



City of Highland

Randall Hamerly, Chair

Chandra Thomas, Vice Chair

Nicole McCance, Commissioner

Jarrold Miller, Commissioner

Brent Merideth, Commissioner

Planning Commission Regular Meeting Agenda

March 17, 2026 at 6:00 PM

City Hall Donahue Council Chambers
27215 Base Line, Highland CA 92346

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

Octavio Duran, Public Works Director/City Engineer

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.

In compliance with the Brown Act, any writings or documents provided to a majority of the legislative body regarding any item on this agenda, that are not exempt from disclosure under the California Public Records Act, will be made available for public inspection at City Hall, 27215 Base Line Highland, CA 92346, during normal business hours. Such documents will also be made available on the City's website at www.highlandca.gov.

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 accommodations, including interpreters.

Levine Act: Pursuant to Government Code Section 84308, any party to a City proceeding must disclose on the record any campaign contributions made to a member of the City Council (or commission) in excess of \$500 in the past 12 months. This disclosure requirement includes contributions by the party's agent and aggregated contributions from persons or entities related to the party. Please make the disclosure as soon as possible, but no later than the beginning of the proceeding.

Call to Order

Pledge of Allegiance

Public Comment

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 3 minutes each. For those wishing to make public comments by email, please submit your comments by 5:00 p.m. on DATE, to publiccomment@highlandca.gov. If you are submitting a public comment pertaining to an item on the agenda, please identify the agenda item number. Members of the public may submit comments on public hearing items at any time before the meeting, as well as during the meeting up until the close of the public hearing for the respective item.

Planning Commission Public Hearing

1. An application by Patriot USICVI 5th Street, LLC to construct a 173,976 square foot tilt-up warehouse at the southeastern convener of 5th Street and Victoria Avenue requiring the annexation of a .56 acre parcel from the City of San Bernardino into the City of Highland; General Plan Amendment (GPA 23-001) to expand the City's Sphere of Influence, Zone Change (ZC 23-001) to Pre-Zone the .56 acre parcel Business Park (BP), Conditional Use Permit (CUP 22-014) to permit the development of a warehouse, Design Review Application (DRA 22-023) for review of the site development plans, and Tentative Parcel Map No. 20621 (TTM 23-001) to consolidate eleven (11) parcels into one (1) parcel. (Continued from January 20, 2026, and February 17, 2026)

Adopt Resolution No. 2026 - _____, recommending the City Council:

- Adopt a Mitigated Negative Declaration and Mitigation Monitoring and Reporting Program, and instruct staff to file a Notice of Determination;
- Approve General Plan Amendment Application (GPA 23-001), to amend the City's Sphere of Influence and designate Assessor's Parcel Number 192-551-01 as Business Park (BP);
- Conduct First Reading and Introduce an Ordinance to Pre-zone (ZC 23-001) Assessor's Parcel Number 192-551-01 as Business Park (BP);
- Certify the Fiscal Analysis and Plan for Service Reports, and direct Staff to initiate an

Application with the Local Agency Formation Commission (LAFCO) for a reorganization and to annex Assessor’s Parcel Number 192-551-01 into the City of Highland;

- Approve Conditional Use Permit (CUP 22-014) to construct a 173,976 square foot tilt-up warehouse and associated improvements;
- Approve Design Review Application (DRA 22-023) for the Site Plan, Building Elevations, Landscaping and Grading Plans related to the warehouse development; and
- Approve Tentative Parcel Map No. 20621, (TTM 23-001) to consolidate eleven (11) lots into one (1) parcel.

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 located at 7770 Bonnie St., San Bernardino, CA 92410 (within the corporate boundaries of the City of Highland), Tax Assessor’s Parcel Number 0278-291-08.

Conduct the required Public Hearing and adopt Appeals Board Resolution No 2026 - _____, declaring the existence of a public nuisance on the Property generally located at 7770 Bonnie St., San Bernardino, CA 92410 and order the abatement thereof.

3. A Public Hearing to declare the existence of a Public Nuisance in accordance with Title 8, Chapter 8.32, of the Highland Municipal Code, and authorize the abatement thereof, at the Property located at 25485 Base Line, San Bernardino, CA 92410 (within the corporate boundaries of the City of Highland), Tax Assessor’s Parcel Number 0278-101-40.

Conduct the required Public Hearing and adopt Appeals Board Resolution No 2026 - _____, declaring the existence of a public nuisance on the Property generally located at 25485 Base Line, San Bernardino, CA 92410 and order the abatement thereof.

Announcements

Adjourn

Certification

I, Camille Duarte, Administrative Assistant III, or my designee, hereby certify that the foregoing agenda was posted on our website at www.highlandca.gov and in the following designated areas: Highland Branch Library (7863 Central Avenue), Fire Station No. 1 (26974 Base Line), and City Hall (27215 Base Line) at least seventy-two (72) hours prior to the meeting per Government Code Section 54954.2.



Staff Report

to the Planning Commission

Agenda
Item
No. 1.

Date: March 17, 2026

From: Lawrence Mainez, Community Development Director

Reviewed By: Lawrence Mainez, Community Development Director

Prepared By: Kim Stater, Assistant Community Development Director

Subject: An application by Patriot USICVI 5th Street, LLC to construct a 173,976 square foot tilt-up warehouse at the southeastern convener of 5th Street and Victoria Avenue requiring the annexation of a .56 acre parcel from the City of San Bernardino into the City of Highland; General Plan Amendment (GPA 23-001) to expand the City's Sphere of Influence, Zone Change (ZC 23-001) to Pre-Zone the .56 acre parcel Business Park (BP), Conditional Use Permit (CUP 22-014) to permit the development of a warehouse, Design Review Application (DRA 22-023) for review of the site development plans, and Tentative Parcel Map No. 20621 (TTM 23-001) to consolidate eleven (11) parcels into one (1) parcel. **(Continued from January 20, 2026, and February 17, 2026)**

(SB 1439 Campaign Contributions and Conflicts of Interest - Government Code Section 84308 is applicable)

Recommendation:

Adopt Resolution No. 2026 - _____, recommending the City Council:

- Adopt a Mitigated Negative Declaration and Mitigation Monitoring and Reporting Program, and instruct staff to file a Notice of Determination;
- Approve General Plan Amendment Application (GPA 23-001), to amend the City's Sphere of Influence and designate Assessor's Parcel Number 192-551-01 as Business Park (BP);
- Conduct First Reading and Introduce an Ordinance to Pre-zone (ZC 23-001) Assessor's Parcel Number 192-551-01 as Business Park (BP);
- Certify the Fiscal Analysis and Plan for Service Reports, and direct Staff to initiate an Application with the Local Agency Formation Commission (LAFCO) for a reorganization and to annex Assessor's Parcel Number 192-551-01 into the City of Highland;
- Approve Conditional Use Permit (CUP 22-014) to construct a 173,976 square foot tilt-up warehouse and associated improvements;
- Approve Design Review Application (DRA 22-023) for the Site Plan, Building Elevations,

Landscaping and Grading Plans related to the warehouse development; and

- Approve Tentative Parcel Map No. 20621, (TTM 23-001) to consolidate eleven (11) lots into one (1) parcel.

Fiscal Impact:

The Applicant made the required deposits for processing Planning entitlement applications with the City of Highland. With respect to the proposed warehouse project, the City has determined the need to collect Development Impact Fees (DIFs) to cover costs related to providing increased services and infrastructure resulting from the new development. The Project will be conditioned to pay the appropriate DIFs in accordance with City policy.

With respect to the fiscal impacts of the proposed annexation on the City of Highland, the City must demonstrate to the Local Agency Formation Commission (LAFCO) that the appropriate infrastructure improvements and services can be provided commensurate with demand from the project. Accordingly, LAFCO requires a jurisdiction to submit a Plan for Service and Fiscal Analysis with its Application for Annexation. According to the Fiscal Analysis, the projected project property tax revenues are estimated at \$7,619. The Plan for Service demonstrates that the necessary public infrastructure will be provided in a timely manner commensurate with the development of the Project and will not create financial burdens on the City of Highland. The City Council must certify the Fiscal Analysis and Plan for Service prior to submission of the LAFCO application. These documents are attached to the Initial Study/Mitigated Negative Declaration discussed below.

Agenda Posting:

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

Project Detail:

LOCATION: The project site is located on 7.23 acres at the southeastern corner of 5th Street and Victoria Avenue and is composed of eleven (11) parcels within the City of Highland and City of San Bernardino including APN 1192-551-01 in the City of San Bernardino, and APNs 1192-551-02, 1192-551-03, 1192-551-04, 1192-551-05, 1192-551-06, 1192-551-07, 1192-551-12, 1192-551-13, 1192-551-14, and 1192-551-15 in the City of Highland.

PUBLIC NOTICE/COMMENTS: On January 18, 2023, a Project Notice was mailed to all property owners within a three-hundred foot (300') radius of the property boundaries and agencies that may have jurisdiction over the property. There were no comments received during the initial Project Notice. Comments were received later with respect to the Project's environmental analysis. These comments are addressed in the Project's Initial Study / Mitigated Negative Declaration, discussed in more detail below.

On December 22, 2025, a Notice of Public Hearing was mailed to all property owners within a three-hundred foot (300') radius of the Project boundaries, those who requested notice and those who commented on the CEQA document. In addition, a Notice of Public Hearing was advertised in the San Bernardino Sun newspaper on December 27, 2025. The agenda for this item was posted at the three locations per Resolution No. 2011-047 and on the City's website. Subsequently, the Public Hearing was continued on January 20, 2026 to February 17, 2026, and again on February 17, 2026 to March 17, 2026. All legally required notification has taken place.

SITE DESCRIPTION: The site is a 7.23-acre rectangular-shaped collection of parcels located on the east side of Victoria Avenue, spanning the block between 3rd Street and 5th Street, west of the City Creek Bypass Flood Control Channel (Attachment "A" - Location Map). Until recently, the site contained three single family homes and a commercial bar/tavern located at 26530, 26540, 26552, 26562 3rd Street. Several of these structures were abandoned and in various states of disrepair. They were being illegally occupied and suffered multiple structure fires. In response, the owner demolished all on-site structures in May 2023. The site is now vacant except for sparse plant materials. It is relatively flat and generally slopes down by approximately 0.7% from the northeast corner to the southwest corner.

The City’s General Plan Land Use Map designates the Highland portion of the project site as Business Park (BP) with a corresponding Zoning designation of Business Park (BP). The one parcel within the City of San Bernardino (APN 1192-551-01) has a General Plan Land Use and Zoning of Commercial General 1. The site is in a developed area of the City and is surrounded by a mix of urbanized land uses.

Table 1. Surrounding Land Uses			
Direction	Existing Use	General Plan	Zoning Designation
North - City of Highland	Industrial uses and single-family homes	Business Park	Business Park
East - City of Highland	Vacant land, City Creek Bypass, and commercial/industrial uses	Business Park	Business Park
South - City of San Bernardino	<i>3rd Street and the San Bernardino International Airport</i>	<i>City of San Bernardino - Industrial</i>	<i>City of San Bernardino - Alliance California Specific Plan</i>
West - City of San Bernardino	<i>Victoria Avenue and vacant land</i>	<i>City of San Bernardino - Medium Density Residential and Commercial General</i>	<i>City of San Bernardino - Medium Density Residential and Commercial General</i>

The site is not within the General Plan’s High Fire Severity Zone, area of Archeological Sensitivity, Mineral Extraction Zone, or Alquist-Priolo Seismic Hazard setback. It is adjacent to City Creek Overflow San Bernardino County Flood Control District facility. It is also within the Influence Area of the San Bernardino International Airport (SBIA) which can create noise and safety hazards which were considered in the project’s environmental review described in detail below. Both of these agencies provided comments/conditions that were included in the environmental record for the project.

PROJECT REVIEW: The proposed warehouse is a one-story building composed of approximately 161,976 square feet of warehouse space and 12,000 square feet of mezzanine/office space (Attachment "B" - Project Development Plans). The building and site could support a variety of activities associated with the industrial/warehouse building, including the ingress and egress of passenger vehicles and trucks, the loading and unloading of trucks with designated truck courts/loading areas, and the internal and external movement of materials around the project site via forklifts, pallet jacks, yard hostlers, and similar equipment. In addition, the office space would support general internal office activities related to industrial warehouse uses.

The project would install improvements along the project's street frontage, including landscaping, walls, fencing, street, and sidewalk facilities. A variety of trees, shrubs, and ground covers would be planted within the front, side and rear setbacks and at project driveways.

Conditional Use Permit

The Municipal Code requires approval of a Conditional Use Permit to allow the establishment of distribution and warehousing in the Business Park (BP) Zone (HMC Table 16.24.030.A. Uses Permitted within Employment Districts).

Site Plan – Access and Circulation (Page A1 of Project Plans):

The warehouse is generally rectangular in shape measuring approximately 398'x478', a total of 173,976 square feet including two (2) 6,000 square foot offices/mezzanines. The front of the building is oriented towards Victoria Avenue to the west with mezzanines at the north and south corners. The main entry is at the northwest corner. The building is setback 20' from the north and south and 81 feet from Victoria Avenue. Passenger car parking is located along Victoria and at the project entries along 3rd and 5th Streets. There is a landscape perimeter varying in width between eight (8) and forty (40) feet. The floor area ratio is 55.3%, within the permitted envelope of 60%.

