) or air conditioning contractor (R11), 79 dBA at the adjacent tavern (R09), and 73 dBA at the drywall contractor across West 5th Street (R02). The estimated temporary increase in daytime noise levels at commercial receptor locations could temporarily, under worst-case conditions, be approximately 8.0 dBA L_{eq} to 32.9 dBA L_{eq} with the highest increases occurring at the tavern (R09). Under typical conditions, the temporary increase in daytime noise levels could range from less than 1.0 dBA L_{eq} during architectural coating to 13.1 dBA L_{eq} during

building construction. Commercial receptors are not considered sensitive receptors because they lack sensitive outdoor use areas where occupants could be exposed to construction noise levels.

The noise level estimates summarized above are based on peak equipment usage during each construction phase. As construction progresses within each phase, less equipment is usually required to perform activities and, therefore, less equipment noise is generated.

The City's Municipal Code does not establish numeric standards for construction noise levels (e.g., 90 dBA L_{eq}). Construction activities are exempt from the City's noise standards (Section 8.50.060.L) but are limited to the hours of 7 AM to 6 PM Monday thru Saturday by the City's General Plan (Goal 7.3, Action 1), with no construction activities performed during city or federal observed holidays (Section 15.48.020.A). Potential construction noise level increases at the sensitive residential land uses, when compared to the existing ambient noise environment, could range from less than 1.0 to up to 16.6 dBA higher than existing conditions, depending on the construction activities undertaken. This temporary increase in daytime exterior noise levels would represent an approximate doubling to tripling of perceived loudness at sensitive receptor locations for a short duration (i.e., site preparation, grading, and paving activities would last approximately 3 months out of the Project's 12-month long construction schedule). The proposed Project would comply with the City Municipal Code's permissible construction activity time period requirements and would not result in prolonged temporary construction noise levels that exceed an applicable standard. This impact would be less than significant.

To further reduce the Project's less than significant construction noise levels, and to reduce the potential for construction activities to interfere or annoy adjacent receptors or otherwise result in a nuisance, **Mitigation Measures NOI-1 through NOI-3** are recommended so the Project will incorporate the most appropriate Best Management Practices to control potential construction noise levels and to help assure potential noise impacts on surrounding uses will remain at less than significant levels.

Mitigation Measures

NOI-1 **Notify Adjacent Land Use of Construction Activities.** During all construction-related activities, the applicant and/or its designated contractor, contractor's representatives, and all other appropriate personnel shall notify adjacent land uses of planned construction activities. This notice shall be provided at least one week prior to the start of any construction activities, describe the construction noise control best management practices to be implemented by the Project, and include the name and phone number of a designated contact for the Applicant and the City of Highland responsible for handling construction-related noise complaints. This notice shall be provided to the owner/occupants of all occupied properties within 250 feet of the Project site.

NOI-2 **Restrict Work Hours/Equipment Noise.** All work shall be subject to the requirements in City Code Section 15.48.020.A and General Plan Goal 7.3, Action 1. Construction activities, including deliveries, shall only occur during the hours of 7:00 AM to 6:00 PM, Monday through Saturday. Construction activities shall be prohibited on Sundays and City- and Federal-observed holidays. The applicant and/or its contractor shall post a sign at all entrances to the construction site informing contractors, subcontractors, construction workers, etc. of this requirement.

NOI-3 **Construction Equipment Restrictions.** The following measures shall apply during all of the construction-related activities:

- Contractors shall use the smallest size equipment capable of safely completing work activities.
- Construction staging shall occur as far away from the residential properties on West 5th Street as possible.
- All stationary noise-generating equipment such as pumps, compressors, and welding machines shall be located as far from the residential properties on West 5th Street as possible.
- Heavy equipment engines shall be covered, and exhaust pipes shall include a muffler in good working condition.
- Pneumatic tools shall include a noise suppression device on the compressed air exhaust.
- The Applicant and/or his contractor shall connect to existing electrical service at the site to avoid the use of stationary power generators. This measure shall be subject to the approval of the local electric utility.
- No radios or other amplified sound devices shall be audible beyond the property line of the construction site.

Operational Impacts

For the purposes of this analysis, the Project's noise sources (HVAC units, parking areas, drive aisles, and truck dock bays) were treated as stationary noise sources. Although the noise generated from parking areas, drive aisles, and truck dock bays is primarily generated by cars and trucks (mobile sources) and not truly stationary sources, this analysis conservatively compares noise from these sources against the City's exterior stationary source noise standards because noise from these areas would generally come from a fixed location (e.g., an idling truck, a parked car, etc.). In addition, it is assumed that all on-site travel would occur at slow speed (15 mph or less), and due to the short distance traveled on-site (as little as approximately 200 feet to some dock locations), on-site truck travel would be similar to a stationary source (as compared to a trucks travelling on West 5th Street or East 3rd Street). Project noise levels were estimated at eight (8) representative property line receptor locations (R01-R08)surrounding the site, as shown in Exhibit 4.13-2. Only Project noise sources within 700 feet of a noise receptor that had a direct line of sight to the receptor were included in the noise prediction estimates. The following discusses the key assumptions made to estimate potential Project noise levels at noise receptor locations:

- *Truck entrances:* Truck entrances would be located on West 5th Street. Truck entrances include truck turns into and out of the facility and are assumed to produce an average hourly noise level of approximately 71.4 dBA at a distance of 3 feet.
- *On-site passenger car parking:* Parking areas were assumed to require vehicle travel/maneuvering, doors closing, and engine start/revving activities that would produce an average hourly noise level of approximately 64.9 dBA at a distance of 3 feet. Only parking areas with a potential direct line of sight to receptor locations were evaluated. Parking areas were assumed to be fully occupied.
- *On-site truck travel:* Each on-site truck trip was assumed to travel at low speed (no more than 15 mph) and produce an average hourly noise level of 75.2 dBA at a distance of 3 feet. Truck travel lanes would include the West 5th Street driveways. The amount of peak on-site truck travel activity (seven (7) total trips in the peak hour periods) was determined from the Project's Trip Generation Assessment (Urban Crossroads, 2023).

- *On-site truck maneuvering and idling and cargo management:* Loading dock areas were assumed to require truck travel and maneuvering, back-up alarms, air brake release, and other related activities that would produce an average hourly noise level of approximately 87.9 dBA at a distance of 3 feet . Dock areas would face towards residential receptors, which would have property lines located at least 240 feet to the north of the docks. Dock areas would be located approximately 180 feet from adjacent commercial property lines to the northwest. The docks would not have a direct line of sight to most receptors due to an 8-foot-tall screening wall surrounding the dock. Each dock area was assumed to be occupied by one (1) truck each hour. The 8-foot-tall concrete screening wall was assumed to provide 0 dBA of attenuation/no screening (for R06 and R08), 6.6 dBA of attenuation (for R01, R02, and R03), or 5 dBA of attenuation (for R04 and R05).
- *HVAC units:* HVAC units were assumed to operate for 40 minutes of each hour and produce an average hourly noise level of 71.4 dBA at a distance of 3 feet. HVAC units would be located behind a parapet wall that would provide at least 5 dB of attenuation. HVAC units would be located in the center of the office space area.

The Project's stationary source, energy-averaged hourly noise levels at modeled receptor locations are summarized in Table 4.13-3, *Noise Impacts Compared to Exterior Noise Standards*.

Table 4.13-14
Noise Impacts Compared to Exterior Noise Standards

Project Noise Source	Estimated Noise Level at Receptor Property Line[1]							
	Residential Receptors					Commercial Receptors		
	R01	R02	R03	R04	R05	R06	R07	R08
Truck Entrance 1	40.1	39.7	31.3	26.0	24.2	--	40.1	29.5
Truck Entrance 2	--	24.8	28.5	35.8	40.9	32.3	--	--(A)
Drive Aisle 1	46.0	46.6	42.8	38.4	36.6	--	--	45.7
Drive Aisle 2	40.5	43.1	47.2	43.2	40.7	--	--	33.4
Drive Aisle 3	--	37.4	41.2	46.4	46.8	53.2	--	36.3
Docks 1-4	42.8	44.4	42.5	39.7	37.9	37.6	--	54.3
Docks 5 -11	41.4	43.7	43.7	40.8	38.9	38.8	--	51.3
Docks 12-18	39.5	41.7	44.4	42.8	40.7	40.7	--	48.0
Docks 19 -25	37.8	40.1	43.9	44.5	42.3	42.8	--	45.8
Docks 26 - 32	36.4	38.3	42.4	45.8	44.1	45.8	--	44.0
Docks 33 - 34	35.6	37.4	41.0	45.9	45.3	48.8	--	42.9
Parking Area 1	--	--	--	--	--	--	58.4	58.4
Parking Area 2	--	--	--	--	--	58.4	--	
Office HVAC	--	26.7	29.7	33.2	33.4	40.2	--	25.9
Total Combined Noise Level	51.3	52.9	53.6	53.7	52.7	60.3	58.4	62.5
Exterior Daytime Standard	60	70	60	60	60	70	70	70
Exterior Nighttime Standard	55	65	55	55	55	65	65	65
Standards Exceeded?	No	No	No	No	No	No	No	No

Source: Table 5-8, MIG 2023 (Appendix G)

1 -- indicates noise source does not contribute to noise levels at the property line receptor because it is more than 700 feet away from the receptor or the receptor is shielded from the noise source by the proposed warehouse building.

As shown in Table 4.13-3, the proposed Project's stationary noise sources would not generate noise levels that exceed the City's exterior noise standards for residential or commercial land uses. Truck operations would not exceed the City's standards at residential receptor locations (to the north) because the proposed Project's truck dock bays would be set a minimum of 250 feet from residential property lines and shielded from residential receptors by an 8-foot-tall concrete screening wall. This impact would be less than significant and no mitigation is required.

Also as shown in Table 4.13-3, the maximum estimated hourly L_{eq} values at residential receptor property lines (R01, R03, R04, R05) would be 53.6 dBA L_{eq}. Typical residential-type construction achieves a minimum of 15 to 20 dBA of exterior-to-interior noise reduction, which would be sufficient to ensure the City's interior 45 CNEL standard is met inside nearby residential. The maximum estimated hourly L_{eq} values at a commercial property line (R02, R06, R07, and R08) would be 62.5 dBA L_{eq}. Typical commercial-type construction also achieves a minimum of 15 to 20 dBA of exterior-to-interior noise reduction which would be sufficient to ensure the City's interior 55 CNEL standard is met inside adjacent commercial buildings. Therefore, this impact would be less than significant and no mitigation is required.

General Plan Consistency

The Project must demonstrate compliance with the General Plan in terms of land use compatibility and exterior noise exposure. The City's General Plan Noise Element establishes 70 CNEL as the normally acceptable noise exposure limit for office land uses and 75 CNEL as the normally acceptable noise exposure limit for industrial land uses. As described in Section 4.13.a above, the 24-hour CNEL value at LT-1 was determined to be 68.4 dBA CNEL, with short-term hourly ambient noise levels in the vicinity of the site also generally near or above 65 dBA L_{eq}. The proposed Project is not a noise-sensitive land use. As warehousing land use, elevated interior noise levels are not likely to interfere with speech or other communications. Workers and customers are unlikely to expect or require quiet conditions and the site plan does not include any large outdoor open space or exterior use areas intended for respite or relaxation. For these reasons, the proposed Project would not be exposed to unacceptable exterior noise levels that exceed City General Plan noise and land use compatibility standards. Impacts will be less than significant and no mitigation is required.

Part 2, California Building Code, Section 1206.4 establishes that interior noise levels attributable to exterior noise sources shall not exceed 45 dBA DNL or CNEL (as set by the local General Plan) in any habitable room. In addition, Chapter 5 of the California Green Building Standards Code sets forth that buildings exposed to a noise level of 65 CNEL (where noise contours are available) or 65 dBA Leq (1-hour where noise levels are not available) shall: 1) have exterior wall and roof-ceiling assemblies exposed to the noise source that meeting a composite STC rating of at least 50 (or a composite OITC) rating no less than 40, with exterior windows of a minimum STC of 40 or OITC 30 (Section 5.507.4.1); or 2) provide an interior noise environment attributable to exterior sources that does not exceed 50 dBA Leq in occupied areas during any hour of operation. In addition, County Code Section 83.01.080 (h) sets forth that warehousing areas shall be sound attenuated to meet an interior sound level of 65 dBA.

As described above, the proposed building's northern façade would be subjected to noise levels of approximately 68.4 dBA CNEL. Standard construction techniques and materials for new commercial/industrial buildings are commonly accepted to provide a minimum exterior to interior noise attenuation (i.e., reduction) of 30 to 32 dBA with all windows and doors closed, which would result in interior noise levels of approximately 38 dBA L_{eq} for occupied rooms fronting West 5th Street or East 3rd Street. Thus, with standard construction techniques, the proposed Project would satisfy interior building code noise requirements.

The Project must also demonstrate compliance with the City's General Plan Noise Element, as shown in Table 4.13-4, *General Plan Noise Element Consistency*.

Table 4.13-15
General Plan Noise Element Consistency

General Plan Noise Element Goal/Policy	Consistency Analysis
Goal 7.1: Protect sensitive land uses and citizens of Highland from annoying and excessive noise through diligent planning and regulation.	
Policy 1: 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.	Consistent. As discussed above in Section 4.13.a, the proposed Project would not generate noise levels that exceed the City's exterior or interior noise standards.
Policy 2: 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.	Consistent. The proposed Project's truck dock bays would be along the northern perimeter of the warehouse building, behind 8-foot-tall concrete screening walls. The building would screen the docks from shared commercial property lines, and the concrete walls would screen docks from shared commercial property lines and residential uses to the north (across West 5th Street).
Policy 4: Consider the compatibility of proposed land uses with the noise environment when preparing, revising or reviewing development proposals.	Consistent. As discussed in Section 4.13.a, the Project is not a noise-sensitive land use and would be located in an area that meets the City's 75 CNEL normally acceptable noise and land use compatibility limit for industrial land uses.
Policy 7: 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.	Consistent. As described in Section 4.13.a of this Report, the noise impact analysis prepared for the proposed Project indicates the Project comply with applicable City standard related to noise and would not result in a significant noise impact on any noise sensitive land use.
Goal 7.2: Encourage the reduction of noise from transportation-related noise sources such as automobile and truck traffic	
Policy 3: Require that development generating increased traffic and subsequent increases in the ambient noise level adjacent to noise-sensitive land uses provide appropriate mitigation measures.	Consistent. As described in Section 4.13.a, the proposed Project would not generate a substantial increase in traffic or traffic-related noise levels on West 5th Street or East 3rd Street.
Goal 7.3: Protect residents from the effects of "spill over" or nuisance noise.	
Policy 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.)	Consistent. As discussed in Section 4.13.a, the proposed Project would not generate noise levels that exceed the City's exterior or interior noise standards at adjacent residential or commercial land uses.

General Plan Noise Element Goal/Policy	Consistency Analysis
Policy 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	Consistent. As discussed in Section 4.13.a, the proposed Project would not result in significant construction noise impacts at any sensitive noise receptor. Best management practices are recommended for inclusion in the Project to reduce the potential for construction noise levels to annoy or interfere with adjacent land uses.
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	Consistent. The proposed Project would comply with the requirements in City Code Section 15.48.020.A and General Plan Goal 7.3, Action 1. Construction activities, including deliveries, shall only occur during the hours of 7:00 AM to 6:00 PM, Monday through Saturday. Construction activities shall be prohibited on Sundays and City- and Federal-observed holidays. Recommended best management practices would require the applicant and/or its contractor to post a sign at all entrances to the construction site informing contractors, subcontractors, construction workers, etc. of this requirement.
Action 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	Consistent. As shown in Section 4.13.a, the proposed Project would not involve construction activities within 100 feet of an existing residential sensitive use area or other noise-sensitive land uses.
Source: Table 5-9, MIG 2023 (Appendix G)	

Table 4.13-4 demonstrates the Project is consistent with the goals and policies of the City General Plan relative to noise. Therefore, the preceding analysis demonstrates the Project would not generate a substantial temporary or permanent increase in ambient noise levels in the vicinity of the Project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies. Impacts would be less than significant but **Mitigation Measures NOI-1 through NOI-3** are recommended to help assure potential noise impacts will remain at less than significant levels for surrounding land uses.

b) **Less than Significant Impact.** Project construction activities would involve the use of large equipment capable of generating ground-borne vibrations. Since Project-specific construction equipment information is not available at this time, potential construction-related vibration impacts can only be evaluated based on the typical construction activities associated with a typical business park / warehousing development. Table 4.12-5, Potential Vibration Levels, presents the estimated, worst-case vibration levels that could occur from the operation of the typical large and/or vibration-inducing construction equipment used to develop a business park / warehousing land use project. The equipment assumptions used in the NIAR are based on, and consistent with, the CalEEMod construction phasing, equipment usage, and operating schedules used to evaluate the proposed Project's potential construction air quality impacts.

Table 4.13-16
Potential Vibration Levels

Equipment	PPV(A) (Inches/Second) at Distance		
	25 Feet	50 Feet	100 Feet
Vibratory Roller	0.210	0.098	0.046
Large Bulldozer	0.089	0.042	0.019
Small Bulldozer	0.03	0.014	0.001
Loaded Truck	0.076	0.035	0.017
Jackhammer	0.035	0.016	0.008
Source: Table 5-4, MIG 2003 (Appendix G)			

The potential for ground-borne vibration and noise is typically greatest when vibratory or large equipment such as rollers, impact drivers, or bulldozers are in operation. For the proposed Project, these types of equipment would primarily operate during site preparation, grading, and paving work. This equipment would, at worst-case and for very limited period of times, operate adjacent to the site's property lines and within approximately 15 feet of the crematory building façade to the west of the site, approximately 25 feet of the Third Street Tavern building façade to the west of the site, approximately 55 feet to the CSR Inc contractor building façade to the west of the site, and approximately 120 feet from the closest residence to the north of the site; however, most construction activities would take place hundreds of feet away from these building locations. A summary of predicted worst-case construction vibration levels is presented in Table 4.13-6, *Construction Vibration Impacts*.

Table 4.13-17
Construction Vibration Impacts

Scenario / Receptor	Estimated Duration	Maximum PPV, Vibratory Roller (inches/second)	Maximum PPV, Typical Equipment (inches/second)
Worst-Case Construction (15 feet from crematory building to the west)	1 day	0.368	0.156
Worst-Case Construction (25 feet from tavern to the west)	1 day	0.210	0.089
Worst-Case Construction (55 feet from contractor building to the west)	1 day	0.088	0.037
Worst-Case Construction (120 feet from residence to the north)	1 week	0.036	0.015
Source: FTA, 2018 and Table 5-6, MIG 2023 (Appendix G)			

As shown in Table 4.13-6, the proposed Project's construction activities would have the potential to generate worst-case ground-borne vibration levels up to 0.368 in/sec Peak Particle Velocity (PPV) at non-residential buildings to the west of the site. These vibration levels are associated with the operation of a vibratory roller at the Project's western boundary. All other equipment operating along the western boundary would generate groundborne vibration levels up to 0.156 in/sec PPV. Potential typical and worst-case vibration levels at adjacent commercial buildings to the west would be above Caltrans' strongly perceptible threshold for human annoyance from continuous vibration sources (0.10 in/sec PPV), however, at no point would potential vibration levels at adjacent commercial building façades exceed Caltrans' thresholds for potential damage to modern industrial and commercial structures (0.50

in/sec PPV). Similarly, potential typical (0.015 in/sec PPV) and worst case (0.036 in/sec PPV) vibration levels at the closest residential building across West 5th Street would exceed Caltrans' slightly and distinctly perceptible thresholds for human annoyance from continuous vibration sources (0.01 in/sec PPV an 0.035 in/sec PPV, respectively) but would not exceed Caltrans' thresholds for potential damage to older residential structures (0.3 in/sec PPV).

Although construction activities could generate perceptible vibrations when work occurs adjacent to commercial structures and within approximately 120 feet of residences, these vibrations would not be excessive because they would be intermittent (lasting only a few hours each day), temporary (lasting a few days at worst), occur during the daytime (i.e., would not interfere with evening or nighttime use of residences), and would not result in physical damage to any building or structure. For these reasons, the proposed Project would not generate excessive construction-related ground-borne vibration or noise levels. This impact would be less than significant and no mitigation is required.

c) **Less than Significant Impact.** The Noise Study indicates the proposed Project is located approximately 0.4 miles north of the nearest runway associated with the San Bernardino International Airport (SBIA). An airport land use compatibility plan has not been prepared for the SBIA (City of Highland, 2006). According to the City's zoning map, the proposed Project site is located within SBIA Safety Zone D and E, which has low to negligible risk. Additionally, the City's Municipal Code (Section 16.40.410) establishes that warehouses are compatible with these safety zones and acceptable without safety-related conditions. Noise contours prepared for the Eastgate Air Cargo Facility Final Environmental Assessment indicates the southern part of the proposed Project site (the part of the site within approximately 100 feet of the right-of-way boundary for East 3rd Street) is within the airport's future 65 CNEL noise zone, which was developed assuming approximately 240 average daily and 87,617 total annual aircraft operations in 2024 (SBIAA, 2019, Table 4-21 and Figure 4-8). The remainder of the site is within the 60 CNEL contour. The Project is not a noise-sensitive land use that would be prohibited within the potential 65 CNEL noise contour associated with the SBIA. There are no outdoor uses associated with the Project in the potential 65 CNEL contour area other than parking, and standard exterior-to-interior noise attenuation would result in interior noise levels that are less 45 CNEL. Therefore, the proposed Project would not expose people working in the Project area to excessive airport-related noise levels. Impacts would be less than significant and no mitigation is required.

4.14 – Population and Housing

Would the project:

	Potentially Significant Impact	Less Than Significant 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?	☐	☐	☑	☐

a) **Less than Significant Impact.** The Project site is designated Business Park (BP) which allows commercial and light industrial uses, and is comprised of multiple adjacent parcels. Until recently the site contained a number of buildings and outdoor areas used for equipment storage and light manufacturing. According to the SCAG 2020-2045 RTP/SCS growth estimates, the City of Highland is anticipated to see employment in the City increase from 5,500 jobs in 2012 to 10,200 jobs in 2045, an increase of 4,700 jobs. According to the Project applicant, the warehouse is anticipated to employ approximately 100 permanent full-time employees during operation.

As such, the Project would be consistent with the SCAG growth projections for the City, which are based on buildout of the City's General Plan, and will not induce substantial population growth in the area either directly or indirectly. Any population growth as a result of the Project would be offset by areas designated for housing to meet housing demands. Finally, because the Project is consistent with anticipated buildout of the City's General Plan, these impacts are not considered significant.

b) **Less Than Significant Impact.** Three single family residences were recently demolished on the Project site, but no additional housing would be displaced as a result of Project development. The Project does not provide any housing and is not located in an undeveloped area that would require a major extension of infrastructure, and as such there will be no impact.

4.15 – Public Services

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:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Fire protection?	☐	☐	☑	☐
b) Police protection?	☐	☐	☑	☐
c) Schools?	☐	☐	☐	☑
d) Parks?	☐	☐	☐	☑
e) Other public facilities?	☐	☐	☐	☑

a) **Less than Significant Impact.** The Project is located in the service area of the City of Highland Fire Department which responds to medical emergencies, hazardous materials incidents, rescue calls, and motor-related accidents, in addition to regular fire suppression services. There are three stations in Highland: 26974 Base Line; 29507 Base Line; and 7649 Sterling Avenue, Highland, CA. 92346. The nearest Fire Station to the Project site is actually San Bernardino County Fire Station 234, on 157 W 5th Street., the nearest location in Highland is Station 541 located approximately 1 mile North of the Project site. The Project includes construction of a warehouse and associated parking and landscaping improvements. Any future tenants of the warehouses that would be storing and using hazardous materials would be required to adhere to local and state ordinances pertaining to the handling and storage of such materials. The Project is anticipated to create an incremental increase in demand for fire services. Development of the Project would include adequate fire access. In addition, Development Impact Fees that are collected at the time of building permit issuance for approved projects will offset incremental impacts of development on demand for services. Impacts related to expansion of fire protection services will be less than significant.

b) **Less than Significant Impact.** The Project is located within the service area of the San Bernardino County Sheriff, which the City of Highland contracts services from. The Highland Station is located at 26985 East Baseline Highland, CA. 92346. Approximately 1 mile north of the Project site. Development of the Project site may generate an incremental increase in the need for police protection in the Project area. However, this incremental increase is anticipated with build out of the City's General Plan. The Police Department reviews its needs on a yearly basis and adjusts service levels as needed to maintain an adequate level of public protection. Additionally, Development Impact Fees collected at the time of building permit issuance will help offset incremental impacts of development on demand for services. Therefore, a less than significant impact to police services will occur.

c) **No Impact.** The Project includes construction of a warehouse and associated parking and landscape improvements. The Project will not result in any direct population growth, or associated growth in students, within the San Bernardino City Unified School District. However, occupation of the Project could have the potential to increase demand on local school services, such as the Highland Headstart Daycare located across from the site at the southwest corner of 5th Street and Central Avenue. As most of the employees that would staff the warehouses could be reasonably expected to come from the local population, an increase of school populations is unlikely. Perhaps in the event of future increases in staffing levels, then there would be a correlated increase demand on schools. However, payment of development impact fees required under State law would offset the cost of increased demand on school district facilities in the future. No impacts on school facilities would occur.

d) **No Impact.** Development of the Project could have the potential to incrementally increase demand on parks and recreation facilities if it induced substantial population growth in the vicinity or Project employees used local parks. However, staffing of the warehouse is expected to come from the local population due to the existing vacancy rates in the City and immediate surrounding area. As such, the proposed light industrial development will not result in any direct population growth that would require expansion or acquisition of recreational facilities. No impacts will occur.

e) **No Impact.** The Project is not expected to increase the number of City residents that would generate additional demand for public facilities such as libraries or hospitals. Working conditions in industrial type workplaces can foster opportunities for injury leading to hospital visits, however, impacts related to the expansion of library facilities or hospitals would not occur as a result of the Project.

4.16 – Recreation

	Potentially Significant Impact	Less Than Significant 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?	☐	☐	☐	☑

a) **No Impact.** The Project includes construction of a 243,323 square foot warehouse building. Employees of the warehouse are likely to be existing residents from within or in the general vicinity of the City of Highland. As such, the Project itself would not create demand for additional parks, or other recreational activities as the workforce will be drawn from the existing population of the area and from additional housing planned by the City to accommodate anticipated buildout of the City's General Plan. Any impacts to recreational facilities would be less than significant.

b) **No Impact.** The Project does not include any recreational facilities or require the construction of new facilities, and there would not be an adverse physical effect to the environment. Therefore, there would be no impact.

4.17 – Transportation

Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?	☐	☐	☑	☐
b) Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	☐	☑	☐	☐
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☑	☐
d) Result in inadequate emergency access?	☐	☐	☑	☐

Both a trip generation assessment and a vehicle miles traveled (VMT) screening analysis[34] for the proposed Project were prepared by Urban Crossroads in March 2023 (See Appendix H). The trip generation assessment was prepared in accordance with the San Bernardino County Transit Authority (SBCTA) *Recommended Traffic Impact Analysis Guidelines for Vehicle Miles Traveled and Level of Service Assessment* methodology dated February 2020 (*TIA Guidelines*).

a) **Less than Significant Impact. Table 4.17-1, Project Trip Generation**, shows the estimated trip generation for the Project based upon trip generation rates obtained from the Institute of Transportation Engineers (ITE) *Trip Generation Manual* (11th Edition, 2021). The Project trip generation forecast is determined by multiplying the trip generation rates by the land use quantity. Based on review of ITE land use descriptions, trip generation rates for ITE Land Use Code 150-Warehousing, were determined to most closely represent the proposed Project. At the time the trip generation study was initiated (May 2022) the site was occupied by a number of light industrial and truck yard uses, however those uses were demolished and removed in December 2022. Therefore, Table 4.17-1 only shows the proposed Project trips.

The proposed Project is anticipated to generate a total of 416 two-way vehicle trips per day with 40 AM peak hour trips and 43 PM peak hour trips (in actual vehicles). In comparison, the proposed Project is anticipated to generate a total of 642 Passenger Car Equivalents (PCE) two-way trips per day with 47 PCE AM peak hour trips and 54 PCE PM peak hour trips. Table 4.17-1 also shows the Project is

anticipated to generate 642 new PCE two-way trips per day with 47 AM PCE peak hour trips and 54 PM peak hour trips in PCE.

Table 4.17-18
Project Trip Generation

Land Use[1]	AM Peak Hour			PM Peak Hour			Daily
	In	Out	Total	In	Out	Total	
Passenger Cars	29	7	36	8	28	36	270
Total Truck Trips (PCE[2])	6	5	11	10	8	18	372
Total Trips	35	12	47	18	36	54	642

Source: Table 4, Urban Crossroads 2023. (See Appendix H)

[1] Project assumed to be ITE Code 150-Warehousing @248,055 SF (ITE 11th Edition, 2021)

[2] Passenger Car Equivalents assumes higher impacts for trucks depending on the number of axles (2-4)

Based on the anticipated net new trips, additional off-site intersection operations analysis may be required under the City's Guidelines. Since the time the Trip Generation Memo was initiated, the light industrial and residential uses on the Project site have been demolished so no "discount" has been included for eliminating vehicle trips from existing onsite uses. However, it should be noted that level of service (LOS) traffic impacts are no longer considered an environmental issue or threshold under CEQA. For that reason, any additional LOS traffic analysis would not affect this IS/MND but could still be required of the Project for planning or engineering purposes.

The trip generation analysis was also prepared to meet the VMT requirements for the City and evaluate whether the Project screens out from needing to conduct a detailed VMT analysis based on the City's guidelines. As detailed in Section 4.17.b, the proposed Project does not meet any of the three screening criteria so a detailed VMT Memo was prepared which demonstrated the Project will have a less than significant impact on VMT with implementation of three (3) VMT Mitigation Measures VMT-1 through VMT-3. Therefore, the Project will not conflict with a program plan, ordinance, or policy addressing the roadway circulation system or VMT and impacts will be less than significant.

Public Transit

San Bernardino County, including the City of Highland, is provided bus transit service by Omnitrans which maintains Route 15 in the immediate Project area. Route 15 provides service to Colton to the west and Redlands to the south. The route travels along 5th Street east of Central Avenue so it passes right by the Project site. There are several Omnitrans bus stops along 5th Street including at Central Avenue.

The proposed Project will not remove or impact any established bus stops and will not interrupt service to them during either construction or operation. The proposed Project would also not significantly increase or decrease the use of these facilities as a result of construction or operation. As such, the Project will not have an impact on transit.