Access to the project site would be provided by four (4) driveways: two (2) driveways on Victoria Avenue, one (1) on 5th Street, and one (1) on 3rd Street. All four (4) driveways would provide both ingress and egress lanes. The two western driveways along Victoria Avenue would serve passenger vehicles only and would be full access (i.e., no restrictions on turning movements left/right). The other two driveways along 3rd Street and 5th Street would be mainly for truck access. Turning movements would be restricted to right-in/right-out only unless otherwise approved by the Public Works/Engineering Division. The main truck circulation pattern is expected to be westbound into the site from 3rd Street. The truck would make a right-hand turn in (traveling north). To exit, trucks would continue north through the site and make a right turn, eastbound onto 5th Street. Trucks are anticipated to be traveling to and from State Route 210, utilizing the on and off-ramps at Greenspot Road/5th Street. A lesser amount of truck traffic will travel north to the 210 via Victoria Avenue. The project is conditioned by the Engineering Division to construct road, drainage and traffic improvements as referenced in the Conditions of Approval for the Conditional Use Permit in Attachment 2. These include the frontage of 3rd Street, 5th Street and Victoria Avenue street curb adjacent sidewalks, driveway approaches and access ramps, parkway landscaping, curb, gutter, and streetlights.

The project proposes including a total of 79 passenger parking stalls measuring 9x19' with 2' overhang into the landscape planter. The City's warehouse standards call for 1 parking

space/1,000 square feet of warehousing and 1/250 for office. The total number of parking spaces required is 221. The applicant is seeking a reduction of 130 spaces. In addition, the warehouse will have 18 dock high doors and 20 truck parking spaces along the easterly boundary within the truck bay. A bicycle rack is located at the southwest building entrance and motorcycle parking along Victoria at the northern entrance. The designated EV parking spaces are at the southern entrance.

HMC Section 16.52.020(F)(2) provides that a decrease in the number of off-street spaces required may be granted under the circumstances identified in HMC Section 16.52.050, or by the approval of a variance. HMC Section 16.52.050(D) states that if there is a low percentage of usable space, the applicant may provide a breakdown of square footage and seek a reduction in parking requirements. To address the proposed parking reduction, the Applicant submitted a parking study for consideration by the Commission. The parking study analyzed the specific site characteristics, parking ratios at similarly sized warehouse sites, and a comparison of surrounding communities. It showed that most surrounding communities use a graduated parking ratio such as 1/1,000 sq. ft. of gross floor area for the first 20,000 sq. ft.; 1/ea. 2,000 sq. ft. of gross floor area for the portion over 20,000 sq. ft. The report cited:

“▪ Based on the highest observed parking rate of 1 space per 2,660 SF determined from the parking surveys of two existing warehouses near the project site, the proposed 173,976 SF warehouse would have a peak parking demand of 66 spaces ($173,976 \text{ SF} \div 2,660 \text{ SF} = 66$ spaces).

▪ The project’s proposed supply of 79 parking spaces can adequately accommodate its forecast parking demand of 66 spaces (based on the highest peak observed parking rate).”

Two (2) trash enclosures are located inside the truck bay, one at the north entry and one at the south entry. The enclosures will be built to the City’s latest standards. They will have four tilt-up concrete walls, steel roof and gates painted to match the building.

Eight (8) foot tall CMU walls are proposed to be installed to secure the truck bay. Individual wall panels are 26’ wide and painted in alternating grey and white blocks. Vehicle entry points will be controlled by automated steel rolling gates. Assembly Bill 98 (AB 98) and Senate Bill (415) require an increased wall height of 10’ total. A Planning Condition of Approval was included to address this mandate.

Lighting/Photometrics: Parking lot lights include building-mounted and pole-mounted LED “Razar” brand products constructed of heavy cast copper aluminum. The Photometric Study is included in the plan set, labeled FC-1. Fixtures include 7 pole-mounted lights between 27 and 29 feet tall, and 37 wall packs mounted at 9 feet and 25 feet above grade. The site is well lit at its entries, along the building, parking lot and dock doors. The plan meets the requirements of Municipal Code, Section 16.40.160 Lighting, by providing an average of one-half foot-candle of illumination for visibility and security. The illumination does not exceed 0.5 foot-candles at the property line and does not spill over into residentially zoned properties.

Design Review Application

The Design Review Application includes the project’s Site Plan, Building Elevations, Grading Plan, and Conceptual Landscape Plan.

Building Elevations: The building type is a concrete tilt-up warehouse measuring 478’ north to south along Victoria Avenue and 398’ east to west. The building is generally considered 45’

tall. At the rear of the building where the truck bay is located, the grade lowers five feet to accommodate the loading and unloading of semi trucks. While this ramp is lower than the remainder of the site, it does not affect the overall aspect of the building from the public right-of-way and does not exceed the City's maximum building height limit of 55'.

The building's architecture is modern in design with alternating 4-tone, white and grey painted panels with a clear anodized canopy and brow and blue reflected storefront glazing at each corner. The long expanse of the building is broken up by several diagonal breaks in the colors and materials that dive down towards the center of the building then rise at the corners. The roof parapet will screen roof-mounted equipment.

The building was designed consistent with the General Plan's Land Use and Community Design Elements. The BP designation promotes light industrial, research and development and office uses that provide attractive working environments and cites "warehousing within an enclosed building" as a preferred use. The General Plan notes that Highland, given its size, will likely never be a major employment hub, should provide these types of uses within the prescribed areas so that residents can avoid long commutes by working locally and bring money into the City, "buoying the local economy." The 5th Street Corridor Policy Area serves as a major gateway to the Airport and is expected to be one of the City's major employment centers.

Conceptual Landscape Plan: Page A 3_1 of the project plans show how the building elevations will be softened by the future mature landscape materials. The Site Plan identifies 51,194 square feet of landscape coverage, a total of 16% of the site. This exceeds the 10% required by the Municipal Code. A three-foot high wall or berm shall be constructed in back of the landscaped area along street setbacks. Where off-street parking is located within building setback areas, a minimum landscaped area of 10 feet deep will be planted between the property line and parking area, with an additional minimum landscaped area of 10 feet in depth required between the parking area and the building.

Grading: The Conceptual Grading Plan is located in the project plan set. It notes that the earthwork for the project requires 28,305 cubic yards of cut and 41,985 cubic yards of fill to balance the site. The northeast corner of the site will join the existing curb and gutter with a finished surface of approximately 1,152 feet and gently slope down to the west with a finished surface of approximately 1,146 feet.

The project proposes minimal grading to the existing slope of the Site. The Site would only be graded to the extent necessary to create the building pads and the driveway leading to each pad. The balance of the site would maintain the existing slope. The limits of proposed grading are described in the Plan.

Drainage: As noted in the Initial study, "the site slopes down by approximately 0.7% from the northwest corner to the southwest corner and has about 6 feet of fall. The existing runoff sheet flows southwesterly onto the 3rd Street and Victoria Avenue intersection where it is intercepted by existing catch basins. The collected flow discharges to the 3rd Street storm drain system, followed by the City Creek Bypass Channel, then the Santa Ana River.

Development of the project will include the construction of a new engineered storm drain system to collect and treat on-site stormwater runoff. The existing drainage pattern would be preserved in post-developed conditions. On-site stormwater would be collected from roof drains, curbs, gutters, and catch basins. It would be conveyed to an on-site underground infiltration/detention basin at the western portion of the site. The infiltration basin would be

sized to capture and infiltrate flows for a 100-year design storm, consistent with the San Bernardino County Hydraulics Manual. The overflow would be directed through a 24-inch outlet connecting to the back of the existing catch basin on Victoria Avenue, which discharges to the 3rd Street storm drain system.”

Parcel Map

As noted above, the purpose of the Parcel Map is to merge all eleven (11) lots into a single, cohesive parcel. The resulting parcel will be rectangular in shape measuring approximately 563'x516', 8.140 gross acres, 7.226 net acres. As designed, the Map meets the Development Standards for Business Park. It exceeds the required minimum lot size of one (1) acre, minimum width of 150 feet, and minimum depth of 150 feet. The Map includes typical street sections for 3rd Street, 5th Street and Victoria Avenue. The Public Works/Engineering Division has applied the appropriate conditions of approval to the map related to right-of-way design and dedications. Vehicular access is detailed on the map as described above with four (4) separate driveways. Map Dedications/Annexations will include a 10' dedication for a landscape easement along the frontage and annexation into the City's Consolidated Landscape District for potential City maintenance of the parkway and frontage landscaping should the property owner cease doing so.

Local Agency Formation Commission (LAFCO) Action / Annexation:

As noted above, an annexation is necessary to bring the northwest corner of the site into the City of Highland. City staff and the City of San Bernardino are in support of this action because it results in a logical development pattern and improves the provision of services by both Highland and San Bernardino. The project requires two LAFCO actions:

- 1) Amendment to the Sphere of Influence of the City of Highland (expansion), City of San Bernardino (reduction) and San Bernardino County Fire Protection District (reduction); and
- 2) Annexation to the City of Highland and detachment from the City of San Bernardino, the San Bernardino County Fire Protection District (SBCFPD), SBCFPD Valley Service Zone, and SBCFPD Service Zone FP-5.

Annexation is initiated with the submission of an application by the City of Highland to LAFCO. LAFCO will require the application include the Fiscal Analysis, Plan for Service, General Plan Amendment (GPA 23-001) to expand the City of Highland's Sphere of Influence, and Zone Change (ZC 23-001) to Pre-Zone the parcel. These actions will affect the parcel in question and its adjacent right-of-way.

A detailed Fiscal Analysis and Plan for Services were completed by staff and included in the Mitigated Negative Declaration. The Plan describes how public facilities and infrastructure improvements will be implemented and presents the related capital costs where available. It identifies the proposed public facility improvements and services related to roads, fire and emergency medical services, police, libraries, water, wastewater, storm drainage, parks and open space, public utilities, schools, and solid waste management. It demonstrates that the necessary public infrastructure will be provided in a timely manner commensurate with the development of the Project and will not create financial burdens on the City of Highland.

In order for Highland to annex the parcel in question, the City of San Bernardino and SBCFPD must be in agreement to the detachment including reducing their Sphere of Influence. On February 5, 2025, the San Bernardino City Council authorized their staff to initiate

reorganization proceedings. Both the Inland Valley Development Agency (IVDA) and San Bernardino County Fire Protection District staff gave written support for the action.

The approval of the Project will be subject to LAFCO approving the annexation of APN 1192-551-01 into the City of Highland.

General Plan Amendment & Zone Change

Staff proposes the San Bernardino parcel be given a land use designation of Business Park (BP) consistent with the Land Use Designation and Zoning on the remainder of the site in the City of Highland. The primary purpose of BP is to “provide appropriate regulations and suitable locations for light industrial, research and development, and office-based firms seeking pleasant and attractive working environments, and for business support services and commercial uses requiring large parcels (Highland Municipal Code, Section 16.24.020). The GPA, ZC and LAFCO Annexation Applications are being processed concurrently. They will be effective following final action by the LAFCO Board to reorganize, detach and annex the parcel in question.

ENVIRONMENTAL ANALYSIS: On October 18, 2024, per the California Environmental Quality Act (CEQA), an Initial Study was completed for the Project.

The Initial Study determined that any impacts anticipated as a result of the Project could be mitigated to a level of insignificance. As noted, “...when coupled with biological, cultural, tribal cultural, and geological impacts related to the implementation of other related projects throughout the broader project area, the project would potentially result in cumulative-level impacts if these significant impacts are left unmitigated. However, with the incorporation of mitigation identified herein, the project’s impacts ... would be reduced to less-than-significant levels and would not considerably contribute to cumulative impacts in the greater project region. In addition, these other related projects would presumably be bound by their applicable lead agency to (1) comply with all applicable federal, state, and local regulatory requirements and (2) incorporate all feasible mitigation measures, consistent with CEQA, to further ensure that their potentially cumulative impacts would be reduced to less-than-significant levels.”

The Initial Study was subject to a thirty (30) day public review period which included distribution to State Agencies through the State Clearinghouse (SCH#2024100850). The review period concluded on November 18, 2024.

Comments were received from government agencies including California Department of Fish and Wildlife (CDFW), Local Agency Formation Commission (LAFCO), South Coast Air Quality Management District (SCAQMD), San Bernardino County Department of Public Works, and So Cal Gas SE Regional Redlands Utility Request. Individual responses to these comments are included in the Final EIR. Additionally, there were three organizations who submitted comments which were later withdrawn; Californians Allied for a Responsible Economy (CARE CA), Advocates for the Environment, and Golden State Environmental Justice Alliance (GSEJA). Responses were not prepared for these comments.

On January 20, 2026, the project was scheduled for a Public Hearing before the Planning Commission. On that day, January, 20, 2026, a 546-page comment letter was received via e-mail from the law firm of Shute, Mihaly & Weinberger LLP on behalf of the Peoples Collective for Environmental Justice (PCEJ). At the request of the Applicant and Staff, the Planning Commission continued the Hearing to February 17, 2026, to provide Staff with an opportunity to review and respond to the Chute, Mihaly & Weinberger LLP letter. On February 17, 2026,

Staff asked for a second continuance for additional time to complete the response. The comment letter and the response are now attached for review and incorporation into the Initial Study / Mitigated Negative Declaration (Attachment C Resolution, Exhibit 1B - Peoples Collective for Environmental Justice (PCEJ) Letter dated 1/20/26, including Response to Comment).

ANALYSIS: The proposal would be a positive asset to the City's Business Park (BP). The warehouse site design complies with the Municipal Code's Development Standards. It significantly exceeds the minimum front, side and rear yard setbacks of 20'. The building height is less than the maximum 55' and the lot coverage is approximately 5% less than 60% permitted. It also meets the Special Site Development Standards (HMC 16.24.040.B.) including 40' separation from structures in a residential zone, landscaping placement and screening. The plans are also consistent with Chapter 16.48 Performance Standards, including, but not limited to standards established to ensure that new developments do not generate excessive noise, vibration, light and glare, hazardous materials, etc.