Pedestrian and Bicycle Facilities

The proposed Project site is currently vacant although it contains a number of light industrial and residential uses until December 2022. There are no continuous sidewalks along either the north or south sides of 3rd Street or 5th Street in the vicinity of the Project site. However, there is a level dirt shoulder approximately ten feet in width behind the curb on the north side of 3rd Street and the south side of 5th Street where sidewalks are not provided. At some point in the future when vacant land or older developed parcels are constructed or reconstructed, these streets will eventually have continuous sidewalks. The City of Highland General Plan, Open Space and Conservation Element, indicates a multi-use trail

(including pedestrian access) will eventually be created along City Creek just north of the Project site, and a major trail node will be created southeast of the Project site near the confluence of the Santa Ana River and City Creek (per General Plan Figure 5-6, Multi-Use Trails).

At present, 3rd Street and 5th Street both have bicycle lanes striped in both directions within their rights-of-way. The Project will provide sidewalks adjacent to the site along 3rd Street and 5th Street. In addition, the proposed Project will provide bicycle parking racks (see Mitigation Measure VMT-3). Therefore, the Project will have the effect of incrementally improving pedestrian and bicycle facilities in the immediate vicinity and providing added connectivity where current facilities do not exist. As such, the Project represents an improvement over existing conditions. Impacts will be less than significant and no mitigation is required.

b) **Less than Significant with Mitigation Incorporated.** California Senate Bill 743 (SB 743) directs the State Office of Planning and Research (OPR) to amend the California Environmental Quality Act (CEQA) Guidelines for evaluating transportation impacts to provide alternatives to Level of Service that "promote the reduction of greenhouse gas emissions, the development of multimodal transportation networks, and a diversity of land uses." In December 2018, the California Natural Resources Agency certified and adopted the updated CEQA Guidelines package. The amended CEQA Guidelines, specifically Section 15064.3, recommend the use of Vehicle Miles Travelled (VMT) as the primary metric for the evaluation of transportation impacts, under CEQA, associated with land use and transportation projects. In general terms, VMT quantifies the amount and distance of automobile travel attributable to a project or region. All agencies and projects State-wide are required to utilize the updated CEQA guidelines recommending the use of VMT for evaluating transportation impacts as of July 1, 2020.

To comply with SB 743, the San Bernardino County Transportation Authority (SBCTA) released the SBCTA Recommended Traffic Impact Analysis Guidelines for Vehicle Miles Traveled and Level of Service Assessment (*SBCTA Guidelines*) that address VMT analysis requirements. At the time of this analysis, the City of Highland has yet to formally adopt VMT guidelines, however, based on consultation with City planning and engineering staff, the City has directed that on an interim basis the SBCTA Guidelines should be utilized for purposes of VMT screening steps.

The SBCTA Guidelines provide Information on appropriate screening thresholds that can be used to identify when a proposed land use project is anticipated to result in a less than significant impact without the need to conduct a more detailed project level assessment. The SBCTA Guidelines state that a project may have a less than significant impact and screen out of requiring a project level VMT analysis if it meets at least one of the VMT screening steps. To aid in the VMT screening process the SBCTA VMT Screening Tool (*Screening Tool*) was used. The SBCTA's adopted VMT screening steps are described in **Table 4.17-2, *Screening for Land Use Projects Exempt from VMT Analysis***, along with a determination of each screening step's applicability to the Project.

The VMT Memo indicated the Project is not located in a TPA or Low VMT area. In addition, the Project is not local serving and is anticipated to generate an additional 642new daily trips consistent with the Trip Generation Assessment prepared for the Project. The SBCTA Guidelines states that projects not screened through the above steps are required to complete a VMT analysis using the San Bernardino Traffic Analysis Model (SBTAM) to determine if they have a significant VMT impact.

Table 4.17-19
Screening for Land Use Projects Exempt from VMT Analysis

Screening Steps	Description	Project Result
1. Transit Priority Area (TPA) Screening	Projects located within a TPA (i.e., within a half mile of an existing major transit stop or an existing stop along a high-quality transit corridor) are presumed to have less than significant impact on VMT.	Project does not meet
2. Low VMT Area Screening	Projects located within a low VMT generating zone that can reasonably be expected to generate VMT per resident, per worker, or per service population that is similar to the existing land uses in the low VMT area are presumed to have a less than significant VMT impact.	Project does not meet
3. Project Type Screening	Local-Serving Retail under 50,000 square feet, Local Essential Services, and projects generating less than 110 daily vehicle trips are presumed to have a less than significant impact on VMT.	Project does not meet

SBTAM VMT Analysis

SBCTA Guidelines identify San Bernardino Traffic Analysis Model (SBTAM) as the appropriate tool for conducting VMT analysis for land use projects in San Bernardino County. SBTAM is a useful tool to estimate VMT as it considers interactions between different land uses based on socio-economic data such as population, households, and employment. The SBTAM model assumes datasets consistent with the 2020 Southern California Association of Governments (SCAG) Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS). SBTAM is also consistent with the model used to develop the SBCTA's VMT impact thresholds identified in their Guidelines.

City Staff directed the traffic consultant to use the VMT metric home-based work (HBW) metric of VMT per employee which measures all home-based attraction trips (employment) to/from their ultimate destination unless that destination is outside the model boundary area. City staff indicated this is the appropriate metric for an employment-generating single use project in the City of Highland. Using the metric VMT per employee, the City has chosen to utilize the following impact thresholds:

1. The baseline project generated VMT per employee exceeds the City of Highland General Plan Buildout VMT per employee, or

2. The cumulative project generated VMT per employee exceeds the City of Highland General Plan Buildout VMT per employee.

Based on VMT data previously published by the SBCTA for each of its member agencies and the San Bernardino County region, VMT per employee in the City of Highland for General Plan Buildout conditions is 15.57 VMT per employee.

In order to estimate project generated VMT, standard land use information such as building square footage must first be converted into a SBTAM compatible dataset. The SBTAM model utilizes socio-economic data (SED) (e.g., population, households, employment, etc.) instead of land use information to estimate vehicle trips. The Project's building square footage was converted into employment for input into SBTAM using employment density factors derived by the Southern California Association of

Governments (SCAG) Employment Density Study dated October 2001. The VMT Memo estimated the Project would generate 204 employees[i] by land use type which was then used to populate the SBTAM model to calculate the proposed Project's impacts.

As stated previously, VMT per employee is used to evaluate Project VMT. VMT per employee is derived by dividing Project generated HBW VMT by the number of estimated Project employees. HBW VMT is obtained from the SBTAM model using the Production/Attraction (PA) method for calculating VMT, which sums all weekday VMT generated by trips with at least one trip end in the study area (i.e., Project's TAZ). Productions are land use types that generate trips (residences), and attractions are land use types that attract trips (employment). Productions and attractions are converted from person trips to vehicle trips for the purposes of calculating VMT and are then multiplied by the distance skims to calculate VMT. **Table 4.17-3, *Project VMT Per Employee***, presents Project generated PA HBW VMT from the SBTAM model, along with the estimated number of Project employees, and the resulting VMT per employee.

Table 4.17-20
Project VMT Per Employee

VMT Characteristic	Baseline	Cumulative
HBW VMT	3,391	3,239
Employees	204	204
VMT Per Employee	16.62	15.88
City Threshold	15.57	15.57
Percent Above Threshold	+6.74%	+1.99%
Potentially Significant?	Yes	Yes

Source: Table 3, VMT Memo, Urban Crossroads, March 2023

As shown in Table 4.17-3, Project generated VMT per employee is above the City's VMT impact threshold by 6.74% for baseline conditions and 1.99% for cumulative conditions. The Project, at a minimum, will need to reduce its VMT impact for baseline and cumulative conditions by 218 VMT or 6.32%. However, the SBTAM model does adequately account for Project changes or actions that would result in reductions to project generated VMT. The VMT Memo recommended three design features which are intended to reduce Project VMT to less than City baseline and cumulative thresholds. These design features are incorporated into this document as **Mitigation Measures VMT-1 through VMT-3**.

With implementation of the recommended mitigation measures, Project VMT per employee values will be below the City's impact thresholds. The following section provides discussion and calculations of the potential VMT reduction of each of the recommended mitigation measures.

[i] Assumes 248,055 square feet of warehousing with 1,195 square feet per employee equals 208 employees

Mitigation Measures

VMT-1 **Commute Trip Reduction (CTR) Marketing Program.** The Project shall implement a marketing program to promote the project site employer's CTR program. Information sharing and marketing promote and educate employees about their travel choices to the employment location beyond driving such as carpooling, taking transit, walking, and biking, thereby reducing VMT. The following features (or similar alternatives) of the marketing strategy are essential for effectiveness.

- Onsite or online commuter information services.
- Employee transportation coordinators.
- Onsite or online transit pass sales.
- Guaranteed ride home service

VMT-2 **Ridesharing Program.** The Project shall provide a ridesharing program and establish a permanent transportation management association with funding requirements for employers. Ridesharing encourages carpooled vehicle trips in place of single-occupied vehicle trips, thereby reducing the number of trips and VMT. Ridesharing must be promoted through a multifaceted approach. Examples include but are not limited to the following.

- Designating a certain percentage of desirable parking spaces for ridesharing vehicles.
- Designating adequate passenger loading and unloading and waiting areas for ridesharing vehicles.
- Providing an app or website for coordinating rides

VMT-3 **End-of-Trip Bicycle Facilities.** The Project shall install and maintain end-of-trip facilities for employee use. End-of-trip facilities include bike parking and personal lockers. The provision and maintenance of secure bike parking and related facilities encourages commuting by bicycle, thereby reducing VMT. End-of-trip facilities should be installed at a size proportional to the number of commuting bicyclists and regularly maintained.

Mitigation Analysis and Conclusion. Under VMT-1, the Project will provide tenant's employees material and online resources as a means to promote the commute trip reduction program. The VMT Memo calculates that with proper implementation and 100% of the Project's employees eligible, this measure is expected to reduce VMT by 4%. Under VMT-2, the Project will provide carpool/vanpool/EV parking designated spaces in locations of easy and convenient accessibility to the Project building. The VMT Memo calculated that with proper implementation and 100% of the Project's employees eligible, the Project is expected to reduce VMT by 4%. For VMT-3, the Project will install building elements for bicycle trip end facilities (i.e., bicycle parking) for commuters that choose to bicycle as a mode of travel. This will promote an alternative mode choice of commuting for employees. As calculated, this measure will reduce VMT by 0.1%. As outlined through the VMT reduction calculations presented in the VMT Memo, the three recommended measures will reduce VMT by a total of 7.9%, which would bring the Project's VMT per employee to below the City's threshold, as shown in **Table 4.17-4, *Adjusted Project VMT Per Employee***. Therefore, the Project's potential VMT impacts with mitigation would be reduced to less than significant levels.

Table 4.17-21
Adjusted Project VMT Per Employee

VMT Characteristic	Baseline	Cumulative
HBW VMT	3,457	3,302
Employees	208	208
VMT Per Employee	16.62	15.88
City Threshold	15.57	15.57
Adjusted VMT Per Employee after implementing VMT-1 through VMT-3	**15.31** (-7.9%)	**14.63** (-7.9%)
Potentially Significant? (i.e., exceeds threshold)	No	No

Source: Table 3, VMT Memo, Urban Crossroads, March 2023

c) **Less than Significant Impact.** A significant impact would occur if the proposed Project substantially increased an existing hazardous design feature or introduced incompatible uses to the existing traffic pattern. Access to the site will be provided via four (4) separate driveways: two passenger vehicle driveways on 5th Street (30-foot width) and two truck driveways on 3rd Street (40-foot width). Although this portion of the City is bounded on the south by the San Bernardino International Airport, the streets in this portion of the City form a grid pattern with no sharp curves, multiple-legged intersections, or sharp intersections.

The design of the proposed Project, including driveways and approaches, will comply with all applicable City regulations. Furthermore, the proposed Project does not involve changes in the alignment of any local roadway, and the proposed Project is consistent with existing uses in the vicinity of the Project site.

The operation of the Project would not significantly impact surrounding roads or create dangerous curves or intersections. During construction, the proposed Project would comply will all local regulations regarding temporary road closures or and/or one-way traffic controls. The proposed Project would not result in a traffic safety hazard due to any design features. Impacts would be less than significant.

d) **Less than Significant Impact.** A significant impact would occur if the design of the proposed Project would not satisfy emergency access requirements of the San Bernardino County Fire Department or in any other way threaten the ability of emergency vehicles to access and serve the Project site or adjacent uses. The proposed Project would not result in inadequate emergency access. As discussed above, access to the site will be provided via four (4) separate driveways: two passenger vehicle driveways on 5th Street (30-foot width) and two truck driveways on 3rd Street (40-foot width).

The driveway width is sufficient to provide access to fire and emergency vehicles and is consistent with the California Fire Code which requires a minimum of 20 feet. In addition, the Project site plan shows a 24-foot fire access around the entire building. All access features are subject to and must satisfy the City of Highland design requirements, including the Fire Department's requirements. This Project would therefore not result in adverse impacts with regard to emergency access. Impacts will be less than significant and no mitigation is required.

4.18 – Tribal Cultural Resources

Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a Cultural Native American tribe, and that is:				
i) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k), or	☐	☑	☐	☐
ii) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	☐	☑	☐	☐

a.i) **Less than Significant with Mitigation Incorporated.** The Cultural Resources Assessment included a records search and site walkover which found no recorded archaeological resources on the Project site. Based on the previously disturbed conditions on the site and the urbanized nature of the Project area, there is little potential for the proposed Project to impact known archaeological resources during construction. However, regardless of negative results, there is still the possibility that resources could be unearthed during clearing and grading.

The Project site is also located in proximity to the Lytle Creek Channel which is considered a sensitive archaeological area in the City's General Plan and through consultation with the Gabrieleno Band of Mission Indians - Kizh Nation (GBMI-KN) and the Yuhaaviatam of San Manuel Nation (YSMN), formerly known as the San Manuel Band of Mission Indians (SMBMI). In order to comply with CEQA Guidelines Section 15064.5, PRC 5097.98(d)(1), the Native American Graves Protection and Repatriation Act

(NAGPRA), and the United Nations Declaration on the Rights of Indigenous Peoples (UNDRIP), the proposed Project will incorporate **Mitigation Measures CUL-1 through CUL-15** to reduce potentially significant impacts to previously undiscovered archaeological resources to a less than significant level. These potential impacts and the recommended mitigation measures are presented in the previous Section 4.5, *Cultural Resources*. These measures were recommended by GBMI-KN and YSMN during the Native American Tribal Consultation Process outlined below. With implementation of these measures, potential impacts to tribal cultural resources will be reduced to less than significant levels.

In addition, the YSMN recommended two mitigation measures which have been incorporated into **Mitigation Measure TCR-1**. With the incorporation of the recommended mitigation, impacts to listed or eligible tribal cultural resources will be less than significant.

a.ii) **Less than Significant with Mitigation Incorporated.** California Assembly Bill (AB) 52, through its implementing regulations, requires that lead agencies consult with California Native American tribes that are traditionally and culturally affiliated with the geographic area of the Proposed Project and who have requested in writing to be informed by the lead agency of proposed projects in the tribe's geographic area (PRC Section 21080.3.1(b) and (d)).

Pursuant to AB 52, as the CEQA Lead Agency, the City sent AB 52 consultation notification letters via email on July 31, 2023 to the following Tribes (see Appendix C):

- Soboba Band of Luiseno Indians
- Gabrieleno Band of Mission Indians - Kizh Nation (GBMI-KN);
- Yuhaaviatam of San Manuel Nation (YSMN), formerly known as the San Manuel Band of Mission Indians;

Under AB 52 tribes have 30 days in which to indicate they wish to consult. For this project, that period ended on August 31, 2023. No correspondence was received from the Soboba Band of Luiseno Indians during that time.

On August 12, the GBMI-KN contacted the City and requested a number of mitigation measures that were subsequently incorporated into the IS/MND as CUL-1 through CUL-6 and CUL-9 through CUL-14.