The project proposal will further the City's General Plan goals and policies included in the Land Use, Circulation and Community Design Elements. It's location within the Business Park Zone, 5th Street Corridor, Victoria Avenue Corridor and proximity to the SBIA is the appropriate placement for warehousing and distribution in the City. It will promote and maintain an organized pattern of land use that minimizes conflicts between adjacent land uses. It will result in a well-designed distribution facility in proximity to an airport with air cargo service and State Route 210 and Interstate 10 furthering distribution needs throughout southern California. It's contemporary design and street improvements will promote the 5th Street Corridor as a major industrial entryway to the SBIA. This facility, in conjunction with Patriot's other six (6) developments, will provide a comprehensive design program, promoting the corridor as a unified, business-friendly employment center. It will improve landscaping along the edges and medians, provide adequate transitions and buffers with existing uses (General Plan Goal 2.13, Policy 1-9). It will aid in the General Plan's effort to create a major business park node at the southern terminus of Victoria Avenue to maximize employment opportunities (Goal 2.14). The project also furthers General Plan Goal 3.6 to maintain designated truck routes and provide appropriately designed roadways that safely accommodate truck travel.

The project is also compliant with relevant provisions of California Assembly Bill 98 and Senate Bill 415 applicable to warehousing and distribution facilities statewide. Because the project began the local entitlement process prior to September 30, 2024, the only provisions of AB 98 and SB 415 that are applicable to the project is compliance with Government Code Section 65098.1(d). As such, the project will orient the loading bays to the east and not to the north toward existing residential uses. It will locate the truck entry, exit and internal circulation away from sensitive receptors to the extent feasible. The nearest sensitive receptor is northeast of the project on the opposite side of 5th Street. Internal circulation is buffered on the north, south and east and cannot be completely prohibited from the use of 5th Street as it is the designated truck route servicing the Business Park (BP) zone. The entry to the loading docks was pulled back into the site approximately 100 feet. Buffering includes a solid decorative wall around the perimeter of the loading docks and landscaping at the northeast corner of the property including ground cover, shrubs and sizable shade and evergreen trees.

The project has also been conditioned to comply with AB 98/SB 415, as may be amended from time to time. This will ensure that the project complies with AB 98 and SB 415, as those statutes may be amended.

Attachments:

1. Attachment A - Location Map
2. Attachment B - Project Development Plans
3. Attachment C - Resolution
4. Attachment D - Parking Study

ATTACHMENT A

Location Map

**Vicinity Map – SEC Victoria Ave & 5th Street
Delineating Highland & San Bernardino Boundaries**



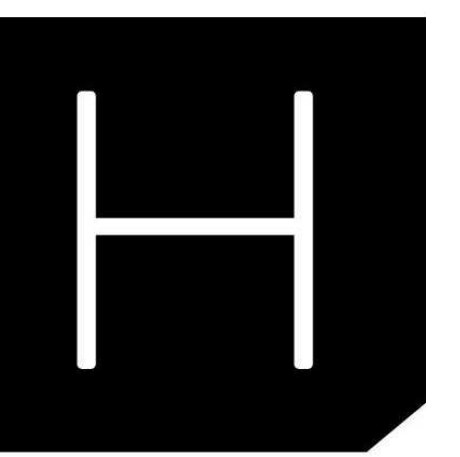
1 Parcel in the City of San Bernardino; +/- .56 acres
APN 1192-551-01

10 Parcels in the City of Highland; +/- 6.67 acres
APN 1192-551-02 through -07 & 1192-551-12 through 15

ATTACHMENT B
Project Development Plans

5TH STREET HIGHLAND

5TH AND VICTORIA
HIGHLAND, CA





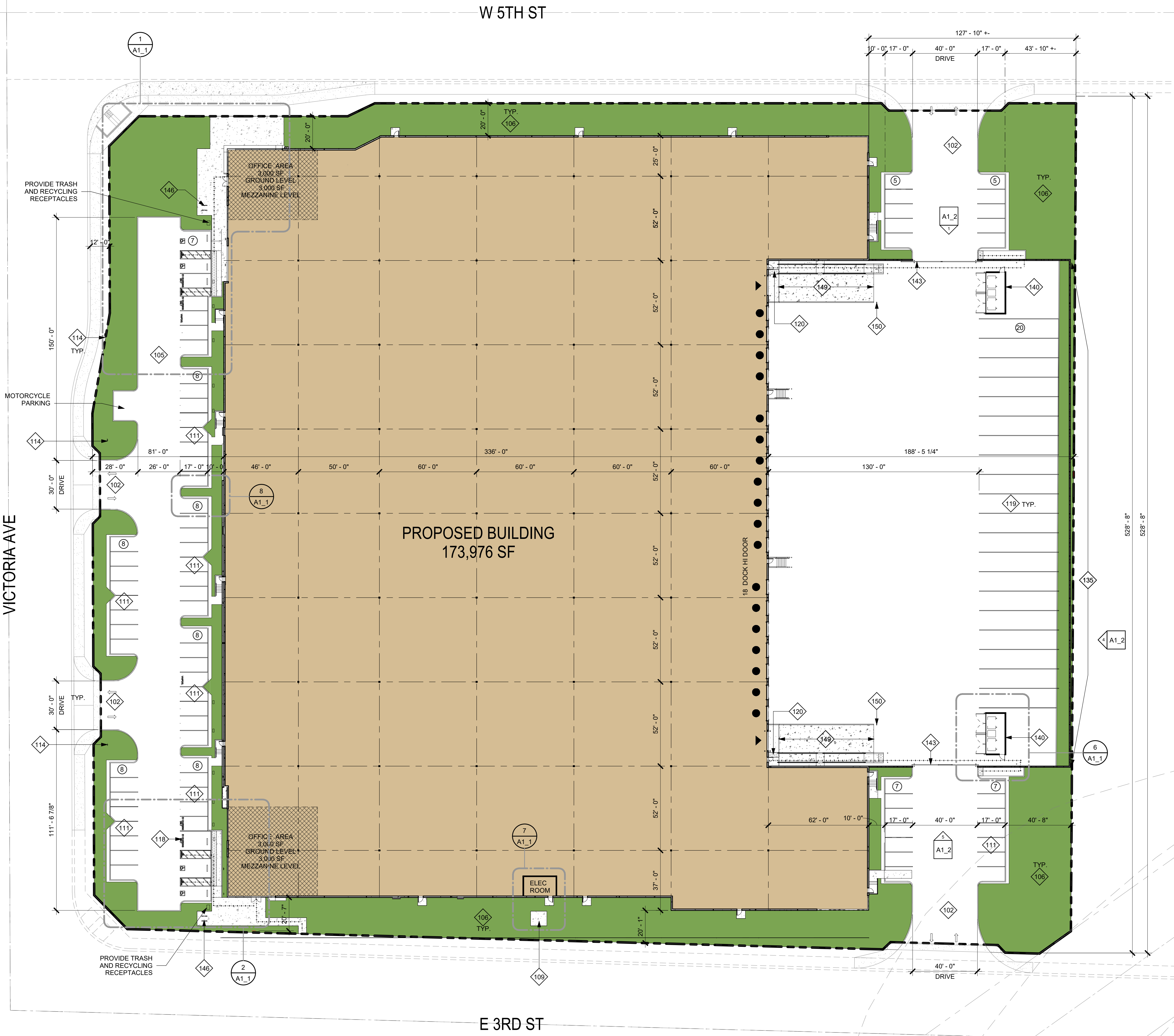
HERDMAN
ARCHITECTURE + DESIGN
A22-2140
04.18.2023