On August 14, 2023 the YSMN sent an email to the City with recommended mitigation for potential impacs to cultural and tribal cultural resources. These recommendations have been incorporated into Mitigation Measures CUL-7, CUL-8, and CUL-15. The others measures (CUL-1 through CUL-6 and CUL-9 through CUL-14) are based on recommendations from the GBMI-KN (see above).

As described in Threshold 4.18.a.i above, the proposed Project will incorporate **Mitigation Measures CUL-1 through CUL-15** to reduce potentially significant impacts to previously undiscovered archaeological resources to a less than significant level. These potential impacts and the recommended mitigation measures are presented in the previous Section 4.5, *Cultural Resources*. In addition, the YSMN submitted mitigation language during their consultation process that has been incorporated into **Mitigation Measure TCR-1**.

Mitigation Measures

TCR-1 The Yuhaaviatam of San Manuel Nation Cultural Resources Department (YSMN) shall be contacted 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.

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.

With the incorporation of the recommended mitigation, impacts related to Native American consutation and tribal cultural resources will be less than significant.

4.19 – Utilities and Service Systems

Would the project:

	Potentially Significant Impact	Less Than Significant 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 stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	☐	☐	☑	☐
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years?	☐	☐	☑	☐
c) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	☑	☐
d) Generate solid waste in excess of State and 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) **Less than Significant Impact.** The East Valley Water District (EVWD) delivers water to over 104,457 connections throughout its service area, including the City of Highland. This Special District receives its water from dozens of wells in the San Bernardino Basin Area (SBBA) which is managed by the San Bernardino Municipal Water District (SBMWD). EVWD's water supply consists primarily of groundwater from wells in the western portion of the EVWD service area and SBBA wells supply an estimated 80% of the total water supply. Additionally, Plant 134, an 8-MGD water treatment plant, provides surface water from the Santa Ana River and the State Water Project (SWP) to the EVWD. Seventeen (17) wells provide for 80% of the EVWD's water supply at a rated capacity of 27,586 gallons per minute (GPM).[35]

The Project is estimated to consume approximately 6,300 gallons per day (gpd) or approximately 10 acre-feet (AF) of water per year. The EVWD had an estimated total annual demand of 31,609 total acre-feet (AF) in 2020[29] and a total annual supply of 43,972 AF for a difference or available capacity of 12,363 AF. Therefore, the Project water consumption represents 0.08% (10 AF divided into 12,363 AF) of the EVWD's current available capacity. Impacts would be less than significant.

Wastewater from the EVWD is treated to secondary levels at the San Bernardino Regional Wastewater Reclamation Plant and to tertiary levels at the Rapid Infiltration/Extraction (RIX) Plant.[29] The Project is estimated to have a wastewater generation of approximately 3,150 gallons per day (gpd)[29] or 0.003 million gallons per day (MGD) The EMWD's current capacity of its RIX Plant is 12 MGD so the Project represents 0.025% of the current capacity of the RIX Plant.

Local water and sewer connections to the Project site will remain intact and will not necessitate construction of new or expanded facilities in Highland. As described above in section 4.9a, new underground stormwater drainage connections and infiltration facilities will be constructed to serve the project area. As discussed in the Hydrology section, the project would not generate substantially increased runoff from new impermeable surfaces on site. As outlined in the Water Quality Management Plan, runoff from the site will be treated through two underground infiltration systems located on the north and west sides of the Project site. Runoff will be directed to proposed catch basins and conveyed to the infiltration systems under the site. No additional improvements are anticipated to either sewer lines or treatment facilities to serve the Project. Standard connection fees will address any incremental impacts of the project. Therefore, the project will result in less than significant impact as a result of new or expanded water supply and wastewater treatment facilities.

Section 4.6(a) demonstrates that Project energy impacts related to electric power and natural gas would also be than significant. The Project will connect to existing facilities and will not require any extension of services. Therefore, the proposed industrial facility would not require or result in the relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause a significant environmental effect. Less than significant impacts will occur and no mitigation is required.

b) **Less than Significant Impact.** According to the *San Bernardino Valley Regional 2020 Urban Water Management Plan* (*UWMP*), the EVWD reported an estimated total demand of 31,609 total acre-feet (AF) in 2020.[29] The same estimates calculated a supply total of 43,972 AF, a difference of 12,363 AF. The project would generate a marginal increase in additional demand for water from the EVWD's wells, relative to overall existing citywide demand. Based on calculations for water use (See Air Quality Study in Appendix A), the industrial facility will use a total of approximately 2.3 million gallons of water annually, or approximately 10 acre-feet/year, which includes both indoor uses such as toilets and drinking fountains and outdoor use such as sprinklers for landscaping and parking lot upkeep. The estimate of future water demand in the *UWMP* is based on approved land uses at the time the *UWMP* was prepared. The proposed Project is consistent with the land use and zoning designations of the site, so the increased water demand of the Project has already been taken into account in the UWMP. The *UWMP* anticipates the overall future increase in water demand associated with development in the area over 2020 conditions, and the water demand for this Project is within that demand assumption. Therefore, the Project would not substantially deplete water supplies, and the project would have a less than significant impact on entitled water supplies and no mitigation is required.

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The Project would also be required to comply with CBC Title 24 water efficiency measures to demonstrate a 20 percent reduction in the use of potable water. The Project's landscaping plans include drought tolerant landscaping materials consistent with the City's Municipal Code (CMC) as well.

Compliance with Title 24 and the CMC will reduce the Project's impacts to groundwater supplies to a level of less than significant and no mitigation is required.

c) **Less than Significant Impact.** Potentially significant impacts could occur as a result of this Project if it results in a determination by the wastewater treatment provider (EVWD) which serves or may serve the Project that it does not have adequate capacity to serve the Project's projected demand in addition to the provider's existing commitments. As detailed in Sections 4.19.a and 4.19.b, the Project will be adequately served by the existing RIX wastewater treatment plant which was expanded in 2020 from 8 to 12 milion gallons per day (MGD) of treatment capacity. The anticipated wastewater flow from the Project is estimated to be 3,150 gallons per day or 0.003 million gallons per day (MGD) The EMWD's current capacity of its RIX Plant is 12 MGD so the Project represents 0.025% of the current capacity of the RIX Plant[29] , Therefore, a less than significant impact would occur.

d) **Less than Significant Impact.** Significant impacts could occur if the proposed Project would exceed the existing permitted landfill capacity or violates federal, state, and local statutes and regulations. Solid waste disposal services in the City of Highland are provided by Burrtec Waste Industries. Waste from Highland is primarily transferred to the Mid-Valley Landfill in nearby Rialto, CA. The Badlands Landfill is as well located in Moreno Valley in Riverside County. Burrtec operates the East Valley Transfer and Recycling center in San Bernardino, where solid waste and recyclables are separated. According to CalRecycle, the Mid-Valley Landfill has a maximum capacity of 101,300,000 tons, with a remaining capacity of 61,219,377 tons measured June, 2020. Construction of the facility is anticipated to generate some solid waste, with an estimated total waste generation of 137.58 tons per year during its operation. Warehousing facilities in Highland are estimated to generate 349 total tons of materials each year which accounts for 2.9% of Highlands annual waste tonnage generated. This tonnage includes disposal materials, recyclables, and other items. The amount of waste that is generated from similar facilities is negligible compared to that produced by other business groups in Highland.

Construction of the facility is anticipated to result in the production of some solid waste. Project operations are anticipated to generate approximately 228.7 tons of solid waste annually (AQ Report).

Therefore, because there would be adequate landfill capacity in the region to accommodate project-generated waste, and the proposed project is not expected to generate a substantial quantity of solid waste, the impact would be less than significant and no mitigation is required.

e) **No Impact.** The proposed Project is required to comply with all applicable federal, state, County, and City statutes and regulations related to solid waste as a standard project condition of approval. Therefore, no impact would occur.

4.20 – Wildfire

If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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) **No Impact.** The Project site is not located within or near any State Responsibility Areas (there are none in the City of Highland). There are no wildland conditions in the urbanized area where the Project site is located. The City's general plan designates Interstates 10, 15, 215, and State Routes 30, 31, 60, 66, and 71 as evacuation routes, and the Project will not interfere with the availability of these highways as evacuation routes. Therefore, the Project will not substantially impair any adopted emergency response plan or emergency evacuation plan, and no impact will occur.

b) **No Impact.** The Project site is not located within a designated fire hazard zone, as identified on the Very High Fire Hazard Severity Zone (VHFHSZ) maps prepared by the California Department of Forestry and Fire Protection (CALFIRE). The Project site is located in a heavily urbanized area and will not exacerbate wildfire risks, thereby exposing occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire. No impact will occur.

c) **No Impact.** The Project site is not located within or near any State Responsibility Areas. As a result, none of the Project improvements would exacerbate fire risk or will result in a temporary or ongoing impact from wildfires requiring the installation or maintenance of associated infrastructure that may

exacerbate fire risk, or that may result in temporary or ongoing impacts to the environment. No impact will occur.

d) **No Impact.** The Project site is not located within or near any State Responsibility Areas. According to the Federal Emergency Management Agency (FEMA) Flood Maps, the Project site is in an area of 0.2% annual chance flood, 1% annual chance flood with average depths of 1 foot. No impacts will occur.

4.21 – Mandatory Findings of Significance

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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?	☐	☑	☐	☐
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☑	☐	☐

a) **Less than Significant with Mitigation Incorporated.** The proposed Project would not substantially impact any scenic vistas, scenic resources, or the visual character of the area, as discussed in Section 4.1, and would not result in excessive light or glare. The Project site is located within a developed area with no natural habitat. The proposed Project would not significantly impact any sensitive plants, plant communities, fish, wildlife, or habitat for any sensitive species. Impacts to burrowing owl and nesting birds will be less than significant with implementation of **Mitigation Measure BIO-1** and adherence to existing regulations. There are no jurisdictional waters on the Project site.

All buildings on the site were recently demolished and there will be no adverse impacts to historic resources. Construction-phase procedures would be implemented in the event any important archaeological or tribal cultural resources are discovered during grading, consistent with **Mitigation Measures CUL-1 through CUL-15 and TCR-1**. Construction-phase procedures would be implemented in the event any important paleontological resources are discovered during grading, consistent with **Mitigation Measures GEO-1 through GEO-4**. This site is not known to have any association with an

important example of California's history or prehistory. The environmental analysis provided in Section 4.3 concludes that impacts related to emissions of criteria pollutants and other air quality impacts would be less than significant with mitigation. Sections 4.8 concludes that impacts related to climate change would be less than significant. Section 4.10 concludes that impacts related to hydrology and water quality would be less than significant with mitigation incorporated. Based on the preceding analysis of potential impacts in the responses to items 4.1 thru 4.20, no evidence is presented that this proposed Project would degrade the quality of the environment. Impacts related to degradation of the environment, biological resources, hydrology and water quality, and cultural resources would be less than significant with mitigation incorporated.

b) **Less than Significant with Mitigation Incorporated.** Cumulative impacts can result from the interactions of environmental changes resulting from one proposed project with changes resulting from other past, present, and future projects that affect the same resources, utilities and infrastructure systems, public services, transportation network elements, air basin, watershed, or other physical conditions. Such impacts could be short-term and temporary, usually consisting of overlapping construction impacts, as well as long-term, due to the permanent land-use changes and operational characteristics involved with the proposed Project. Cumulative impacts would be less than significant with mitigation incorporated, as further discussed herein.

Aesthetics
Impacts related to aesthetics in Section 4.1 at the project level have no potential for cumulative impacts because impacts are limited to on-site conditions and include no component that could result in similar impacts over time or space. Therefore, no cumulative impacts related to this topic would occur.

Agricultural Resources
The analysis provided in Sections 4.2 found that no individual impacts would occur; therefore, the Project could not contribute considerably to local agriculture or forestry.

Air Quality
The analysis provided in Section 4.3 related to air quality found that impacts would be less than significant with regulatory compliance including standard conditions of approval. Therefore, the Project would not contribute to localized or regional cumulative impacts.

Biological Resources
The analysis provided in Section 4.4 found that no individual impacts to sensitive species or migratory birds would occur; therefore, the Project could not contribute considerably to regional impacts on such species. It was also found that potential impacts to burrowing owl and nesting birds would be less than significant with adherence to existing regulations and **Mitigation Measure BIO-1**. The Project would have no other impacts on biological resources and would not result in localized or regional cumulative impacts.

Cultural Resources
Section 4.5 indicates that loss of onsite archaeological resources could reduce or eliminate important information relevant to the County of San Bernardino and the City of Highland. Impacts related to cultural resources were found to be potentially significant and require mitigation to reduce to less than significant levels; therefore, the Project could contribute considerably to significant localized cumulative impacts in this topic area. **Mitigation Measures CUL-1 through CUL-15 and TCR-1** have been incorporated to reduce impacts to archaeological resources and to buried human remains. Implementation of these measures would eliminate any potential loss of important local archaeological information or human remains that may be buried under the Project site; therefore, the proposed Project would have no contribution to a cumulative loss of important local or regional archaeological knowledge.

Energy

The analysis provided in Section 4.6 found that no individual impacts related to energy use would occur as a result of the proposed Project with adherence to existing regulations and standard conditions of approval. Therefore, the Project will not contribute to cumulative energy impacts.

Geology and Soils

Section 4.7 indicates that impacts related to geology at the project-level have no potential for cumulative impacts because impacts are limited to on-site conditions and include no component that could result in similar impacts over time or space. Impacts related to paleontological resources were found to be potentially significant and require mitigation to reduce to less than significant levels; therefore, the Project could contribute considerably to significant localized cumulative impacts in this topic area. Implementation of **Mitigation Measures GEO-1 through GEO-4** would eliminate any potential loss of important local paleontological information that may be buried under the Project site. Therefore, the proposed Project would have no contribution to a cumulative loss of important local or regional paleontological knowledge. As such, no cumulative impacts related to this topic would occur.

Greenhouse Gas Emissions

As discussed in Section 4.8, climate change is the result of numerous, cumulative sources of greenhouse gas emissions all over the world. The Project would not contribute considerably to global climate change with adherence to existing regulations and standard conditions of approval.

Hazardous Materials

The analysis provided in Section 4.9 related to hazards and hazardous materials found that impacts would be less than significant with mitigation on a site specific basis because the site was found to have contamination from past activities. Development proposals on other sites would likely recommend mitigation if previous contamination were found. Therefore, CEQA and existing regulatiions require individual projects to mitigate their own specific impacts regarding hazardous materials when present. Implementation of site specific remediation measures and compliance with all regulations related to the disposal and storage of household hazardous waste would ensure that cumulative impacts would be less than significant.

Hazards and Hazardous Materials

Section 4.10 indicates that impacts related to hazardous materials, other hazards, and airport hazards at the project-level have no potential for cumulative impacts because impacts are limited to on-site conditions and include no component that could result in similar impacts over time or space. **Mitigation Measure HAZ-1** will be implemented to assure the site is sufficiently remediated of past hazmat facilities and contaminants. Therefore, no cumulative impacts related to this topic would occur.

Wildfires

The analysis provided in Section 4.9(g) and 4.20 found that no individual, local, or regional impacts would occur; therefore, no cumulative impacts related to this topic would occur.

Groundwater Levels

The analysis provided in Section 4.10 (b) found that less than significant local or regional impacts would occur; therefore, while the Project would contribute to individual, localized, or regional cumulative impacts, the Project contribution would not be considerable.