SITE PLAN



A1

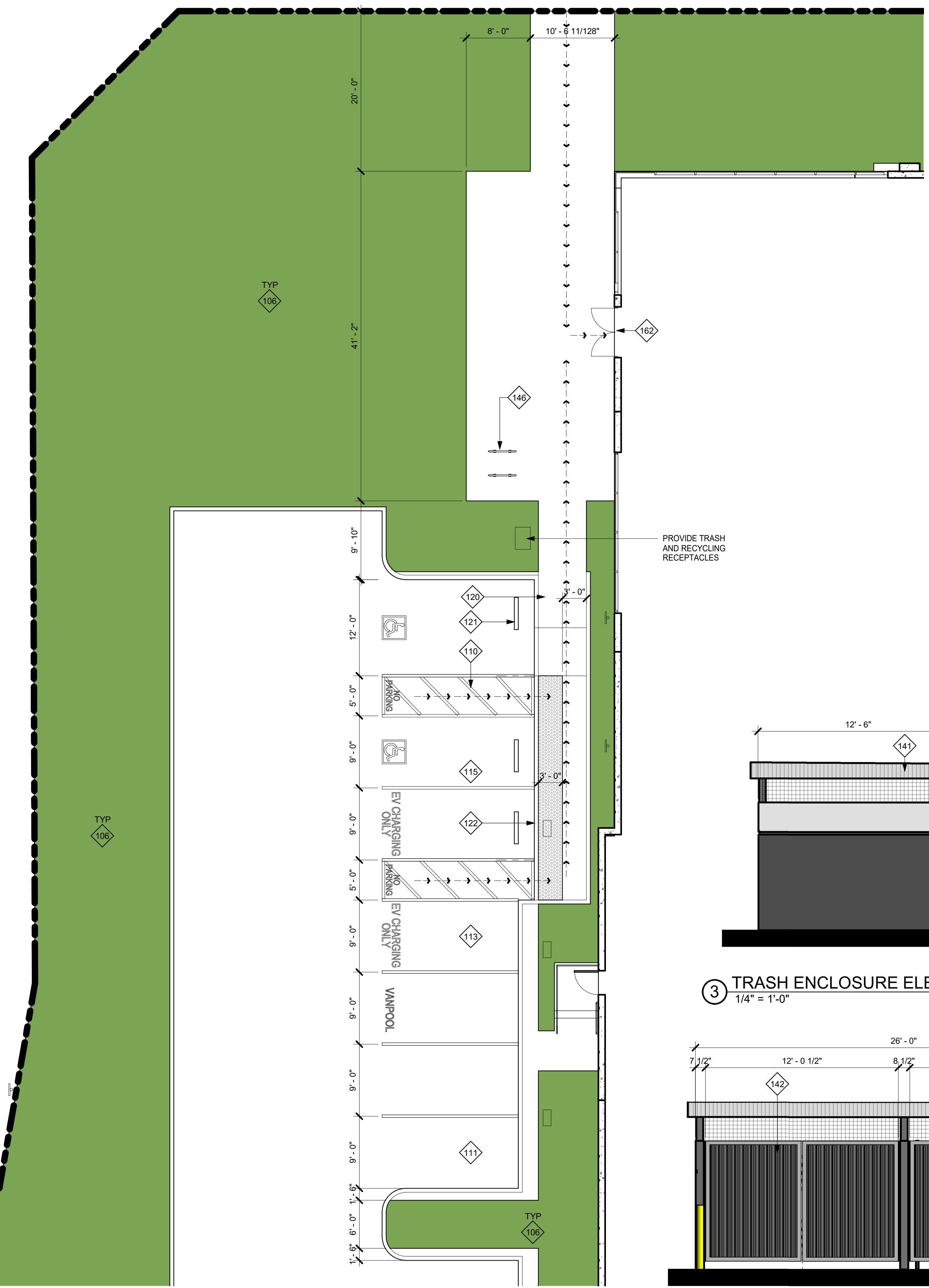
DEVELOPER/OWNER	KEYNOTES
ADDRESS CONTACT: PHONE: XXX.XXX.XXXX EMAIL:	102 PROPOSED DRIVEWAY, PER JURISDICTIONAL STANDARDS. 105 CONCRETE PAVING. 106 @ SHADING, PROPOSED LANDSCAPING. SEE LANDSCAPE PLANS. 109 (N) TRANSFORMER LOCATION. 111 TYP U.O.N., STANDARD PARKING STALL. 9'-0" WIDE x 19'-0" DEEP
APPLICANT'S REPRESENTATIVE/ARCHITECT	114 ACCESSIBLE SITE ENTRANCE SIGN. 118 FUTURE VAN ACCESSIBLE EV CHARGING ONLY PARKING STALL. 12'-0" WIDE x DEPTH OF STANDARD STALL. PROVIDE FOR FUTURE INSTALLATION OF CHARGING EQUIPMENT. 119 TRUCK TRAILER PARKING STALL. 120 TRUNCATED DOME DETECTABLE WARNING SURFACE. MIN 3'-0" DEEP IN THE DIRECTION OF TRAVEL. 135 CONCRETE TILT-UP SCREEN WALL, MIN HEIGHT 8' ABOVE HIGHEST ADJACENT FINISHED GRADE. PAINT BOTH SIDES AND TOP OF WALL. SEE PLANS FOR COLOR SCHEDULE. 140 TRASH ENCLOSURE w/ ROOF COVERING. 143 PAINTED STEEL ROLLING GATE(S), MIN HEIGHT 8' ABOVE HIGHEST ADJACENT FINISHED GRADE OR AS SHOWN ON EXTERIOR ELEVATIONS. PROVIDE KNOX BOX AS REQUIRED BY FIRE AUTHORITY. 146 2 POSITION BIKE RACK. 149 CONCRETE TRUCK RAMP w/ 42" HIGH CONCRETE TILT-UP GUARD ON OPEN SIDES(S). PAINT ALL SIDES OF GUARD WALLS AND HANDRAILS SEE ARCHITECTURAL DRAWINGS FOR COLOR SCHEDULE. 150 STEEL PIPE BOLLARD PROTECTION POST.
SCOPE OF WORK	
CONSTRUCT NEW ONE STORY + MEZZANINE CONCRETE TILT-UP WAREHOUSE/DISTRIBUTION FACILITY WITH ELECTRICAL AND PLUMBING SERVICES, EXTERIOR LIGHTING, LANDSCAPING & IRRIGATION, TRASH ENCLOSURES, CONCRETE SCREEN WALLS, AND SLIDING/SWINGING METAL GATES. FIRE SPRINKLER AND GRADING PLANS TO BE A SEPARATE SUBMITTAL AND PERMIT	
LEGAL DESCRIPTION & ZONING	LOT AREA
LEGAL DESCRIPTION: SEE CIVIL PLANS ASSESSOR'S PARCEL NO: SEE CIVIL PLANS ZONING: BP (BUSINESS PARK)	SQUARE FOOTAGE ACRES 308313 SF 7.08
SHEET INDEX	FLOOR AREA RATIO
A0 TITLE SHEET A1 SITE PLAN A1.1 ENLARGED SITE PLANS A1.2 GATE & FENCE ELEVATIONS A2 GROUND LEVEL FLOOR PLANS A3 EXTERIOR ELEVATIONS A3.1 EXTERIOR ELEVATIONS WITH TREES C1 CONCEPTUAL GRADING PLAN C2 TENTATIVE PARCEL MAP L1 CONCEPTUAL LANDSCAPE PLAN L2 CONCEPTUAL LANDSCAPE PLAN L3 CONCEPTUAL LANDSCAPE PLAN L4 CONCEPTUAL LANDSCAPE PLAN FC-1.0 PHOTOMETRIC PLAN	BUILDING AREA SITE AREA FAR ALLOWABLE FAR PROVIDED 173976 SF 314750 SF 60% 55.3%
VICINITY MAP	BUILDING AREA SUMMARY
	NAME AREA GROUND FLOOR WAREHOUSE 161976 SF OFFICE 6000 SF MEZZANINE OFFICE 6000 SF OFFICE 6000 SF GROUND LEVEL + MEZZANINE WAREHOUSE 161976 SF OFFICE 12000 SF TOTAL BUILDING AREA 173976 SF
SITE PLAN GENERAL NOTES	LANDSCAPE AREA SUMMARY
1. THE SITE PLAN SHALL MEET ALL ENGINEERING & NPDES REQUIREMENTS. 2. GENERAL CONTRACTOR TO REVIEW THE SOILS REPORT AND ALL AMENDMENTS LISTED ON THE TITLE SHEET AND FOLLOW ALL RECOMMENDATIONS. 3. U.O.N. ALL DIMENSIONS TO CONCRETE WALLS AND CURBS ARE EITHER TO THE CENTER (SHOWN WITH A CENTERLINE) OR FACE OF THE WALL OR CURB. ALL DIMENSIONS TO FRAMED WALLS ARE EITHER TO THE CENTER LINE OF THE WALL FRAMING (SHOWN WITH A CENTERLINE) OR THE FACE OF THE WALL FINISH. 4. REFER TO CIVIL AND MEP PLANS TO CONFIRM UTILITY INFORMATION SHOWN ON THE ARCHITECT'S SITE PLAN AND FOR ADDITIONAL UTILITY INFORMATION. GENERAL CONTRACTOR TO COORDINATE ALL POINTS OF CONNECTION. 5. REFER TO CIVIL DRAWINGS FOR ALL FINISHED GRADES AND SLOPES. ALL FINISHED GRADES TO PROVIDE POSITIVE DRAINAGE AWAY FROM THE BUILDING. GENERAL CONTRACTOR TO FIELD VERIFY. 6. ALL ACCESSIBLE ROUTES IDENTIFIED ON THE SITE PLAN DRAWINGS SHALL CONFORM TO THE FOLLOWING: a) SLOPES IN THE DIRECTION OF TRAVEL DO NOT EXCEED 5%. CROSS SLOPES DO NOT EXCEED 2%. b) THE CLEAR WIDTH OF ALL WALKWAYS IS 4'-0" MIN. c) CHANGES IN LEVEL UP TO 1/2" COMPLY w/ 11/80.2.1. CHANGES IN LEVEL GREATER THAN 1/2" IF THEY OCCUR ARE RAMPED. SEE PLANS. d) THE VERTICAL CLEARANCE ALONG THE ACCESSIBLE ROUTE IS 80" MIN. 7. ALL PAVED AND LANDSCAPED AREAS TO BE BOUND BY A MIN. 6" HIGH, 6" WIDE CONCRETE CURB U.O.N. 8. A CONCRETE MOW STRIP EXTENDING 12" BEYOND EA END OF THE OPENING SHALL BE PROVIDED @ ALL EXTERIOR GLAZING WHERE THE SILL IS WITHIN 3' VERTICAL OF THE FINISHED GRADE. SEE 3/A1.1 9. PROVIDE PIPE BOLLARD PROTECTION POSTS AS REQUIRED BY UTILITY COMPANIES AND OR FIRE AUTHORITIES AT ALL EXTERIOR ELECTRICAL EQUIPMENT AND FIRE PREVENTION DEVICES. IF PIPE BOLLARD PROTECTION POST DETAILS ARE NOT PROVIDED BY UTILITY COMPANIES AND OR FIRE AUTHORITY SEE DETAIL 3/A1.1 10. ALL EXPOSED BIOTENSION DEVICE COVERINGS SHALL BE PAINTED FOREST GREEN. 11. WHERE OCCURS, GENERAL CONTRACTOR TO PROVIDE FLUID APPLIED DAMP PROOFING AT ALL RETAINING AND PLANTER WALLS WHERE THE SIDE OF THE WALL OPPOSITE THE SOIL SIDE IS EXPOSED TO VIEW AND ALL EXTERIOR WALLS WHERE THE ADJACENT FLOOR SLAB IS BELOW GRADE. SEE 6/A1.2 12. PROVIDE A HOSE BIB NEAR THE MAIN ENTRANCE AND IN THE TRASH ENCLOSURE. SEE PLAN FOR LOCATION.	LOT AREA % LANDSCAPING REQUIRED [AREA LANDSCAPING PROVIDED] % LANDSCAPING PROVIDED 314755 SF 10% 51194 SF 16.3%
	TOTAL PARKING REQUIRED
	BUILDING USE BUILDING AREA PARKING RATIO 1X REQ. PARKING OFFICE 12000 SF 250 48 WAREHOUSE 161976 SF 1000 162 TOTAL 173976 SF 1250 210
	REQUIRED PARKING BREAKDOWN
	SPACE TYPE SPACES REQUIRED STANDARD STALLS 160 STANDARD ACCESSIBLE STALLS 5 VAN ACCESSIBLE STALLS 2 FUTURE EV CHARGING ONLY STALLS 32 EV CHARGING ONLY STANDARD ACCESSIBLE STALLS 9 EV CHARGING ONLY VAN ACCESSIBLE STALLS 1 TOTAL 210
	PARKING PROVIDED
	SPACE TYPE SPACES PROVIDED STANDARD STALLS 56 STANDARD ACCESSIBLE STALLS 2 VAN ACCESSIBLE STALLS 2 VANPOOL 1 EV CHARGING ONLY STALLS 2 FUTURE EV CHARGING ONLY STALLS 14 EV CHARGING ONLY STANDARD ACCESSIBLE STALLS 1 EV CHARGING ONLY VAN ACCESSIBLE STALLS 1 TOTAL 79
	TRAILER PARKING
	REQUIRED NO. CITY REQ. PROVIDED 0 20
	SITE LEGEND
	LANDSCAPE AREA
	CONCRETE PAVING. SEE CIVIL DRAWINGS FOR PAVING SECTIONS
	FIRE HYDRANT. PROVIDE PIPE BOLLARD PROTECTION POSTS AS REQUIRED BY THE FIRE AUTHORITY. SEE 3/A1.1
	STREET LIGHT
	INDICATES AN ACCESSIBLE ROUTE. MUST COMPLY w/ SITE PLAN GENERAL NOTE #6
	PROPERTY LINE
	DOCK HIGH DOOR
	DRIVE THRU. DOOR



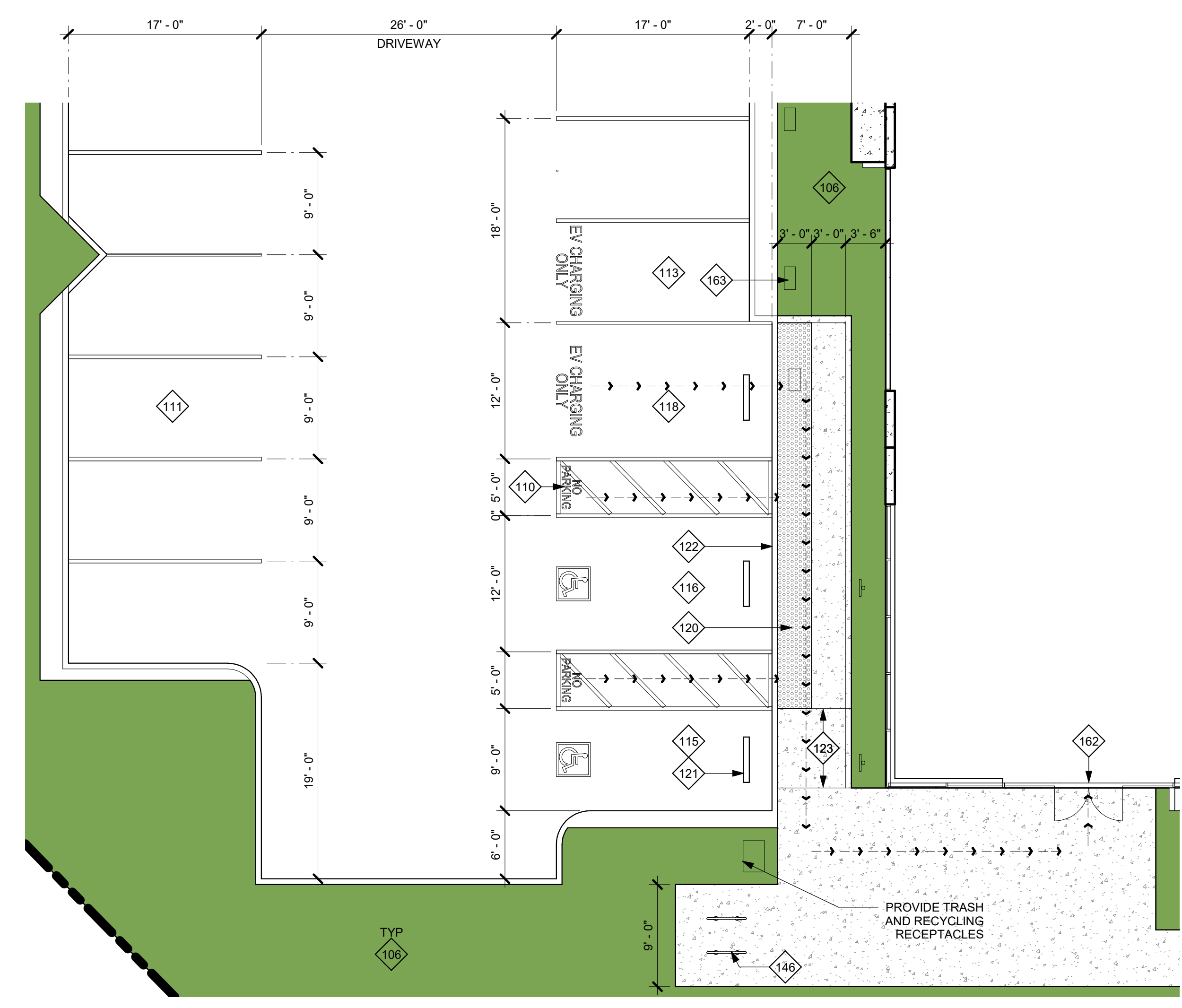
1 PROPOSED SITE PLAN
1" = 30'-0"