Drainage/Water Quality
The analysis provided in Section 4.10 (a), (c), (d), (e), and (f), found that less than significant individual, local, or regional impacts would occur; therefore, while the proposed Project would contribute to individual, localized or regional cumulative impacts, its contribution would not be considerable.

Flooding
The analysis provided in Section 4.10 (d) found that no regional impacts would occur; therefore, no cumulative impacts related to this topic would occur.

Land Use and Planning
The analysis provided in Section 4.11 related to Land Use and Planning found that impacts would be less than significant; therefore, while the proposed Project would contribute to individual, localized, or regional cumulative impacts, its contribution would not be considerable.

Mineral Resources
The analysis provided in Section 4.12 related to mineral resources found that there would be no impact; therefore, the Project contribution would not be considerable.

Noise
As discussed in Section 4.12, on-site operational noise is not anticipated to result in perceptible increases in ambient noise with the implementation of Best Management Practices. Therefore, the proposed Project would not contribute considerably to noise levels in the immediate vicinity of the Project. The Project would contribute to temporary increases in noise levels in the immediate Project vicinity during construction activities; however, Best Management Practices would be incorporated to ensure that impacts to nearby sensitive receptors remain less than significant. The Project would increase traffic in the Project area; however, Project traffic-related noise would not be discernible (as discussed in Section 4.13.a) to the public and, therefore, would have no considerable contribution to cumulative traffic-related noise.

Population and Housing
The analysis provided in Section 4.14 related to Population and Housing found that no impacts would result; therefore, no cumulative impacts related to this topic would occur.

Public Services
The analysis provided in Section 4.15 related to Public Services found that impacts would be less than significant; therefore, while the proposed Project would contribute to localized cumulative impacts, the contribution would not be cumulatively considerable.

Recreation
The analysis provided in Section 4.16 related to Recreation found that impacts would be less than significant; therefore, no cumulative impacts related to this topic would occur.

Traffic and Transportation
Traffic conditions were analyzed in Section 4.17. a and found to be less than significant. There is and would be adequate capacity to serve the uses along 3rd Street and 5th Street even with the addition of the proposed Project. The site also has access to bus transit, sidewalks, and eventually bike lanes in the Project area. The Project will also implement **Mitigation Measures VMT-1 through VMT-3** to help reduce regional impacts from increased vehicle miles traveled. Therefore, the proposed Project's contribution to cumulative impacts to local and regional transportation facilities would not be considerable.

Tribal Cultural Resources
The analysis provided in Section 4.18 related to Tribal Cultural Resources (TCRs) identified that despite the previous disturbances of the Project site and developed nature of the Project area that may have displaced or submerged archaeological resources relating to TCRs on the surface, it is possible that intact tribal cultural resources exist at depth. Due to this uncertainty, **Mitigation Measures CUL-1 through CUL-15 and TCR-1** have been incorporated to address any previously undiscovered archaeological resources (including buried human remains) relating to TCRs encountered during Project implementation. Incorporation of these mitigation measures would ensure that potential impacts to buried TCRs are less than significant through requirements for evaluation, salvage, curation, and reporting.

Utilities and Service Systems
The analysis provided in Section 4.19 related to Utilities and Service Systems found that impacts would be less than significant; therefore, while the Project would contribute to localized or regional cumulative impacts, the Project contribution would not be considerable.

Wildfire
The analysis provided in Section 4.20 related to Wildfire found that no impacts would result; therefore, no cumulative impacts related to this topic would occur.

c) **Less than Significant with Mitigation Incorporated.** Based on the analysis of the Project's impacts in the responses to items 4.1 thru 4.20, there is no indication that this Project could result in substantial adverse effects on human beings, although **Mitigation Measure HAZ-1** will be implemented to assure the site is sufficiently remediated of past hazmat facilities and contaminants. While there would be a variety of temporary adverse effects during construction related to noise, these would be reduced to less than significant levels through regulatory compliance. In addition, **Mitigation Measures NOI-1 through NOI-3** will be implemented to help assure potential noise impacts from construction remain at less than significant levels. Long-term effects include increased vehicular traffic, traffic-related noise, use of commercial hazardous materials, emissions of criteria pollutants and greenhouse gas emissions, and increased demand for emergency response services. The analysis herein concludes that direct and indirect environmental effects would at worst require mitigation to reduce to less than significant levels. Environmental effects would result in less than significant impacts. Based on the analysis in this Initial Study, the City finds that direct and indirect impacts to human beings would be less than significant with mitigation incorporated.

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BIOLOGICAL RESOURCES

BIO-1 **Pre-construction Survey for Burrowing Owl and Ground Nesting Birds.** Prior to ground disturbance, the following two surveys shall be conducted to determine presence or absence of burrowing owl or ground nesting birds on the site.

Burrowing Owl. No more than 14 days prior to ground disturbance a focused survey for burrowing owl will be required to ensure take avoidance. Even though burrowing owls were not located as part of the general biological survey, a pre-construction survey for burrowing owl is required because burrowing owls may encroach or migrate to the property at any time, and therefore steps should be taken to ensure avoidance, including reevaluating the locations/presence of burrowing owl or burrows. Pre-construction surveys shall be conducted in accordance with the survey requirements outlined in Appendix D of the CDFW's *Staff Report on Burrowing Owl*, dated March 7, 2012. If burrowing owl are found on the Project Site during pre-construction surveys, the biologist conducting surveys shall immediately contact the CDFW to develop a plan for avoidance and/or translocation prior to construction crews initiating any ground disturbance on the Project Site.

Ground Nesting Birds. To the extent feasible, construction activities should be scheduled to avoid the nesting season. If construction activities are scheduled to take place outside the nesting season, all impacts to nesting birds protected under the MBTA and California Fish and Game Code would be avoided. The nesting season for most birds in San Bernardino County extends from February 1 through September 1.

If it is not possible to schedule construction activities between September 1 and January 31, then pre-construction surveys for nesting birds will be conducted by a qualified biologist to ensure that no nests would be disturbed during project implementation. These surveys will be conducted no more than 5 days prior to the initiation of any site disturbance activities and equipment mobilization, including tree, shrub, or vegetation removal, fence installation, grading, etc. If project activities are delayed by more than 5 days, an additional nesting bird survey will be performed. During this survey, the biologist will inspect all trees and other potential nesting habitats (e.g., trees and shrubs) in and immediately adjacent to the impact area for nests. Active nesting is present if a bird is building a nest, sitting in a nest, a nest has eggs or chicks in it, or adults are observed carrying food to the nest. The results of the surveys will be documented.

If an active nest is found sufficiently close to work areas to be disturbed by these activities, the qualified biologist will determine the extent of a construction-free buffer zone to be established around the nest (typically up to 300 feet for raptors and up to 100 feet for other species), to ensure that no nests of species protected by the MBTA and California Fish and Game Code will be disturbed during project implementation. Within the buffer zone, no site disturbance and mobilization of heavy equipment, including but not limited to equipment staging, fence installation, clearing, grubbing, vegetation removal, demolition, and grading will be permitted until the chicks have fledged.

A qualified biologist is an individual who has a degree in biological sciences or related resource management with a minimum of two seasonal years post-degree experience conducting surveys for nesting birds. During or following academic training, the qualified biologist will have achieved a high level of professional experience and knowledge in biological sciences and special-status species identification, ecology, and habitat requirements.

CULTURAL RESOURCES

CUL-1 **Retain a Native American Monitor/Consultant.** The Project Applicant shall be required to retain and compensate for the services of a Tribal monitor/consultant who is both approved by the Gabrieleño Band of Mission Indians - Kizh Nation Tribal Government and is listed under the NAHC's Tribal Contact list for the area of the Project location. This list is provided by the NAHC. The monitor/consultant will only be present on-site during the construction phases that involve ground-disturbing activities. Ground disturbing activities are defined by the Gabrieleño Band of Mission Indians-Kizh Nation as activities that may include, but are not limited to, pavement removal, pot-holing or auguring, grubbing, tree removals, boring, grading, excavation, drilling, and trenching, within the Project area. The Tribal Monitor/consultant will complete daily monitoring logs that will provide descriptions of the day's activities, including construction activities, locations, soil, and any cultural materials identified. The on-site monitoring shall end when the Project site grading and excavation activities are completed, or when the Tribal Representatives and monitor/consultant have indicated that the site has a low potential for impacting Tribal Cultural Resources.

CUL-2 **Unanticipated Discovery of Tribal Cultural and Archeological Resources.** Upon discovery of any archaeological resources, cease construction activities in the immediate vicinity of the find until the find can be assessed. All archaeological resources unearthed by Project construction activities shall be evaluated by the qualified archaeologist and tribal monitor/consultant approved by the Gabrieleño Band of Mission Indians-Kizh Nation. If the resources are Native American in origin, the Gabrieleño Band of Mission Indians-Kizh Nation shall coordinate with the landowner regarding treatment and curation of these resources. Typically, the Tribe will request reburial or preservation for educational purposes. Work may continue on other parts of the Project while evaluation and, if necessary, mitigation takes place (CEQA Guidelines Section 15064.5 [f]). If a resource is determined by the qualified archaeologist to constitute a "historical resource" or "unique archaeological resource", time allotment and funding sufficient to allow for implementation of avoidance measures, or appropriate mitigation, must be available. The treatment plan established for the resources shall be in accordance with CEQA Guidelines Section 15064.5(f) for historical resources and Public Resources Code Sections 21083.2(b) for unique archaeological resources.

CUL-3 **Public Resources Code Sections 21083.2(b) for Unique Archaeological Resources.** Preservation in place (i.e., avoidance) is the preferred manner of treatment. If preservation in place is not feasible, treatment may include implementation of archaeological data recovery excavations to remove the resource along with subsequent laboratory processing and analysis. Any historic archaeological material that is not Native American in origin shall be curated at a public, non-profit institution with a research interest in the materials, such as the Natural History Museum of Los Angeles County or the Fowler Museum, if such an institution agrees to accept the material. If no institution accepts the archaeological material, they shall be offered to a local school or historical society in the area for educational purposes.

CUL-4 **Archaeological Monitoring.** Due to the heightened cultural sensitivity of the proposed Project area, an archaeological monitor with at least 3 years of regional experience in archaeology shall be present for all ground-disturbing activities that occur within the proposed Project area (which includes, but is not limited to, tree/shrub removal and planting, clearing/grubbing, grading, excavation, trenching, compaction, fence/gate removal and installation, drainage and irrigation removal and installation, hardscape installation [benches, signage, boulders, walls, seat walls, fountains, etc.], and archaeological work). A sufficient number of archaeological monitors shall be present each workday to ensure that simultaneously occurring ground-disturbing activities receive

thorough levels of monitoring coverage. Monitoring may cease if the archaeologist and Tribal monitor agree that continued efforts are unneeded, and if the San Manuel Band of Mission Indians Cultural Resources Department (SMBMI) agrees with the assessment. A Monitoring and Treatment Plan that is reflective of the Project mitigation ("Cultural Resources" and "Tribal Cultural Resources") shall be completed by the archaeologist and submitted to the Lead Agency for dissemination to SMBMI. Once all parties review and approve the plan, it shall be adopted by the Lead Agency – the plan must be adopted prior to permitting for the Project. Any and all findings will be subject to the protocol detailed within the Monitoring and Treatment Plan.

CUL-5 **Tribal Monitoring.** Due to the heightened cultural sensitivity of the proposed Project area, Tribal monitors representing the San Manuel Band of Mission Indians shall be present for all ground-disturbing activities that occur within the proposed Project area (which includes, but is not limited to, tree/shrub removal and planting, clearing/grubbing, grading, excavation, trenching, compaction, fence/gate removal and installation, drainage and irrigation removal and installation, hardscape installation [benches, signage, boulders, walls, seat walls, fountains, etc.], and archaeological work). A sufficient number of Tribal monitors shall be present each workday to ensure that simultaneously occurring ground-disturbing activities receive thorough levels of monitoring coverage. Monitoring may cease if the archaeologist and Tribal monitor agree that continued efforts are unneeded, and if the San Manuel Band of Mission Indians Cultural Resources Department (SMBMI) agrees with the assessment. A Monitoring and Treatment Plan that is reflective of the Project mitigation ("Cultural Resources" and "Tribal Cultural Resources") shall be completed by the archaeologist, as detailed within SMBMI-CUL-1, and submitted to the Lead Agency for dissemination to SMBMI. Once all parties review and agree to the plan, it shall be adopted by the Lead Agency – the plan must be adopted prior to permitting for the Project. Any and all findings will be subject to the protocol detailed within the Monitoring and Treatment Plan.

CUL-6 **Treatment of Cultural Resources.** If a pre-contact cultural resource is discovered during Project implementation, ground-disturbing activities shall be suspended 60 feet around the resource(s) and an Environmentally Sensitive Area (ESA) physical demarcation/barrier constructed. Representatives from the San Manuel Band of Mission Indians Cultural Resources Department (SMBMI), the Archaeological Monitor/applicant, and the Lead Agency shall confer regarding treatment of the discovered resource, as detailed within the Monitoring and Treatment Plan. A research design shall be developed and will include a plan to evaluate the resource for significance under CEQA criteria. The research design shall also acknowledge that, regardless of significance under CEQA, all finds are subject, if feasible, to avoidance/preservation in place as treatment. Should any resource(s) not be a candidate for avoidance or preservation in place, and the removal of the resource(s) is necessary to mitigate impacts, the research design shall include a comprehensive discussion of sampling strategies, resource processing, analysis, and reporting protocols/obligations. Removal of any cultural resource(s) shall be conducted with the presence of a Tribal monitor representing the Tribe, unless otherwise decided by SMBMI. All plans for analysis shall be reviewed and approved by the applicant and SMBMI prior to implementation, and all removed material shall be temporarily curated on-site. It is the preference of SMBMI that removed cultural material be reburied as close to the original find location as possible. However, should reburial within/near the original find location during Project implementation not be feasible, then a reburial location for future reburial shall be decided upon by SMBMI, the landowner, and the Lead Agency, and all finds shall be reburied within this location. Additionally, in this case, reburial shall not occur until all ground-disturbing activities associated with the Project have been completed, all monitoring has ceased, all cataloging and basic recordation of cultural resources have been completed, and a final monitoring report has been issued to Lead Agency, CHRIS, and SMBMI. All reburials are subject to a reburial agreement that shall be developed between the landowner and SMBMI outlining the determined

reburial process/location, and shall include measures and provisions to protect the reburial area from any future impacts (vis a vis project plans, conservation/preservation easements, etc.). Should it occur that avoidance, preservation in place, and on-site reburial are not an option for treatment, the landowner shall relinquish all ownership and rights to this material and confer with SMBMI to identify an American Association of Museums (AAM)-accredited facility within the County that can include the materials into their permanent collections and provide for the proper care of these objects in accordance with the 1993 CA Curation Guidelines. A curation agreement with an appropriately qualified repository shall be developed between the landowner and museum that legally and physically transfers the collections and associated records to the facility. This agreement shall stipulate the payment of fees necessary for permanent curation of the collections and associated records and the obligation of the Project developer/applicant to pay for those fees. All draft records/reports containing the significance and treatment findings and data recovery results shall be prepared by the archaeologist and submitted to the Lead Agency and SMBMI for their review and comment. After approval from all parties, the final reports and site/isolate records are to be submitted to the local CHRIS Information Center, the Lead Agency, and SMBMI.

CUL-7 **Tribal Consultation.** 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 an archaeologist meeting the Secretary of Interior's professional qualification standards in archaeology 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 in TCR-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.

CUL-8 **Tribal Resources.** If significant pre-contact and/or historic-era cultural resources, as defined by CEQA (as amended, 2015), are discovered and avoidance cannot be ensured, the archaeologist shall develop a Monitoring and Treatment Plan, the drafts of which shall be provided to YSMN for review and comment, as detailed within TCR-1. The archaeologist shall monitor the remainder of the project and implement the Plan accordingly.