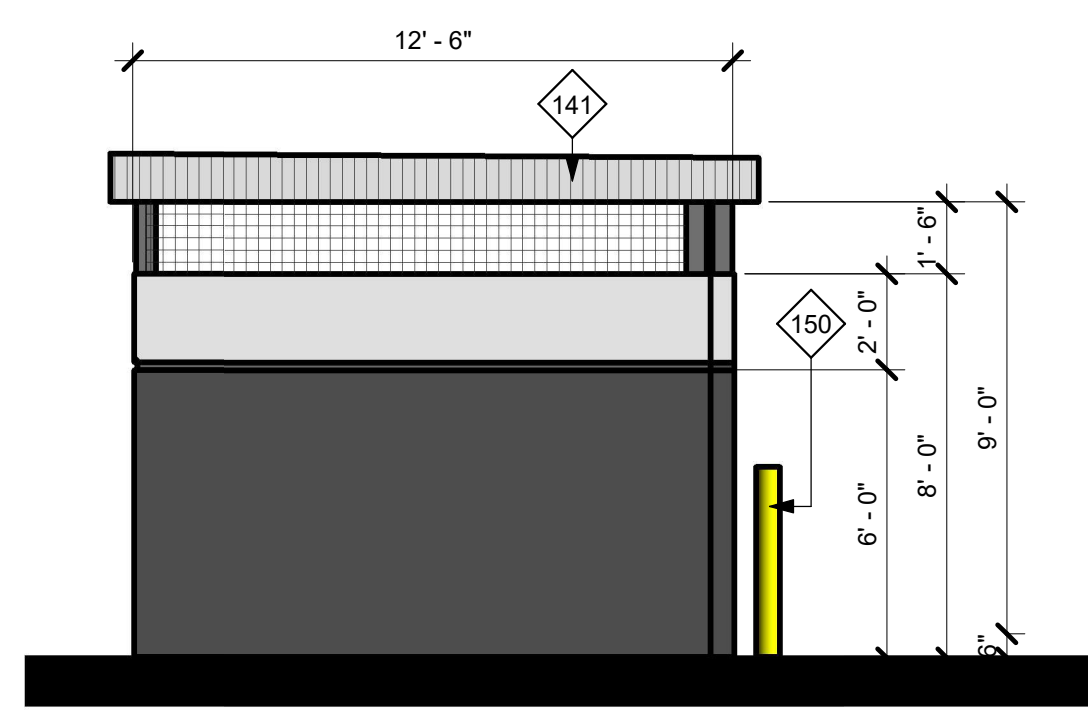
KEYNOTES	
106	@ SHADING, PROPOSED LANDSCAPING. SEE LANDSCAPE PLANS.
109	(N) TRANSFORMER LOCATION.
110	ACCESS AISLE FOR ACCESSIBLE PARKING STALL. 5'-0" WIDE
111	TYP U.O.N., STANDARD PARKING STALL. 9'-0" WIDE x 19'-0" DEEP
113	FUTURE EV CHARGING ONLY PARKING STALL. MATCH STANDARD STALL DEPTH. PROVIDE FOR FUTURE INSTALLATION OF CHARGING EQUIPMENT.
115	STANDARD ACCESSIBLE PARKING STALL. 9'-0" WIDE x DEPTH OF STANDARD STALL.
116	VAN ACCESSIBLE PARKING STALL. 12'-0" WIDE x DEPTH OF STANDARD STALL.
118	FUTURE VAN ACCESSIBLE EV CHARGING ONLY PARKING STALL. 12'-0" WIDE x DEPTH OF STANDARD STALL. PROVIDE FOR FUTURE INSTALLATION OF CHARGING EQUIPMENT.
120	TRUNCATED DOME DETECTABLE WARNING SURFACE. MIN 3'-0" DEEP IN THE DIRECTION OF TRAVEL.
121	PRECAST CONCRETE WHEEL STOP.
122	ZERO CURB FACE
123	CURB RAMP. 8.33% MAX SLOPE w/ 2% MAX CROSS SLOPE.
135	CONCRETE TILT-UP SCREEN WALL. MIN HEIGHT 8' ABOVE HIGHEST ADJACENT FINISHED GRADE. PAINT BOTH SIDES AND TOP OF WALL. SEE PLANS FOR COLOR SCHEDULE.
141	PAINTED STEEL ROOF COVERING. HSS COLUMNS, HSS BEAMS, AND METAL DECK ROOFING.
142	PAINTED STEEL FRASH ENCLOSURE GATES. ALIGN TOP OF GATES WITH TOP OF ADJACENT ENCLOSURE WALL.
146	2 POSITION BIKE RACK.
150	STEEL PIPE BOLLARD PROTECTION POST.
162	ACCESSIBLE BUILDING ENTRANCE.
163	FUTURE EV/CS CHARGING EQUIPMENT.
SITE PLAN GENERAL NOTES	
1.	THE SITE PLAN SHALL MEET ALL ENGINEERING & NPDES REQUIREMENTS.
2.	GENERAL CONTRACTOR TO REVIEW THE SOILS REPORT AND ALL AMENDMENTS LISTED ON THE TITLE SHEET AND FOLLOW ALL RECOMMENDATIONS.
3.	U.O.N., ALL DIMENSIONS TO CONCRETE WALLS AND CURBS ARE EITHER TO THE CENTER (SHOWN WITH A CENTERLINE) OR FACE OF THE WALL OR CURB. ALL DIMENSIONS TO FRAMED WALLS ARE EITHER TO THE CENTERLINE OF THE WALL FRAMING (SHOWN WITH A CENTERLINE) OR THE FACE OF THE WALL FINISH.
4.	REFER TO CIVIL, AND MEP PLANS TO CONFIRM UTILITY INFORMATION SHOWN ON THE ARCHITECT'S SITE PLAN AND FOR ADDITIONAL UTILITY INFORMATION. GENERAL CONTRACTOR TO COORDINATE ALL POINTS OF CONNECTION.
5.	REFER TO CIVIL DRAWINGS FOR ALL FINISHED GRADES AND SLOPES. ALL FINISHED GRADES TO PROVIDE POSITIVE DRAINAGE AWAY FROM THE BUILDING. GENERAL CONTRACTOR TO FIELD VERIFY.
6.	ALL ACCESSIBLE ROUTES IDENTIFIED ON THE SITE PLAN DRAWINGS SHALL CONFORM TO THE FOLLOWING: a) SLOPES IN THE DIRECTION OF TRAVEL DO NOT EXCEED 5%. CROSS SLOPES DO NOT EXCEED 2%. b) THE CLEAR WIDTH OF ALL WALKWAYS IS 4'-0" MIN. c) CHANGES IN LEVEL UP TO 1/2" COMPLY W/ 1" IN 2.1. CHANGES IN LEVEL GREATER THAN 1/2" IF THEY OCCUR ARE RAMPED. SEE PLANS. d) THE VERTICAL CLEARANCE ALONG THE ACCESSIBLE ROUTE IS 8'0" MIN.
7.	ALL PAVED AND LANDSCAPED AREAS TO BE BOUND BY A MIN. 6" HIGH, 6" WIDE CONCRETE CURB U.O.N.
8.	A CONCRETE MOW STRIP EXTENDING 12" BEYOND EA END OF THE OPENING SHALL BE PROVIDED @ ALL EXTERIOR GLAZING WHERE THE SILL IS WITHIN 3' VERTICAL OF THE FINISHED GRADE. SEE 2/AD1.1
10.	PROVIDE PIPE BOLLARD PROTECTION POSTS AS REQUIRED BY UTILITY COMPANIES AND OR FIRE AUTHORITIES AT ALL EXTERIOR ELECTRICAL EQUIPMENT AND FIRE PREVENTION DEVICES. IF PIPE BOLLARD PROTECTION POST DETAILS ARE NOT PROVIDED BY UTILITY COMPANIES AND OR FIRE AUTHORITY SEE DETAIL 3/AD1.1
11.	ALL EXPOSED BIOTENSION DEVICE COVERINGS SHALL BE PAINTED FOREST GREEN.
12.	WHERE OCCURS, GENERAL CONTRACTOR TO PROVIDE FLUID APPLIED DAMP PROOFING AT ALL RETAINING AND PLANTER WALLS WHERE THE SIDE OF THE WALL OPPOSITE THE SOIL SIDE IS EXPOSED TO VIEW AND ALL EXTERIOR WALLS WHERE THE ADJACENT FLOOR SLAB IS BELOW GRADE. SEE 2/AD1.2
13.	PROVIDE A HOSE BIB NEAR THE MAIN ENTRANCE AND IN THE TRASH ENCLOSURE. SEE PLAN FOR LOCATION.
SITE LEGEND	
	LANDSCAPE AREA
	CONCRETE PAVING. SEE CIVIL DRAWINGS FOR PAVING SECTIONS
	FIRE HYDRANT. PROVIDE PIPE BOLLARD PROTECTION POSTS AS REQUIRED BY THE FIRE AUTHORITY. SEE 3/AD1.1
	STREET LIGHT
	INDICATES AN ACCESSIBLE ROUTE. MUST COMPLY W/ SITE PLAN GENERAL NOTE #6
	PROPERTY LINE
	DOCK HIGH DOOR
	DRIVE THRU. DOOR
EXTERIOR COLOR SCHEDULE	
	(A) EXTERIOR PAINT COLOR: SW 6995 SUPERWHITE
	(B) EXTERIOR PAINT COLOR: SW 7676 PEPPERCORN
	(C) EXTERIOR PAINT COLOR: SW 7670 GRAY SHINGLE
	(D) EXTERIOR PAINT COLOR: SW 6253 OLYMPUS WHITE
	(E) EXTERIOR PAINT COLOR: SW 7665 WALL STREET
	(F) ACM PANEL COLOR: DRI-DESIGN PANEL-MATTE BLACK
	(G) STOREFRONT MEDIUM PERFORMANCE BLUE REFLECTED GLAZING BLACK ANODIZED MULLIGN
	(H) CLEAR ANODIZED AMC CANOPY & BROW
NOTES:	
1.	PAINT MAN DOORS, STAIR & RAMP GUARD WALLS, GUARD RAILS, DOWN SPOUTS, & LOUVERS TO MATCH ADJACENT BUILDING WALL COLOR. U.O.N.
2.	U.O.N., EXTERIOR SIDE OF TRUCK DOORS TO BE PRE-FINISHED WITH MANUFACTURER'S WHITE. INTERIOR SIDE TO BE PRE-FINISHED WITH MANUFACTURER'S LIGHT GRAY. POWER WASH EXTERIOR CONCRETE WALLS PRIOR TO PAINTING TO REMOVE ALL CHEMICALS AND DIRT THAT WILL IMPEDE THE PRIMER COAT FROM ADHERING TO THE WALLS.
4.	PAINT EXTERIOR WALLS W/ 1-COAT SPRAYED AND BACK ROLLED ACRYLIC FLAT PRIMER AND 2-COATS SPRAYED-ON FLAT FINISH IN THE FINAL WALL COLOR. ALL PAINTS TO BE AS SPECIFIED BY THE MANUFACTURER FOR CONCRETE TILT UP WALL PANELS. FINISHED JOB SHALL BE SMOOTH AND FREE OF LAPPING AND OR STREAKING, REGARDLESS OF THE COLOR.
5.	EXCEPT WHERE NOTED OTHERWISE ON THE PLANS ALL PANEL JOINTS SHALL BE CAULKED PER DETAIL 1/AD4.1.
6.	PAINT CONCRETE BEHIND ANY OPEN TRELLIS WORK THE COLOR OF THE TRELLIS.
7.	@ SOLID BROWS WITH GLAZING DIRECTLY ABOVE OR BELOW. PAINT THE EXPOSED WALL CHAMFER JUST ABOVE OR BELOW THE BROW TO MATCH THE BROW COLOR.



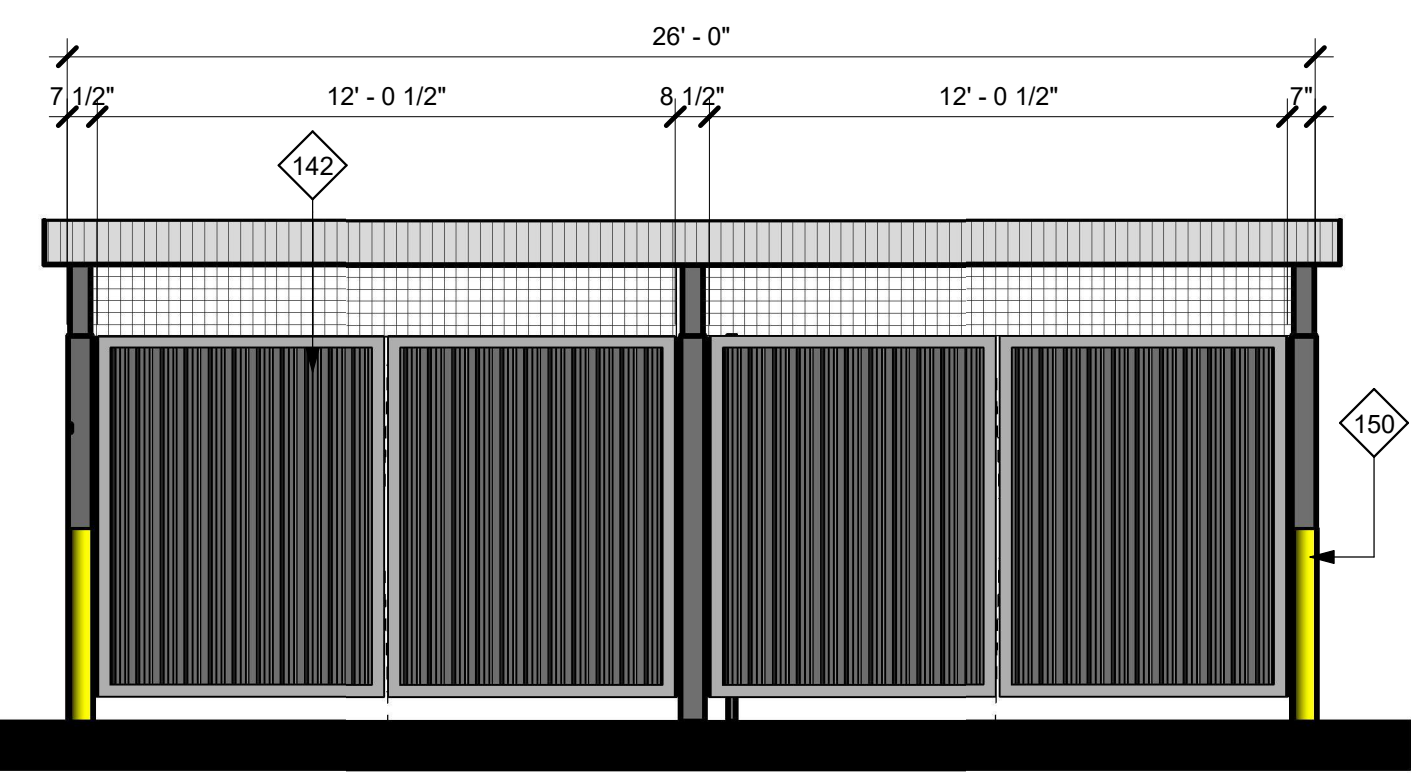
1 ENLARGED SITE PLAN 1
1/8" = 1'-0"