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-9 **Unanticipated Discovery of Human Remains and Associated Funerary Objects.** Native American human remains are defined in PRC 5097.98 (d)(1) as an inhumation or cremation and in any state of decomposition or skeletal completeness. Funerary objects, called associated grave goods in PRC 5097.98, are also to be treated according to this statute. Health and Safety Code 7050.5 dictates that any discoveries of human skeletal material shall be immediately reported to the County Coroner and excavation halted until the coroner has determined the nature of the remains. If the coroner recognizes the human remains to be those of a Native American or has reason to believe that they are those of a Native American, he or she shall contact, by telephone

within 24 hours, the Native American Heritage Commission (NAHC) and PRC 5097.98 shall be followed.

CUL-10 **Resource Assessment and Continuation of Work Protocol.** Upon discovery, the tribal and/or archaeological monitor/consultant/consultant will immediately divert work at a minimum of 150 feet and place an exclusion zone around the burial. The monitor/consultant(s) will then notify the Tribe, the qualified lead archaeologist, and the construction manager who will call the coroner. Work will continue to be diverted while the coroner determines whether the remains are Native American. The discovery is to be kept confidential and secure to prevent any further disturbance. If the finds are determined to be Native American, the coroner will notify the NAHC as mandated by state law who will then appoint a Most Likely Descendent (MLD).

CUL-11 **Kizh-Gabrieleno Procedures for Burials and Funerary Remains**. If the Gabrieleno Band of Mission Indians – Kizh Nation is designated MLD, the following treatment measures shall be implemented. To the Tribe, 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 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.

CUL-12 **Treatment Measures.** Prior to the continuation of ground-disturbing activities, the land owner shall arrange a designated site location within the footprint of the Project for the respectful reburial of the human remains and/or ceremonial objects. In the case where discovered human remains cannot be fully documented and recovered on the same day, the remains will be covered with muslin cloth and a steel plate that can be moved by heavy equipment placed over the excavation opening to protect the remains. If this type of steel plate is not available, a 24-hour guard should be posted outside of working hours. The Tribe will make every effort to recommend diverting the Project and keeping the remains in situ and protected. If the Project cannot be diverted, it may be determined that burials will be removed. The Tribe will work closely with the qualified archaeologist to ensure that the excavation is treated carefully, ethically and respectfully. If data recovery is approved by the Tribe, documentation shall be taken which includes at a minimum detailed descriptive notes and sketches. Additional types of documentation shall be approved by the Tribe for data recovery purposes. Cremations will either be removed in bulk or by means as necessary to ensure completely recovery of all material. If the discovery of human remains includes four or more burials, the location is considered a cemetery and a separate treatment plan shall be created. Once complete, a final report of all activities is to be submitted to the Tribe and the NAHC. The Tribe does NOT authorize any scientific study or the utilization of any invasive diagnostics on human remains. Each occurrence of human remains and associated funerary objects will be stored using opaque cloth bags. All human remains, funerary objects, sacred objects and objects of cultural patrimony will be removed to a secure container on site if possible. These items should be retained and reburied within six months of recovery. The site of reburial/repatriation shall be on the Project site but at a location agreed upon between the Tribe and the landowner at a site to be protected in perpetuity. There shall be no publicity regarding any cultural materials recovered.

CUL-13 **Professional Standards.** Archaeological and Native American monitoring and excavation during construction projects will be consistent with current professional standards. All feasible care to avoid any unnecessary disturbance, physical modification, or separation of human remains and associated funerary objects shall be taken. Principal personnel must meet the Secretary of Interior

standards for archaeology and have a minimum of 10 years of experience as a principal investigator working with Native American archaeological sites in southern California. The Qualified Archaeologist shall ensure that all other personnel are appropriately trained and qualified.

CUL-14 **Inadvertent Discoveries of Human Remains/Funerary Objects.** In the event that any human remains are discovered within the Project area, ground-disturbing activities shall be suspended 100 feet around the resource(s) and an Environmentally Sensitive Area (ESA) physical demarcation/barrier constructed. The on-site lead/foreman shall then immediately who shall notify SMBMI, the applicant/developer, and the Lead Agency. The Lead Agency and the applicant/developer shall then immediately contact the County Coroner regarding the discovery. If the Coroner recognizes the human remains to be those of a Native American, or has reason to believe that they are those of a Native American, the Coroner shall ensure that notification is provided to the NAHC within twenty-four (24) hours of the determination, as required by California Health and Safety Code § 7050.5 (c). The NAHC-identified Most Likely Descendant (MLD), shall be allowed, under California Public Resources Code § 5097.98 (a), to (1) inspect the site of the discovery and (2) make determinations as to how the human remains and funerary objects shall be treated and disposed of with appropriate dignity. The MLD, Lead Agency, and landowner agree to discuss in good faith what constitutes "appropriate dignity" as that term is used in the applicable statutes. The MLD shall complete its inspection and make recommendations within forty-eight (48) hours of the site visit, as required by California Public Resources Code § 5097.98. Reburial of human remains and/or funerary objects (those artifacts associated with any human remains or funerary rites) shall be accomplished in compliance with the California Public Resources Code § 5097.98 (a) and (b). The MLD in consultation with the landowner, shall make the final discretionary determination regarding the appropriate disposition and treatment of human remains and funerary objects. All parties are aware that the MLD may wish to rebury the human remains and associated funerary objects on or near the site of their discovery, in an area that shall not be subject to future subsurface disturbances. The applicant/developer/landowner should accommodate on-site reburial in a location mutually agreed upon by the Parties. It is understood by all Parties that unless otherwise required by law, the site of any reburial of Native American human remains or cultural artifacts shall not be disclosed and shall not be governed by public disclosure requirements of the California Public Records Act. The Coroner, parties, and Lead Agencies will be asked to withhold public disclosure information related to such reburial, pursuant to the specific exemption set forth in California Government Code § 6254 (r).

CUL-15 **Human Remains.** 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.

GEOLOGY/SOILS/PALEONTOLOGICAL RESOURCES

GEO-1 **Conduct Paleontological Sensitivity Training for Construction Personnel.** The Applicant shall retain a professional paleontologist, who meets the qualifications set forth by the Society of Vertebrate Paleontology, shall conduct a Paleontological Sensitivity Training for construction personnel prior to commencement of excavation activities. The training will include a handout and will focus on how to identify paleontological resources that may be encountered during earthmoving activities, and the procedures to be followed in such an event; the duties of paleontological monitors; notification and other procedures to follow upon discovery of resources; and, the general steps a qualified professional paleontologist would follow in conducting a salvage investigation if one is necessary.

GEO-2 **Conduct Periodic Paleontological Spot Checks During Grading and Earth-moving Activities.** The Applicant shall retain a professional paleontologist, who meets the qualifications set forth by the Society of Vertebrate Paleontology, shall conduct periodic Paleontological Spot Checks beginning at depths below six (6) feet to determine if construction excavations have extended into older Quaternary deposits. After the initial Paleontological Spot Check, further periodic checks will be conducted at the discretion of the qualified paleontologist. If the qualified paleontologist determines that construction excavations have extended into the older Quaternary deposits, construction monitoring for Paleontological Resources will be required. The Applicant shall retain a qualified paleontological monitor, who will work under the guidance and direction of a professional paleontologist, who meets the qualifications set forth by the Society of Vertebrate Paleontology. The paleontological monitor shall be present during all construction excavations (e.g., grading, trenching, or clearing/grubbing) into the older Pleistocene alluvial deposits. Multiple earth-moving construction activities may require multiple paleontological monitors. The frequency of monitoring shall be based on the rate of excavation and grading activities, proximity to known paleontological resources and/or unique geological features, the materials being excavated (native versus artificial fill soils), and the depth of excavation, and if found, the abundance and type of paleontological resources and/or unique geological features encountered. Full-time monitoring can be reduced to part-time inspections if determined adequate by the qualified professional paleontologist.

GEO-3 **Cease Ground-Disturbing Activities and Implement Treatment Plan if Paleontological Resources Are Encountered.** In the event that paleontological resources and or unique geological features are unearthed during ground-disturbing activities, ground-disturbing activities shall be halted or diverted away from the vicinity of the find so that the find can be evaluated. A buffer area of at least 50 feet shall be established around the find where construction activities shall not be allowed to continue until appropriate paleontological treatment plan has been approved by the Applicant and the City. Work shall be allowed to continue outside of the buffer area. The Applicant and City shall coordinate with a professional paleontologist, who meets the qualifications set forth by the Society of Vertebrate Paleontology, to develop an appropriate treatment plan for the resources. Treatment may include implementation of paleontological salvage excavations to remove the resource along with subsequent laboratory processing and analysis or preservation in place. At the paleontologist's discretion and to reduce construction delay, the grading and excavation contractor shall assist in removing rock samples for initial processing.

GEO-4 **Prepare Report Upon Completion of Monitoring Services.** Upon completion of the above activities, the professional paleontologist shall prepare a report summarizing the results of the monitoring and salvaging efforts, the methodology used in these efforts, as well as a description of the fossils collected and their significance. The report shall be submitted to the Applicant, the City, the Natural History Museums of Los Angeles County, and representatives of other appropriate or concerned agencies to signify the satisfactory completion of the Project and required mitigation measures.

HAZARDS/HAZARDOUS MATERIALS

HAZ-1 **Hazardous Materials Remediation.** Prior to issuance of a building permit, the applicant shall document that the site has been remediated based on the recommendations included in the Phase I Environmental Site Assessment (*Phase I ESA*) prepared for the Project site dated March 1st, 2022 and the Phase II Subsurface Investigation Report (Phase II ESA) prepared and dated March 31, 2022. Both reports were prepared by Partner Engineering and Science, Inc., and are included in Appendix E of the IS/MND. This measure shall be implemented to the satisfaction of the City Planning Division in consultation with the San Bernardino County Fire Department,

Hazardous Materials Division (as the County's Consolidated Unified Program Agency or CUPA), County Department of Public Health, California Department of Toxic Substances Control (DTSC), and other regulatory agencies if or as needed. Prior to issuance of a building permit, the applicant shall submit a closure report documenting the various hazardous materials characterization studies, their conclusions and recommendations, and all remediation activities for identified hazmat conditions.

Due to the age of the recently demolished buildings, there may still be asbestos-containing materials (ACMs) and/or lead-based paints (LBPs) present. These are considered Business Environmental Risks (BERs) and sampling of possible ACMs and LBPs will need to be done on any remaining demolition materials onsite if they are present prior to grading. Other BERs identified on the Project site include oil spillage in former auto-maintenance areas, four septic tanks systems, and a potential concrete sump. Oil-stained soils shall be disposed of if encountered, the sump and septic tanks removed and abandoned with regard to applicable regulatory requirements.

Once all remaining demolition waste has been removed from the site, onsite soils shall be tested to determine if or to what degree they can be used for Project grading based on regulatory standards for industrial buildings. Prior to issuance of a grading permit, the applicant shall demonstrate to the satisfaction of the City Engineer that the onsite soils meet appropriate regulatory standards for industrial properties.

NOISE

NOI-1 **Notify Adjacent Land Use of Construction Activities.** During all construction-related activities, the applicant and/or its designated contractor, contractor's representatives, and all other appropriate personnel shall notify adjacent land uses of planned construction activities. This notice shall be provided at least one week prior to the start of any construction activities, describe the construction noise control best management practices to be implemented by the Project, and include the name and phone number of a designated contact for the Applicant and the City of Highland responsible for handling construction-related noise complaints. This notice shall be provided to the owner/occupants of all occupied properties within 250 feet of the Project site.

NOI-2 **Restrict Work Hours/Equipment Noise.** All work shall be subject to the requirements in City Code Section 15.48.020.A and General Plan Goal 7.3, Action 1. Construction activities, including deliveries, shall only occur during the hours of 7:00 AM to 6:00 PM, Monday through Saturday. Construction activities shall be prohibited on Sundays and City- and Federal-observed holidays. The applicant and/or its contractor shall post a sign at all entrances to the construction site informing contractors, subcontractors, construction workers, etc. of this requirement.

NOI-3 **Construction Equipment Restrictions.** The following measures shall apply during all of the construction-related activities:

- Contractors shall use the smallest size equipment capable of safely completing work activities.
- Construction staging shall occur as far away from the residential properties on West 5th Street as possible.
- All stationary noise-generating equipment such as pumps, compressors, and welding machines shall be located as far from the residential properties on West 5th Street as possible.

- Heavy equipment engines shall be covered, and exhaust pipes shall include a muffler in good working condition.
- Pneumatic tools shall include a noise suppression device on the compressed air exhaust.
- The Applicant and/or his contractor shall connect to existing electrical service at the site to avoid the use of stationary power generators. This measure shall be subject to the approval of the local electric utility.
- No radios or other amplified sound devices shall be audible beyond the property line of the construction site.

TRANSPORTATION

VMT-1 **Commute Trip Reduction (CTR) Marketing Program.** The Project shall implement a marketing program to promote the project site employer's CTR program. Information sharing and marketing promote and educate employees about their travel choices to the employment location beyond driving such as carpooling, taking transit, walking, and biking, thereby reducing VMT. The following features (or similar alternatives) of the marketing strategy are essential for effectiveness.

- Onsite or online commuter information services.
- Employee transportation coordinators.
- Onsite or online transit pass sales.
- Guaranteed ride home service

VMT-2 **Ridesharing Program.** The Project shall provide a ridesharing program and establish a permanent transportation management association with funding requirements for employers. Ridesharing encourages carpooled vehicle trips in place of single-occupied vehicle trips, thereby reducing the number of trips and VMT. Ridesharing must be promoted through a multifaceted approach. Examples include but are not limited to the following.

- Designating a certain percentage of desirable parking spaces for ridesharing vehicles.
- Designating adequate passenger loading and unloading and waiting areas for ridesharing vehicles.
- Providing an app or website for coordinating rides

VMT-3 **End-of-Trip Bicycle Facilities.** The Project shall install and maintain end-of-trip facilities for employee use. End-of-trip facilities include bike parking and personal lockers. The provision and maintenance of secure bike parking and related facilities encourages commuting by bicycle, thereby reducing VMT. End-of-trip facilities should be installed at a size proportional to the number of commuting bicyclists and regularly maintained.

TRIBAL CULTURAL RESOURCES

TCR-1 The Yuhaaviatam of San Manuel Nation Cultural Resources Department (YSMN) shall be contacted 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.

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.

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6.1 – List of Preparers

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6.2 – Persons and Organizations Consulted

- N/A

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Exhibit B

Mitigation Monitoring and Reporting Program

Mitigation Monitoring and Reporting Program for the Highland East Industrial Project

October 2, 2023

- This document is designed for double-sided printing to conserve natural resources.-

MITIGATION MONITORING AND REPORTING PROGRAM

This Mitigation Monitoring and Reporting Program (MMRP) identifies Mitigation Measures incorporated into the Highland East Industrial Warehouse Project. For each Mitigation Measure, the MMRP identifies the significant impact, the related mitigation measure, the implementation entity, the monitoring and verification entity, and timing requirements.