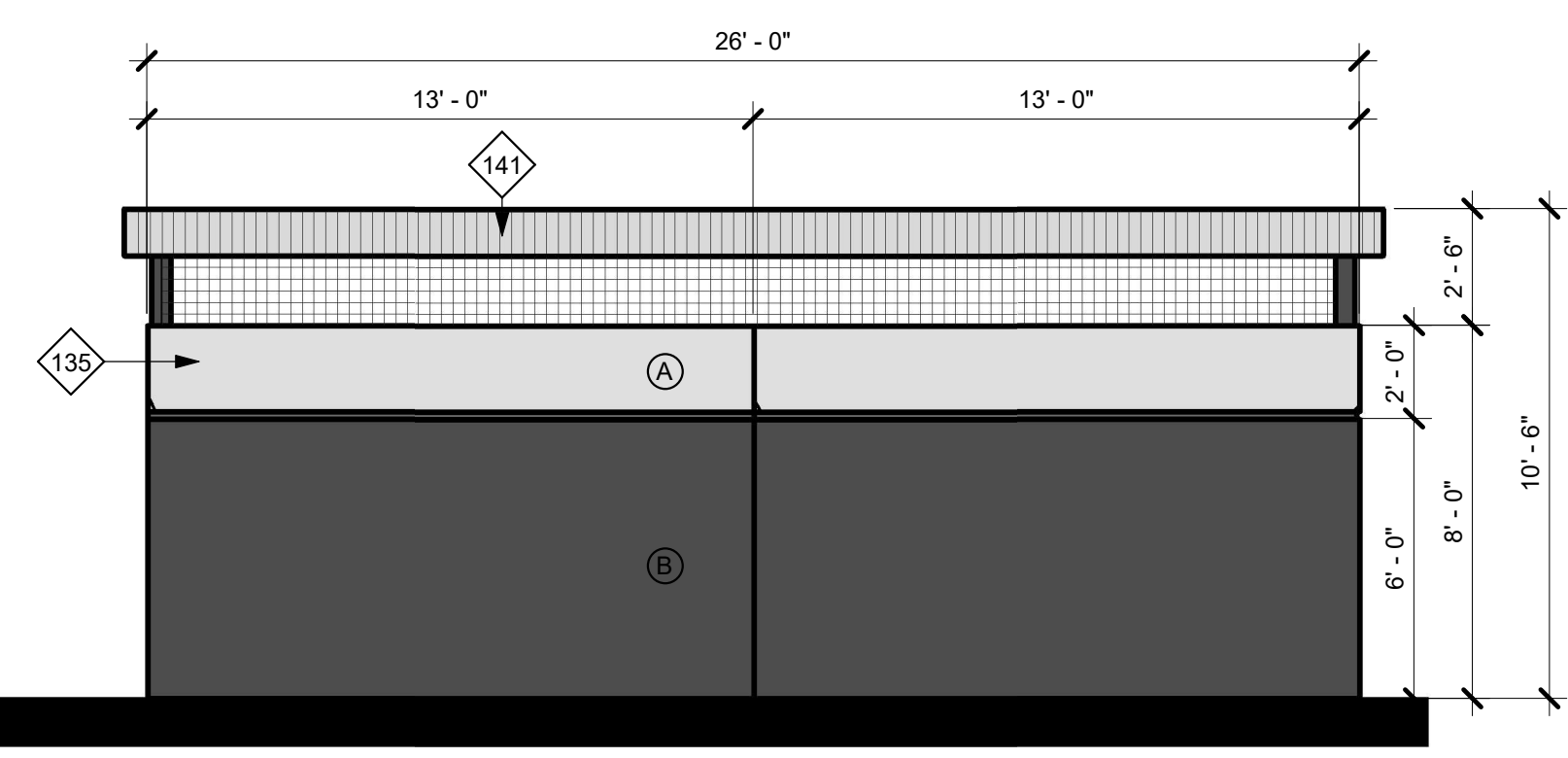
2 ENLARGED SITE PLAN 2
1/8" = 1'-0"



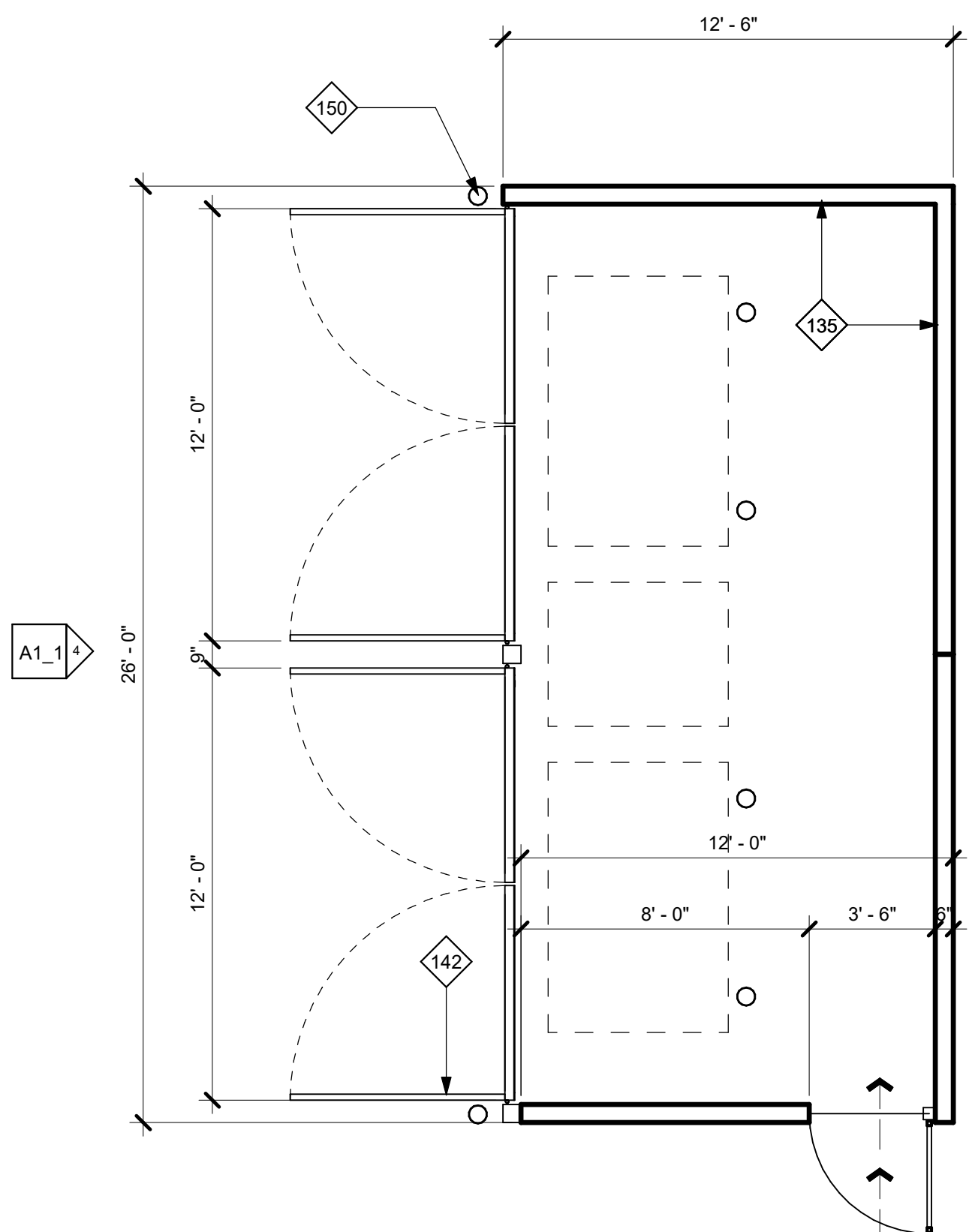
3 TRASH ENCLOSURE ELEVATION 3
1/4" = 1'-0"



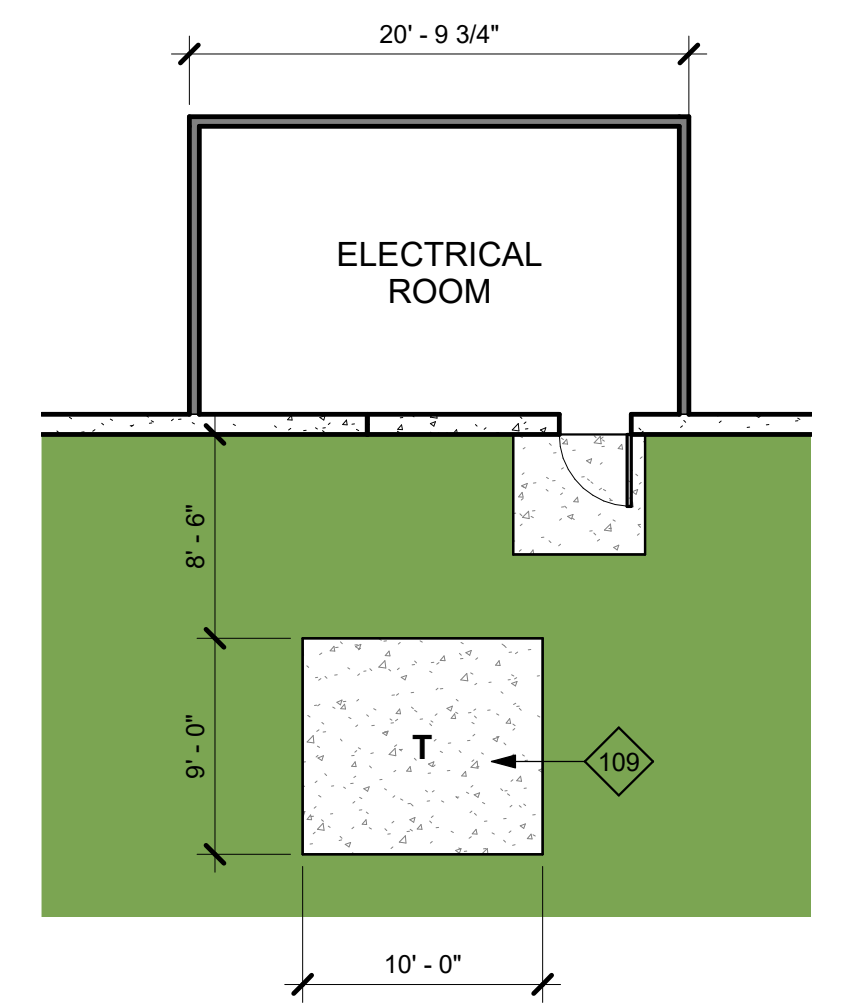
4 TRASH ENCLOSURE ELEVATION 1
1/4" = 1'-0"



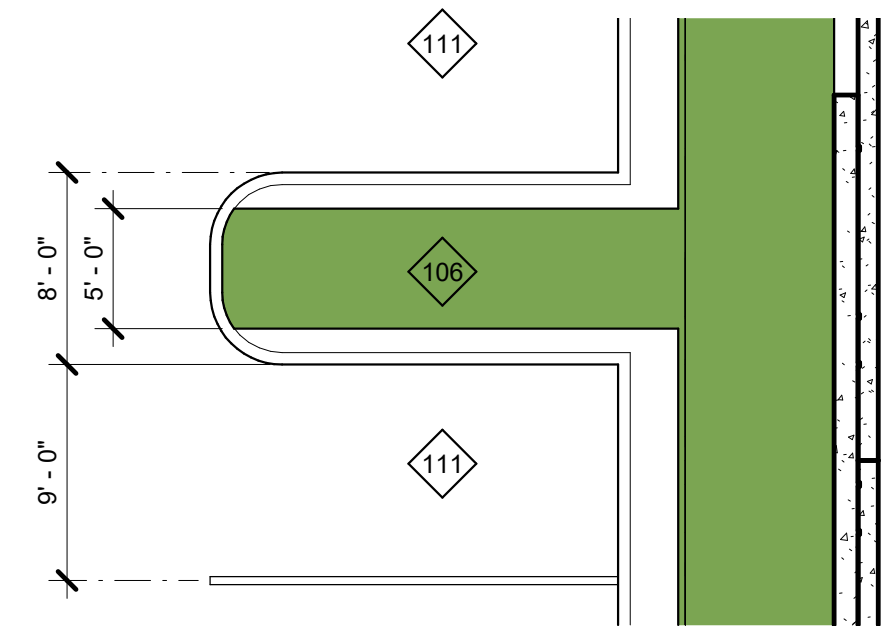
5 TRASH ENCLOSURE ELEVATION 2
1/4" = 1'-0"