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IDENTIFIED IMPACT	RELATED MITIGATION MEASURE	MONITORING			VERIFICATION	
		Implementation Entity	Monitoring and Verification Entity	Timing Requirements	Signature	Date
BIOLOGICAL RESOURCES						
Potential Impacts on Burrowing Owl and Ground Nesting Birds.	**BIO-1: Pre-construction Survey for Burrowing Owl and Ground Nesting Birds.** Prior to ground disturbance, the following two surveys shall be conducted to determine presence or absence of burrowing owl or ground nesting birds on the site. *Burrowing Owl.* No more than 14 days prior to ground disturbance a focused survey for burrowing owl will be required to ensure take avoidance. Even though burrowing owls were not located as part of the general biological survey, a pre-construction survey for burrowing owl is required because burrowing owls may encroach or migrate to the property at any time, and therefore steps should be taken to ensure avoidance, including reevaluating the locations/presence of burrowing owl or burrows. Pre-construction surveys shall be conducted in accordance with the survey requirements outlined in Appendix D of the CDFW's *Staff Report on Burrowing Owl*, dated March 7, 2012. If burrowing owl are found on the Project Site during pre-construction surveys, the biologist conducting surveys shall immediately contact the CDFW to develop a plan for avoidance and/or translocation prior to	Project Proponent	Planning and Development Services Department	Prior to issuance of grading/ground disturbance permits.		

IDENTIFIED IMPACT	RELATED MITIGATION MEASURE	MONITORING			VERIFICATION	
		Implementation Entity	Monitoring and Verification Entity	Timing Requirements	Signature	Date
	construction crews initiating any ground disturbance on the Project Site. *Ground Nesting Birds.* To the extent feasible, construction activities should be scheduled to avoid the nesting season. If construction activities are scheduled to take place outside the nesting season, all impacts to nesting birds protected under the MBTA and California Fish and Game Code would be avoided. The nesting season for most birds in San Bernardino County extends from February 1 through September 1. If it is not possible to schedule construction activities between September 1 and January 31, then pre-construction surveys for nesting birds will be conducted by a qualified biologist to ensure that no nests would be disturbed during project implementation. These surveys will be conducted no more than 5 days prior to the initiation of any site disturbance activities and equipment mobilization, including tree, shrub, or vegetation removal, fence installation, grading, etc. If project activities are delayed by more than 5 days, an additional nesting bird survey will be performed. During this survey, the biologist will inspect all trees and other potential nesting habitats (e.g., trees and shrubs) in and immediately adjacent to the impact					

IDENTIFIED IMPACT	RELATED MITIGATION MEASURE	MONITORING			VERIFICATION	
		Implementation Entity	Monitoring and Verification Entity	Timing Requirements	Signature	Date
	area for nests. Active nesting is present if a bird is building a nest, sitting in a nest, a nest has eggs or chicks in it, or adults are observed carrying food to the nest. The results of the surveys will be documented. If an active nest is found sufficiently close to work areas to be disturbed by these activities, the qualified biologist will determine the extent of a construction-free buffer zone to be established around the nest (typically up to 300 feet for raptors and up to 100 feet for other species), to ensure that no nests of species protected by the MBTA and California Fish and Game Code will be disturbed during project implementation. Within the buffer zone, no site disturbance and mobilization of heavy equipment, including but not limited to equipment staging, fence installation, clearing, grubbing, vegetation removal, demolition, and grading will be permitted until the chicks have fledged. A qualified biologist is an individual who has a degree in biological sciences or related resource management with a minimum of two seasonal years post-degree experience conducting surveys for nesting birds. During or following academic training, the qualified biologist will have achieved a high level of professional experience and knowledge in biological sciences and					

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	special-status species identification, ecology, and habitat requirements.					
CULTURAL RESOURCES						
Adverse Change in the Significance of an Archaeological Resource.	**CUL-1: Retain a Native American Monitor/Consultant.** The Project Applicant shall be required to retain and compensate for the services of a Tribal monitor/consultant who is both approved by the Gabrieleño Band of Mission Indians - Kizh Nation Tribal Government and is listed under the NAHC's Tribal Contact list for the area of the Project location. This list is provided by the NAHC. The monitor/consultant will only be present on-site during the construction phases that involve ground-disturbing activities. Ground disturbing activities are defined by the Gabrieleño Band of Mission Indians-Kizh Nation as activities that may include, but are not limited to, pavement removal, pot-holing or auguring, grubbing, tree removals, boring, grading, excavation, drilling, and trenching, within the Project area. The Tribal Monitor/consultant will complete daily monitoring logs that will provide descriptions of the day's activities, including construction activities, locations, soil, and any cultural materials identified. The on-site monitoring shall end when the Project site grading and excavation activities are completed, or when the Tribal Representatives and monitor/ consultant	Project Proponent	Planning and Development Services Department	Prior to issuance of grading/ground disturbance permits.		

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	have indicated that the site has a low potential for impacting Tribal Cultural Resources.					
Adverse Change in the Significance of an Archaeological Resource.	**CUL-2: Unanticipated Discovery of Tribal Cultural and Archeological Resources.** Upon discovery of any archaeological resources, cease construction activities in the immediate vicinity of the find until the find can be assessed. All archaeological resources unearthed by Project construction activities shall be evaluated by the qualified archaeologist and tribal monitor/consultant approved by the Gabrieleño Band of Mission Indians-Kizh Nation. If the resources are Native American in origin, the Gabrieleño Band of Mission Indians-Kizh Nation shall coordinate with the landowner regarding treatment and curation of these resources. Typically, the Tribe will request reburial or preservation for educational purposes. Work may continue on other parts of the Project while evaluation and, if necessary, mitigation takes place (CEQA Guidelines Section 15064.5 [f]). If a resource is determined by the qualified archaeologist to constitute a "historical resource" or "unique archaeological resource", time allotment and funding sufficient to allow for implementation of avoidance measures, or appropriate mitigation, must be available. The treatment	Project Proponent	Planning and Development Services Department	During grading or ground disturbance activities.		

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	plan established for the resources shall be in accordance with CEQA Guidelines Section 15064.5(f) for historical resources and Public Resources Code Sections 21083.2(b) for unique archaeological resources.					
Adverse Change in the Significance of an Archaeological Resource.	**CUL-3: Public Resources Code Sections 21083.2(b) for Unique Archaeological Resources.** Preservation in place (i.e., avoidance) is the preferred manner of treatment. If preservation in place is not feasible, treatment may include implementation of archaeological data recovery excavations to remove the resource along with subsequent laboratory processing and analysis. Any historic archaeological material that is not Native American in origin shall be curated at a public, non-profit institution with a research interest in the materials, such as the Natural History Museum of Los Angeles County or the Fowler Museum, if such an institution agrees to accept the material. If no institution accepts the archaeological material, they shall be offered to a local school or historical society in the area for educational purposes.	Project Proponent	Planning and Development Services Department	During grading or ground disturbance activities.		
Adverse Change in the Significance of an	**CUL-4: Archaeological Monitoring.** Due to the heightened cultural sensitivity of the proposed Project area, an archaeological monitor with at least 3 years of regional experience in archaeology shall be present	Project Proponent	Planning and Development Services Department	During grading or ground disturbance activities.		

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Archaeological Resource.	for all ground-disturbing activities that occur within the proposed Project area (which includes, but is not limited to, tree/shrub removal and planting, clearing/grubbing, grading, excavation, trenching, compaction, fence/gate removal and installation, drainage and irrigation removal and installation, hardscape installation [benches, signage, boulders, walls, seat walls, fountains, etc.], and archaeological work). A sufficient number of archaeological monitors shall be present each workday to ensure that simultaneously occurring ground-disturbing activities receive thorough levels of monitoring coverage. Monitoring may cease if the archaeologist and Tribal monitor agree that continued efforts are unneeded, and if the San Manuel Band of Mission Indians Cultural Resources Department (SMBMI) agrees with the assessment. A Monitoring and Treatment Plan that is reflective of the Project mitigation ("Cultural Resources" and "Tribal Cultural Resources") shall be completed by the archaeologist and submitted to the Lead Agency for dissemination to SMBMI. Once all parties review and approve the plan, it shall be adopted by the Lead Agency – the plan must be adopted prior to permitting for the Project. Any and all findings will be subject to the protocol detailed within the Monitoring and Treatment Plan.					

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Adverse Change in the Significance of an Archaeological Resource.	**CUL-5: Tribal Monitoring.** Due to the heightened cultural sensitivity of the proposed Project area, Tribal monitors representing the San Manuel Band of Mission Indians shall be present for all ground-disturbing activities that occur within the proposed Project area (which includes, but is not limited to, tree/shrub removal and planting, clearing/grubbing, grading, excavation, trenching, compaction, fence/gate removal and installation, drainage and irrigation removal and installation, hardscape installation [benches, signage, boulders, walls, seat walls, fountains, etc.], and archaeological work). A sufficient number of Tribal monitors shall be present each workday to ensure that simultaneously occurring ground-disturbing activities receive thorough levels of monitoring coverage. Monitoring may cease if the archaeologist and Tribal monitor agree that continued efforts are unneeded, and if the San Manuel Band of Mission Indians Cultural Resources Department (SMBMI) agrees with the assessment. A Monitoring and Treatment Plan that is reflective of the Project mitigation ("Cultural Resources" and "Tribal Cultural Resources") shall be completed by the archaeologist, as detailed within SMBMI-CUL-1, and submitted to the Lead Agency for dissemination to SMBMI. Once all parties review and agree to the	Project Proponent/Tribal Representatives	Planning and Development Services Department	During grading or ground disturbance activities.		

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	plan, it shall be adopted by the Lead Agency – the plan must be adopted prior to permitting for the Project. Any and all findings will be subject to the protocol detailed within the Monitoring and Treatment Plan.					
Adverse Change in the Significance of an Archaeological Resource.	**CUL-6: Treatment of Cultural Resources.** If a pre-contact cultural resource is discovered during Project implementation, ground-disturbing activities shall be suspended 60 feet around the resource(s) and an Environmentally Sensitive Area (ESA) physical demarcation/barrier constructed. Representatives from the San Manuel Band of Mission Indians Cultural Resources Department (SMBMI), the Archaeological Monitor/applicant, and the Lead Agency shall confer regarding treatment of the discovered resource, as detailed within the Monitoring and Treatment Plan. A research design shall be developed and will include a plan to evaluate the resource for significance under CEQA criteria. The research design shall also acknowledge that, regardless of significance under CEQA, all finds are subject, if feasible, to avoidance/preservation in place as treatment. Should any resource(s) not be a candidate for avoidance or preservation in place, and the removal of the resource(s) is necessary to mitigate impacts, the research	Project Proponent	Planning and Development Services Department	During grading or ground disturbance activities.		

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	design shall include a comprehensive discussion of sampling strategies, resource processing, analysis, and reporting protocols/obligations. Removal of any cultural resource(s) shall be conducted with the presence of a Tribal monitor representing the Tribe, unless otherwise decided by SMBMI. All plans for analysis shall be reviewed and approved by the applicant and SMBMI prior to implementation, and all removed material shall be temporarily curated on-site. It is the preference of SMBMI that removed cultural material be reburied as close to the original find location as possible. However, should reburial within/near the original find location during Project implementation not be feasible, then a reburial location for future reburial shall be decided upon by SMBMI, the landowner, and the Lead Agency, and all finds shall be reburied within this location. Additionally, in this case, reburial shall not occur until all ground-disturbing activities associated with the Project have been completed, all monitoring has ceased, all cataloging and basic recordation of cultural resources have been completed, and a final monitoring report has been issued to Lead Agency, CHRIS, and SMBMI. All reburials are subject to a reburial agreement that shall be developed between the landowner and SMBMI outlining the determined reburial					

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	process/location, and shall include measures and provisions to protect the reburial area from any future impacts (vis a vis project plans, conservation/ preservation easements, etc.). Should it occur that avoidance, preservation in place, and on-site reburial are not an option for treatment, the landowner shall relinquish all ownership and rights to this material and confer with SMBMI to identify an American Association of Museums (AAM)-accredited facility within the County that can include the materials into their permanent collections and provide for the proper care of these objects in accordance with the 1993 CA Curation Guidelines. A curation agreement with an appropriately qualified repository shall be developed between the landowner and museum that legally and physically transfers the collections and associated records to the facility. This agreement shall stipulate the payment of fees necessary for permanent curation of the collections and associated records and the obligation of the Project developer/applicant to pay for those fees. All draft records/reports containing the significance and treatment findings and data recovery results shall be prepared by the archaeologist and submitted to the Lead Agency and SMBMI for their review and comment. After approval from all parties, the final reports and site/isolate records are					

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	to be submitted to the local CHRIS Information Center, the Lead Agency, and SMBMI.					
Adverse Change in the Significance of an Archaeological Resource.	**CUL-7: Tribal Consultation.** 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 an archaeologist meeting the Secretary of Interior's professional qualification standards in archaeology 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 in TCR-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	Project Proponent	Planning and Development Services Department	During grading or ground disturbance activities.		

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	remainder of the project, should YSMN elect to place a monitor on-site.					
Adverse Change in the Significance of an Archaeological Resource.	**CUL-8: Tribal Resources.** If significant pre-contact and/or historic-era cultural resources, as defined by CEQA (as amended, 2015), are discovered and avoidance cannot be ensured, the archaeologist shall develop a Monitoring and Treatment Plan, the drafts of which shall be provided to YSMN for review and comment, as detailed within TCR-1. The archaeologist shall monitor the remainder of the project and implement the Plan accordingly. Any and all archaeological/cultural documents created as a part of the project (isolate records, site records, survey reports, testing reports, etc.) shall be supplied to the applicant and Lead Agency for dissemination to YSMN. The Lead Agency and/or applicant shall, in good faith, consult with YSMN throughout the life of the project.	Project Proponent	Planning and Development Services Department	During grading or ground disturbance activities.		
Adverse Change in the Significance of an Archaeological Resource.	**CUL-9: Unanticipated Discovery of Human Remains and Associated Funerary Objects.** Native American human remains are defined in PRC 5097.98 (d)(1) as an inhumation or cremation and in any state of decomposition or skeletal completeness. Funerary objects, called associated grave	Project Proponent	Planning and Development Services Department	During grading or ground disturbance activities.		

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	goods in PRC 5097.98, are also to be treated according to this statute. Health and Safety Code 7050.5 dictates that any discoveries of human skeletal material shall be immediately reported to the County Coroner and excavation halted until the coroner has determined the nature of the remains. If the coroner recognizes the human remains to be those of a Native American or has reason to believe that they are those of a Native American, he or she shall contact, by telephone within 24 hours, the Native American Heritage Commission (NAHC) and PRC 5097.98 shall be followed.					
Adverse Change in the Significance of an Archaeological Resource.	**CUL-10: Resource Assessment and Continuation of Work Protocol.** Upon discovery, the tribal and/or archaeological monitor/consultant/consultant will immediately divert work at a minimum of 150 feet and place an exclusion zone around the burial. The monitor/consultant(s) will then notify the Tribe, the qualified lead archaeologist, and the construction manager who will call the coroner. Work will continue to be diverted while the coroner determines whether the remains are Native American. The discovery is to be kept confidential and secure to prevent any further disturbance. If the finds are determined to be Native American, the coroner will notify the NAHC	Project Proponent	Planning and Development Services Department	During grading or ground disturbance activities.		

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	as mandated by state law who will then appoint a Most Likely Descendent (MLD).					
Adverse Change in the Significance of an Archaeological Resource.	**CUL-11: Kizh-Gabrieleno Procedures for Burials and Funerary Remains**. If the Gabrieleno Band of Mission Indians – Kizh Nation is designated MLD, the following treatment measures shall be implemented. To the Tribe, 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 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.	Project Proponent	Planning and Development Services Department	During grading or ground disturbance activities.		
Adverse Change in the Significance of an Archaeological Resource.	**CUL-12: Treatment Measures.** Prior to the continuation of ground-disturbing activities, the land owner shall arrange a designated site location within the footprint of the Project for the respectful reburial of the human remains and/or ceremonial objects. In the case where discovered human remains cannot be fully documented and	Project Proponent	Planning and Development Services Department	During grading or ground disturbance activities.		