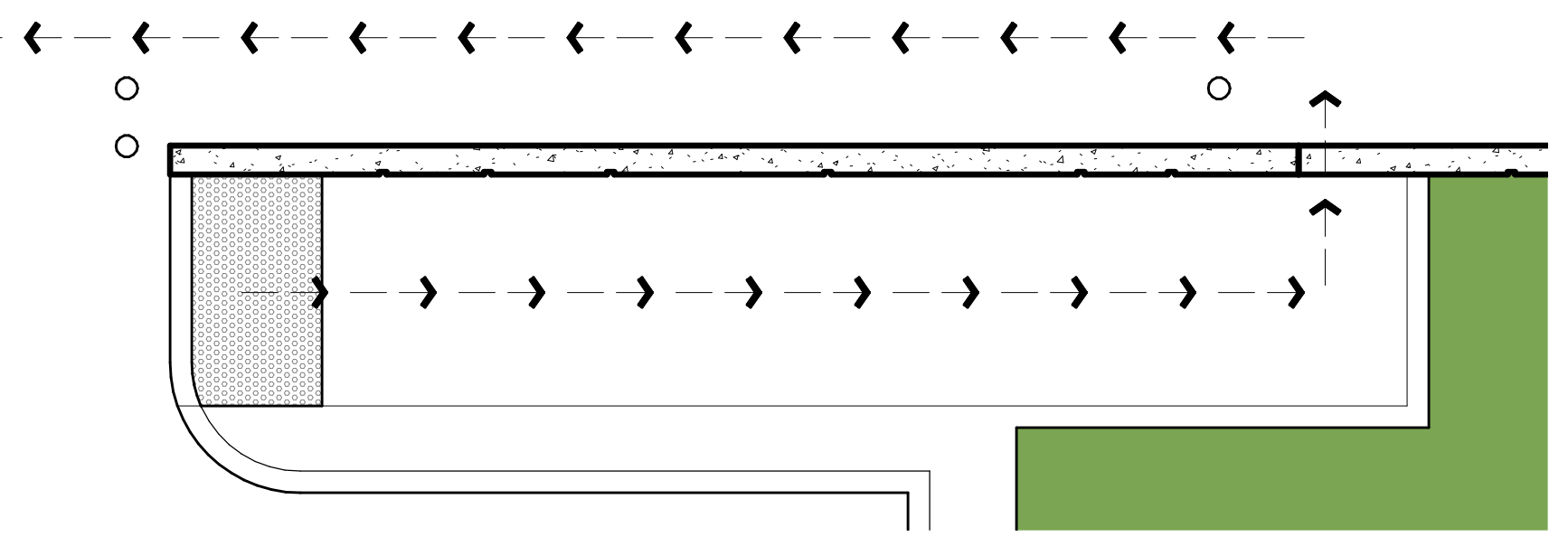
6 ENLARGED TRASH ENCLOSURE 1
1/4" = 1'-0"



7 ELECTRICAL & TRANSFORMER DETAIL
1/8" = 1'-0"



8 ENLARGED LANDSCAPE FINGER PLAN
1/8" = 1'-0"



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



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GATE & SCREEN WALL ELEVATIONS

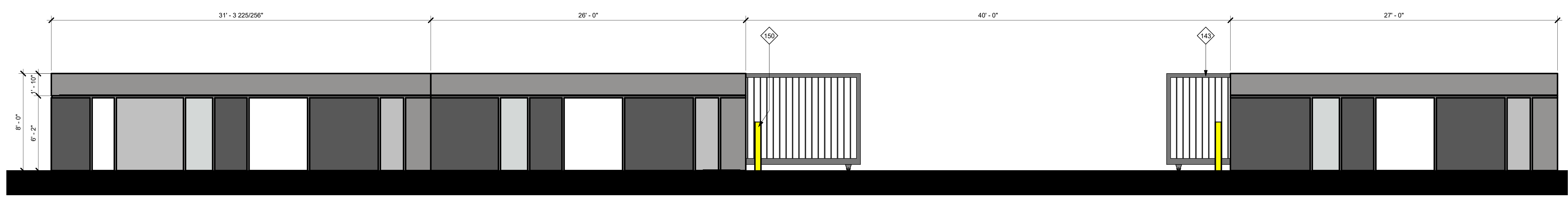
A1_2

KEYNOTES	
135	CONCRETE TILT-UP SCREEN WALL. MIN HEIGHT 8' ABOVE HIGHEST ADJACENT FINISHED GRADE. PAINT BOTH SIDES AND TOP OF WALL. SEE PLANS FOR COLOR SCHEDULE.
143	PAINTED STEEL ROLLING GATE(S). MIN HEIGHT 8' ABOVE HIGHEST ADJACENT FINISHED GRADE OR AS SHOWN ON EXTERIOR ELEVATIONS. PROVIDE KNOX BOX AS REQUIRED BY FIRE AUTHORITY.
150	STEEL PIPE BOLLARD PROTECTION POST.
402	WALL REVEAL.
404	PANEL JOINT.

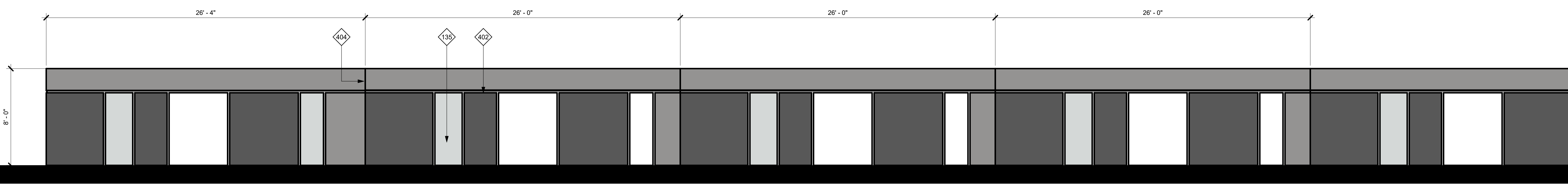
EXTERIOR COLOR SCHEDULE	
	A EXTERIOR PAINT COLOR: SW 6995 SUPERWHITE
	B EXTERIOR PAINT COLOR: SW 7676 PEPPERCORN
	C EXTERIOR PAINT COLOR: SW 7670 GRAY SHINGLE
	D EXTERIOR PAINT COLOR: SW 6253 OLYMPUS WHITE
	E EXTERIOR PAINT COLOR: SW 7665 WALL STREET
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	G STOREFRONT MEDIUM PERFORMANCE BLUE REFLECTED GLAZING BLACK ANODIZED MULLION
	H CLEAR ANODIZED AMC CANOPY & BROW

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

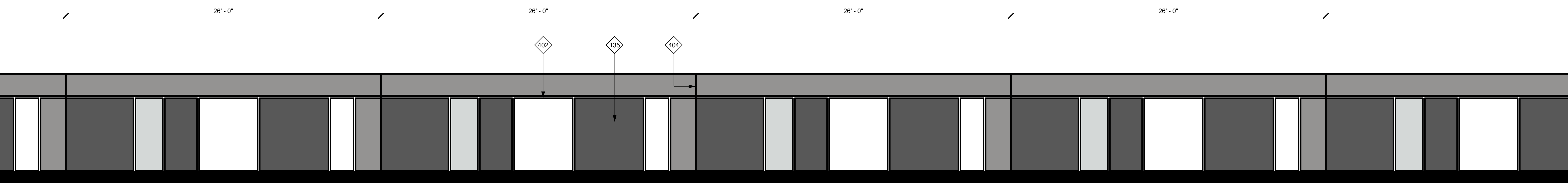
- SITE PLAN GENERAL NOTES**
- THE SITE PLAN SHALL MEET ALL ENGINEERING & NPDES REQUIREMENTS.
 - GENERAL CONTRACTOR TO REVIEW THE SOILS REPORT AND ALL AMENDMENTS LISTED ON THE TITLE SHEET AND FOLLOW ALL RECOMMENDATIONS.
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b) THE CLEAR WIDTH OF ALL WALKWAYS IS 4'-0" MIN.
c) CHANGES IN LEVEL UP TO 1/2" COMPLY W/ 11A02.1. CHANGES IN LEVEL GREATER THAN 1/2" IF THEY OCCUR ARE CHAMFERED.
d) THE VERTICAL CLEARANCE ALONG THE ACCESSIBLE ROUTE IS 80" MIN.
 - ALL PAVED AND LANDSCAPED AREAS TO BE BOUND BY A MIN. 6" HIGH, 6" WIDE CONCRETE CURB U.O.N.
 - A CONCRETE MOW STRIP EXTENDING 12" BEYOND EA END OF THE OPENING SHALL BE PROVIDED @ ALL EXTERIOR GLAZING WHERE THE SILL IS WITHIN 3' VERTICAL OF THE FINISHED GRADE. SEE 2A01.1
 - PROVIDE PIPE BOLLARD PROTECTION POSTS AS REQUIRED BY UTILITY COMPANIES AND OR FIRE AUTHORITIES AT ALL EXTERIOR ELECTRICAL EQUIPMENT AND FIRE PREVENTION DEVICES. IF FIRE BOLLARD PROTECTION POST DETAILS ARE NOT PROVIDED BY UTILITY COMPANIES AND OR FIRE AUTHORITY SEE DETAIL 3A01.1
 - ALL EXPOSED BIORETENSION DEVICE COVERINGS SHALL BE PAINTED FOREST GREEN.
 - WHERE OCCURS, GENERAL CONTRACTOR TO PROVIDE FLUID APPLIED DAMP PROOFING AT ALL RETAINING AND PLANTER WALLS WHERE THE SIDE OF THE WALL OPPOSITE THE SOIL SIDE IS EXPOSED TO VIEW AND ALL EXTERIOR WALLS WHERE THE ADJACENT FLOOR SLAB IS BELOW GRADE. SEE 6A01.2
 - PROVIDE A HOSE BIB NEAR THE MAIN ENTRANCE AND IN THE TRASH ENCLOSURE. SEE PLAN FOR LOCATION.



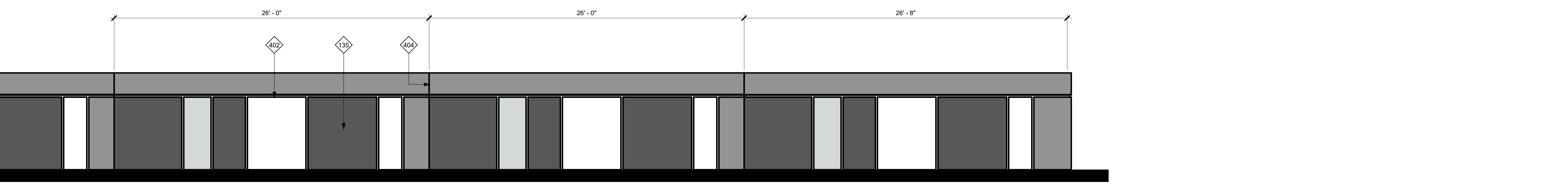
1 NORTH TRUCK YARD- GATE ELEVATION
1/4" = 1'-0"



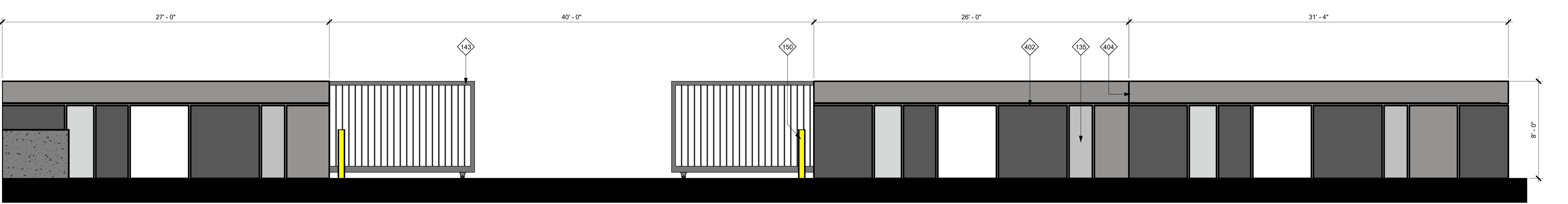
2 EAST SITE WALL - 1
1/4" = 1'-0"



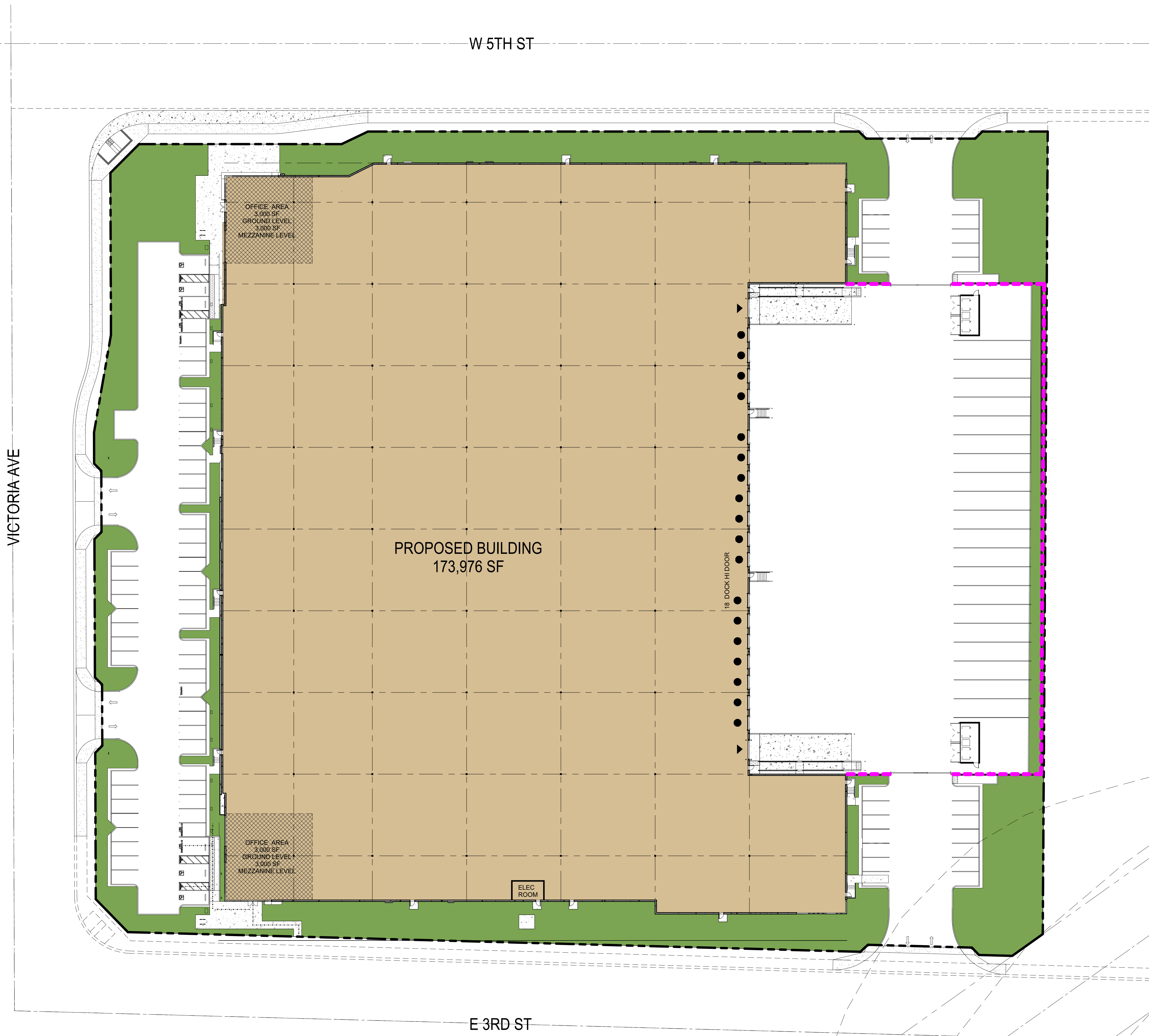
3 EAST SITE WALL - 2
1/4" = 1'-0"