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	recovered on the same day, the remains will be covered with muslin cloth and a steel plate that can be moved by heavy equipment placed over the excavation opening to protect the remains. If this type of steel plate is not available, a 24-hour guard should be posted outside of working hours. The Tribe will make every effort to recommend diverting the Project and keeping the remains in situ and protected. If the Project cannot be diverted, it may be determined that burials will be removed. The Tribe will work closely with the qualified archaeologist to ensure that the excavation is treated carefully, ethically and respectfully. If data recovery is approved by the Tribe, documentation shall be taken which includes at a minimum detailed descriptive notes and sketches. Additional types of documentation shall be approved by the Tribe for data recovery purposes. Cremations will either be removed in bulk or by means as necessary to ensure completely recovery of all material. If the discovery of human remains includes four or more burials, the location is considered a cemetery and a separate treatment plan shall be created. Once complete, a final report of all activities is to be submitted to the Tribe and the NAHC. The Tribe does NOT authorize any scientific study or the utilization of any invasive diagnostics on human remains. Each occurrence of human					

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	remains and associated funerary objects will be stored using opaque cloth bags. All human remains, funerary objects, sacred objects and objects of cultural patrimony will be removed to a secure container on site if possible. These items should be retained and reburied within six months of recovery. The site of reburial/repatriation shall be on the Project site but at a location agreed upon between the Tribe and the landowner at a site to be protected in perpetuity. There shall be no publicity regarding any cultural materials recovered.					
Adverse Change in the Significance of an Archaeological Resource.	**CUL-13: Professional Standards.** Archaeological and Native American monitoring and excavation during construction projects will be consistent with current professional standards. All feasible care to avoid any unnecessary disturbance, physical modification, or separation of human remains and associated funerary objects shall be taken. Principal personnel must meet the Secretary of Interior standards for archaeology and have a minimum of 10 years of experience as a principal investigator working with Native American archaeological sites in southern California. The Qualified Archaeologist shall ensure that all other personnel are appropriately trained and qualified.	Project Proponent	Planning and Development Services Department	During grading or ground disturbance activities.		

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Adverse Change in the Significance of an Archaeological Resource.	**CUL-14: Inadvertent Discoveries of Human Remains/Funerary Objects.** In the event that any human remains are discovered within the Project area, ground-disturbing activities shall be suspended 100 feet around the resource(s) and an Environmentally Sensitive Area (ESA) physical demarcation/barrier constructed. The on-site lead/foreman shall then immediately who shall notify SMBMI, the applicant/developer, and the Lead Agency. The Lead Agency and the applicant/developer shall then immediately contact the County Coroner regarding the discovery. If the Coroner recognizes the human remains to be those of a Native American, or has reason to believe that they are those of a Native American, the Coroner shall ensure that notification is provided to the NAHC within twenty-four (24) hours of the determination, as required by California Health and Safety Code § 7050.5 (c). The NAHC-identified Most Likely Descendant (MLD), shall be allowed, under California Public Resources Code § 5097.98 (a), to (1) inspect the site of the discovery and (2) make determinations as to how the human remains and funerary objects shall be treated and disposed of with appropriate dignity. The MLD, Lead Agency, and landowner agree to discuss in good faith what constitutes "appropriate dignity" as that term is used in the applicable statutes.	Project Proponent	Planning and Development Services Department	During grading or ground disturbance activities.		

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	The MLD shall complete its inspection and make recommendations within forty-eight (48) hours of the site visit, as required by California Public Resources Code § 5097.98. Reburial of human remains and/or funerary objects (those artifacts associated with any human remains or funerary rites) shall be accomplished in compliance with the California Public Resources Code § 5097.98 (a) and (b). The MLD in consultation with the landowner, shall make the final discretionary determination regarding the appropriate disposition and treatment of human remains and funerary objects. All parties are aware that the MLD may wish to rebury the human remains and associated funerary objects on or near the site of their discovery, in an area that shall not be subject to future subsurface disturbances. The applicant/developer/landowner shall accommodate on-site reburial in a location mutually agreed upon by the Parties. It is understood by all Parties that unless otherwise required by law, the site of any reburial of Native American human remains or cultural artifacts shall not be disclosed and shall not be governed by public disclosure requirements of the California Public Records Act. The Coroner, parties, and Lead Agencies will be asked to withhold public disclosure information					

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	related to such reburial, pursuant to the specific exemption set forth in California Government Code § 6254 (r).					
Adverse Change in the Significance of an Archaeological Resource.	**CUL-15: Human Remains.** If human remains or funerary objects are encountered during any activities associated with the project, work in the immediate vicinity (within a 100-foot buffer of the find) shall cease and the County Coroner shall be contacted pursuant to State Health and Safety Code §7050.5 and that code enforced for the duration of the project.	Project Proponent	Planning and Development Services Department	During grading or ground disturbance activities.		
GEOLOGY/SOILS/PALEONTOLOGY						
Directly or Indirectly Destroy a Unique Paleontological Resource	**GEO-1: Conduct Paleontological Sensitivity Training for Construction Personnel.** The Applicant shall retain a professional paleontologist, who meets the qualifications set forth by the Society of Vertebrate Paleontology, shall conduct a Paleontological Sensitivity Training for construction personnel prior to commencement of excavation activities. The training will include a handout and will focus on how to identify paleontological resources that may be encountered during earthmoving activities, and the procedures to be followed in such an event; the duties of paleontological monitors; notification and other procedures to follow upon discovery of resources; and, the general steps a	Project Proponent and Project Paleontologist	Planning and Development Services Department	Prior to any grading or ground disturbance activities.		

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	qualified professional paleontologist would follow in conducting a salvage investigation if one is necessary.					
Directly or Indirectly Destroy a Unique Paleontological Resource	**GEO-2: Conduct Periodic Paleontological Spot Checks During Grading and Earth-moving Activities.** The Applicant shall retain a professional paleontologist, who meets the qualifications set forth by the Society of Vertebrate Paleontology, shall conduct periodic Paleontological Spot Checks beginning at depths below six (6) feet to determine if construction excavations have extended into older Quaternary deposits. After the initial Paleontological Spot Check, further periodic checks will be conducted at the discretion of the qualified paleontologist. If the qualified paleontologist determines that construction excavations have extended into the older Quaternary deposits, construction monitoring for Paleontological Resources will be required. The Applicant shall retain a qualified paleontological monitor, who will work under the guidance and direction of a professional paleontologist, who meets the qualifications set forth by the Society of Vertebrate Paleontology. The paleontological monitor shall be present during all construction excavations (e.g., grading, trenching, or clearing/grubbing) into the older Pleistocene alluvial deposits. Multiple	Project Proponent	Planning and Development Services Department	During grading or ground disturbance activities.		

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	earth-moving construction activities may require multiple paleontological monitors. The frequency of monitoring shall be based on the rate of excavation and grading activities, proximity to known paleontological resources and/or unique geological features, the materials being excavated (native versus artificial fill soils), and the depth of excavation, and if found, the abundance and type of paleontological resources and/or unique geological features encountered. Full-time monitoring can be reduced to part-time inspections if determined adequate by the qualified professional paleontologist.					
Directly or Indirectly Destroy a Unique Paleontological Resource	**GEO-3: Cease Ground-Disturbing Activities and Implement Treatment Plan if Paleontological Resources Are Encountered.** In the event that paleontological resources and or unique geological features are unearthed during ground-disturbing activities, ground-disturbing activities shall be halted or diverted away from the vicinity of the find so that the find can be evaluated. A buffer area of at least 50 feet shall be established around the find where construction activities shall not be allowed to continue until appropriate paleontological treatment plan has been approved by the Applicant and the City. Work shall be allowed to continue outside of the buffer area. The	Project Proponent	Planning and Development Services Department	During grading or ground disturbance activities.		

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	Applicant and City shall coordinate with a professional paleontologist, who meets the qualifications set forth by the Society of Vertebrate Paleontology, to develop an appropriate treatment plan for the resources. Treatment may include implementation of paleontological salvage excavations to remove the resource along with subsequent laboratory processing and analysis or preservation in place. At the paleontologist's discretion and to reduce construction delay, the grading and excavation contractor shall assist in removing rock samples for initial processing.					
Directly or Indirectly Destroy a Unique Paleontological Resource	**GEO-4: Prepare Report Upon Completion of Monitoring Services.** Upon completion of the above activities, the professional paleontologist shall prepare a report summarizing the results of the monitoring and salvaging efforts, the methodology used in these efforts, as well as a description of the fossils collected and their significance. The report shall be submitted to the Applicant, the City, the Natural History Museums of Los Angeles County, and representatives of other appropriate or concerned agencies to signify the satisfactory completion of the Project and required mitigation measures.	Project Proponent	Planning and Development Services Department	Upon completion of grading and ground disturbance activities.		

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HAZARDS/HAZARDOUS MATERIALS						
Result in a release of hazardous materials into the environment	**HAZ-1: Hazardous Materials Remediation.** Prior to issuance of a building permit, the applicant shall document that the site has been remediated based on the recommendations included in the Phase I Environmental Site Assessment (*Phase I ESA*) prepared for the Project site dated March 1st, 2022 and the Phase II Subsurface Investigation Report (Phase II ESA) prepared and dated March 31, 2022. Both reports were prepared by Partner Engineering and Science, Inc., and are included in Appendix E of the IS/MND. This measure shall be implemented to the satisfaction of the City Planning Division in consultation with the San Bernardino County Fire Department, Hazardous Materials Division (as the County's Consolidated Unified Program Agency or CUPA), County Department of Public Health, California Department of Toxic Substances Control (DTSC), and other regulatory agencies if or as needed. Prior to issuance of a building permit, the applicant shall submit a closure report documenting the various hazardous materials characterization studies, their conclusions and recommendations, and all remediation activities for identified hazmat conditions.	Project Proponent	Planning and Development Services Department	Prior to issuance of a building permit.		

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	Due to the age of the recently demolished buildings, there may still be asbestos-containing materials (ACMs) and/or lead-based paints (LBPs) present. These are considered Business Environmental Risks (BERs) and sampling of possible ACMs and LBPs will need to be done on any remaining demolition materials onsite if they are present prior to grading. Other BERs identified on the Project site include oil spillage in former auto-maintenance areas, four septic tanks systems, and a potential concrete sump. Oil-stained soils shall be disposed of if encountered, the sump and septic tanks removed and abandoned with regard to applicable regulatory requirements. Once all remaining demolition waste has been removed from the site, onsite soils shall be tested to determine if or to what degree they can be used for Project grading based on regulatory standards for industrial buildings. Prior to issuance of a grading permit, the applicant shall demonstrate to the satisfaction of the City Engineer that the onsite soils meet appropriate regulatory standards for industrial properties.					

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NOISE						
Generate a substantial temporary increase in ambient noise levels	**NOI-1: Notify Adjacent Land Use of Construction Activities.** During all construction-related activities, the applicant and/or its designated contractor, contractor's representatives, and all other appropriate personnel shall notify adjacent land uses of planned construction activities. This notice shall be provided at least one week prior to the start of any construction activities, describe the construction noise control best management practices to be implemented by the Project, and include the name and phone number of a designated contact for the Applicant and the City of Highland responsible for handling construction-related noise complaints. This notice shall be provided to the owner/occupants of all occupied properties within 250 feet of the Project site.	Project Proponent	Planning and Development Services Department	At least one week prior to any grading or construction activities.		
Generate a substantial temporary increase in ambient noise levels	**NOI-2: Restrict Work Hours/Equipment Noise.** All work shall be subject to the requirements in City Code Section 15.48.020.A and General Plan Goal 7.3, Action 1. Construction activities, including deliveries, shall only occur during the hours of 7:00 AM to 6:00 PM, Monday through Saturday. Construction activities shall be prohibited on Sundays and City- and Federal-observed holidays. The applicant and/or its contractor shall post a sign at all	Project Proponent	Planning and Development Services Department	During any grading or construction activities.		

IDENTIFIED IMPACT	RELATED MITIGATION MEASURE	MONITORING			VERIFICATION	
		Implementation Entity	**Monitoring and Verification Entity**	**Timing Requirements**	**Signature**	**Date**
	entrances to the construction site informing contractors, subcontractors, construction workers, etc. of this requirement.					
Generate a substantial temporary increase in ambient noise levels	**NOI-3: Construction Equipment Restrictions.** The following measures shall apply during all of the construction-related activities: ○ Contractors shall use the smallest size equipment capable of safely completing work activities. ○ Construction staging shall occur as far away from the residential properties on West 5th Street as possible. ○ All stationary noise-generating equipment such as pumps, compressors, and welding machines shall be located as far from the residential properties on West 5th Street as possible. ○ Heavy equipment engines shall be covered, and exhaust pipes shall include a muffler in good working condition. ○ Pneumatic tools shall include a noise suppression device on the compressed air exhaust. ○ The Applicant and/or his contractor shall connect to existing electrical service at the site to avoid the use of stationary power generators. This measure shall be subject to the approval of the local electric utility.	Project Proponent	Planning and Development Services Department	During any grading or construction activities.		

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	○ No radios or other amplified sound devices shall be audible beyond the property line of the construction site.					
TRANSPORTATION						
Conflict with CEQA Guidelines Section 15064.3, subdivision (b) regarding VMT	**VMT-1: Commute Trip Reduction (CTR) Marketing Program.** The Project shall implement a marketing program to promote the project site employer's CTR program. Information sharing and marketing promote and educate employees about their travel choices to the employment location beyond driving such as carpooling, taking transit, walking, and biking, thereby reducing VMT. The following features (or similar alternatives) of the marketing strategy are essential for effectiveness. • Onsite or online commuter information services. • Employee transportation coordinators. • Onsite or online transit pass sales. • Guaranteed ride home service	Project Proponent	Planning and Development Services Department	Prior to issuance of a Certificate of Occupancy.		
Conflict with CEQA Guidelines Section 15064.3, subdivision (b) regarding VMT	**VMT-2: Ridesharing Program.** The Project shall provide a ridesharing program and establish a permanent transportation management association with funding requirements for employers. Ridesharing encourages carpooled vehicle trips in place of single-occupied vehicle trips, thereby reducing the number of trips and VMT. Ridesharing must be promoted through a	Project Proponent	Planning and Development Services Department	Prior to issuance of a Certificate of Occupancy.		

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	multifaceted approach. Examples include but are not limited to the following. • Designating a certain percentage of desirable parking spaces for ridesharing vehicles. • Designating adequate passenger loading and unloading and waiting areas for ridesharing vehicles. • Providing an app or website for coordinating rides					
Conflict with CEQA Guidelines Section 15064.3, subdivision (b) regarding VMT	**VMT-3: End-of-Trip Bicycle Facilities.** The Project shall install and maintain end-of-trip facilities for employee use. End-of-trip facilities include bike parking and personal lockers. The provision and maintenance of secure bike parking and related facilities encourages commuting by bicycle, thereby reducing VMT. End-of-trip facilities should be installed at a size proportional to the number of commuting bicyclists and regularly maintained.	Project Proponent	Planning and Development Services Department	Prior to issuance of a Certificate of Occupancy.		
TRIBAL CULTURAL RESOURCES						
Cause a Substantial Adverse Change in the Significance of a Tribal Cultural Resource.	**TCR-1: YSMN Contact.** The Yuhaaviatam of San Manuel Nation Cultural Resources Department (YSMN) shall be contacted 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	Project Proponent	Planning and Development Services Department	During any grading or clearing activities.		

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	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. 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.					