4 EAST SITE WALL - 3
1/4" = 1'-0"



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



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

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

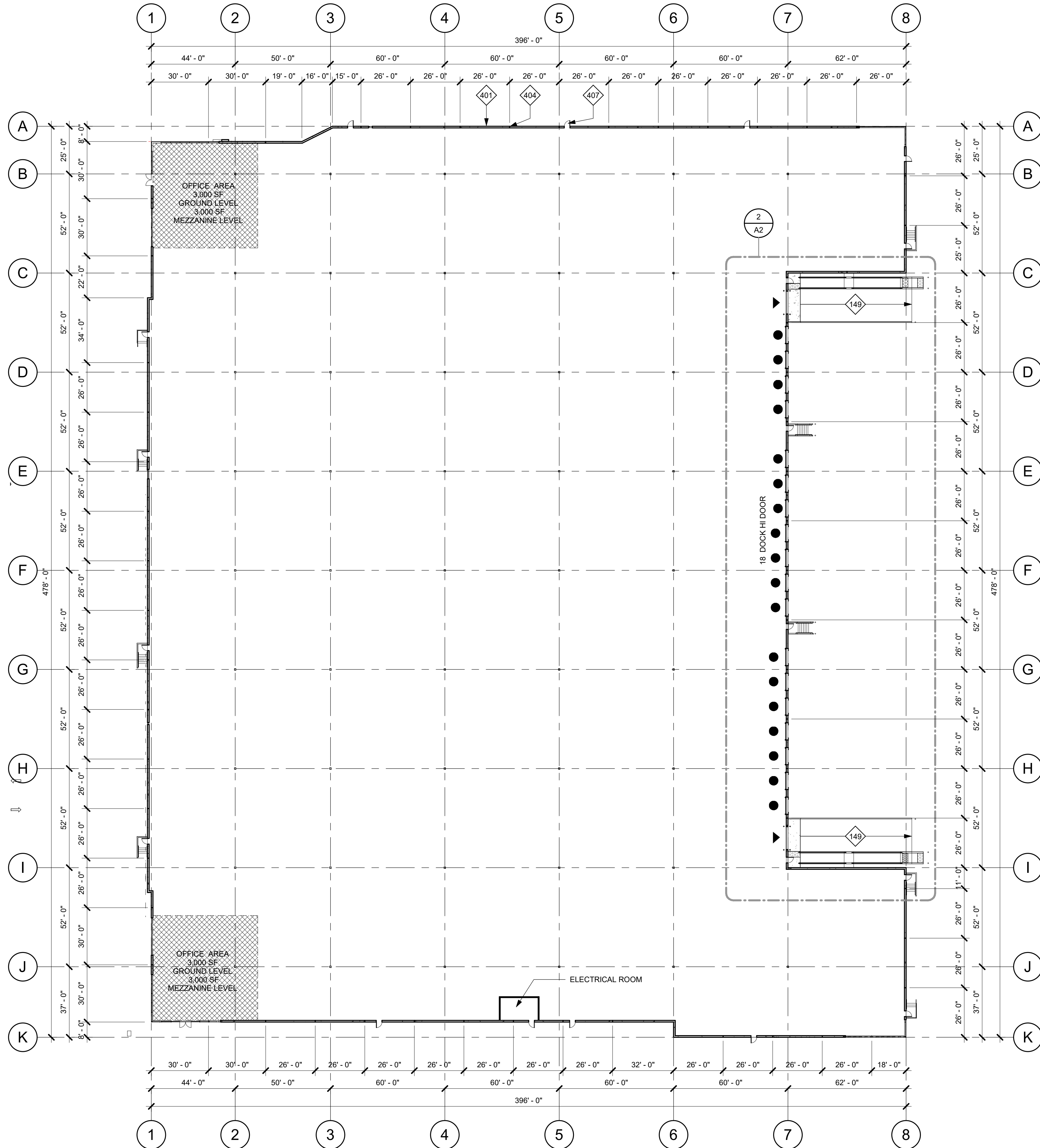


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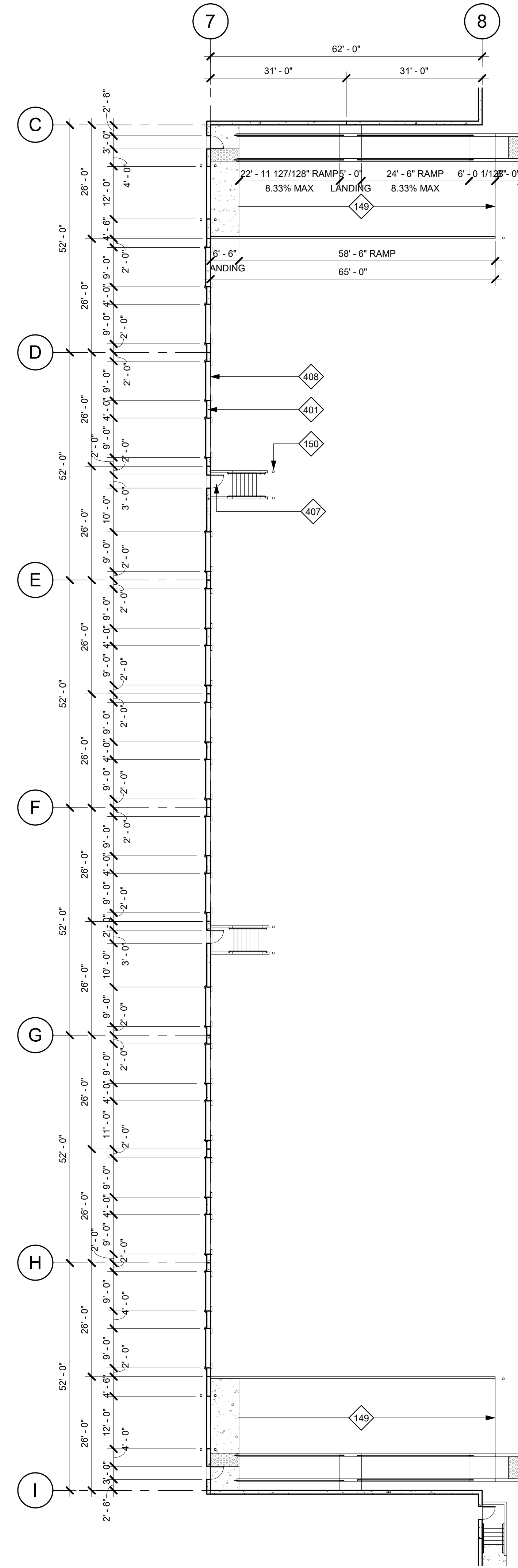
SITE WALL
PLAN



A1_3



1 PROPOSED BUILDING FLOOR PLAN
1" = 30'-0"



2 TYPICAL DOCKDOOR SPACING
1/16" = 1'-0"

KEYNOTES

- 149 CONCRETE TRUCK RAMP w/ 42" HIGH CONCRETE TILT-UP GUARD ON OPEN SIDE(S). PAINT ALL SIDES OF GUARD WALLS AND HANDRAILS SEE ARCHITECTURAL DRAWINGS FOR COLOR SCHEDULE.
- 150 STEEL PIPE BOLLARD PROTECTION POST.
- 401 PAINTED CONCRETE TILT-UP WALL PANEL.
- 404 PANEL JOINT.
- 407 PAINTED HOLLOW METAL PEDESTRIAN DOOR.
- 408 STEEL SECTIONAL OVERHEAD DOOR.

FLOOR PLAN LEGEND

- EXTERIOR CONCRETE TILT-UP WALL PANEL OR INTERIOR CONCRETE TILT-UP MEZZANINE SHEAR WALL PANEL. SEE STRUCTURAL DRAWINGS FOR ADDITIONAL INFORMATION.
- STOREFRONT GLAZING SYSTEM. SEE ENLARGED FLOOR PLANS AND EXTERIOR ELEVATIONS FOR ADDITIONAL INFORMATION.
- METAL STUD NON BEARING PARTITION WALL. SEE ENLARGED FLOOR PLANS & WALL TYPE SCHEDULE FOR ADDITIONAL INFORMATION.
- WOOD STUD BEARING WALL. SEE ENLARGED FLOOR PLANS & WALL TYPE SCHEDULE FOR ADDITIONAL INFORMATION.
- STRUCTURAL BUILDING COLUMNS.
- PROVIDE VAPOR BARRIER UNDER PROPOSED AND/OR FUTURE OFFICE AREA FLOOR SLAB. EXTEND MIN 40'-0" BEYOND 1' AREA OR AS DIMENSIONED ON THE FLOOR PLAN. SEE 4/A1.0.
- FIRE SPRINKLER RISER. SEE FIRE PROTECTION PLANS AND 7/ADS.0.
- DOOR TAG. SEE SHEET A8.0 FOR DOOR SCHEDULE.
- WINDOW TAG. SEE SHEET A8.0 FOR WINDOW SCHEDULE.
- STOREFRONT TAG. SEE SHEETS A8.0.1 & A8.0.2 FOR STOREFRONT SCHEDULE.
- WALL TAG.

FLOOR SLAB GENERAL NOTES

1. THE FLOOR SLAB THICKNESS TO BE 'X'. SEE STRUCTURAL DRAWINGS FOR ADDITIONAL REQUIREMENTS.
2. THE FLOOR SLAB TO BE CLASS V PER ACI 302-1R-04 TABLE 21.
3. THE GENERAL CONTRACTOR SHALL COORDINATE WITH THE OWNER WHETHER OR NOT TO PROVIDE JOINT FILLER AT FLOOR SLAB CONTROL AND CONSTRUCTION JOINTS.
4. SLOPE POUR STRIPS @ EXTERIOR PEDESTRIAN AND OVERHEAD DOORS. SEE 5, 7, & 10/AD4.1.
5. CRANES, CONCRETE TRUCKS, AND SIMILAR HEAVY EQUIPMENT ARE PROHIBITED ON THE FLOOR SLAB DURING CONSTRUCTION.
6. BELOW FLOOR SLAB SOIL COMPACTION TO BE 95% MIN.
7. TRENCH SOIL COMPACTION TO BE 80% MIN.
8. SLAB FINISH TO BE STEEL FLOAT HARD TROWEL BURNISHED FINISH.
9. THE GENERAL CONTRACTOR TO MAINTAIN A CLEAN FLOOR SLAB. ALL TRUCKS AND EQUIPMENT TO BE DIAPERED.
10. ALL CONSTRUCTION MARKINGS SHALL BE REMOVED FROM THE FLOOR SLAB PRIOR TO SEALING.
11. SEE 6/A2.1 FOR SLAB PATCHING DETAIL.
12. PROVIDE 10'-0" WIDE PERIMETER FLOOR POUR STRIPS AT ALL TRUCK DOCK WALLS AND 5'-0" WIDE AT ALL OTHER WALLS UNLESS NOTED OTHERWISE ON STRUCTURAL DRAWINGS. NO UNDERGROUND PIPING, CONDUITS, ETC ALLOWED IN POUR STRIPS AT DOCK DOORS TO ALLOW FOR CURRENT OR FUTURE RECESSED DOCK LEVELERS.
13. ALL FLOOR SLAB NAIL OR BRACE FRAME HOLES TO BE FILLED WITH APPROVED 2-PART EPOXY COMPOUND TO MATCH CONCRETE COLOR. PEGA BOND LV 2000, BURKE EPOXY INJECTION FRESH OR -
14. ALL FLOOR SLAB PANEL FORM NAIL HOLES TO BE PREDRILLED AND WOOD DOWELED PRIOR TO NAILING. BRACE HOLES TO BE PREDRILLED.
15. CHAMFER AND REVEAL STRIPS ATTACHED TO THE FLOOR SLAB MUST BE PROPERLY PATCHED PRIOR TO SEALING THE FLOOR SLAB.

FLOOR PLAN GENERAL NOTES

1. WHERE A MEZZANINE OCCURS AND A 1" TOPPING IS CALLED OUT FOR IN THE STRUCTURAL DRAWINGS PROVIDE A 1" THICK TOPPING OF GYP-CRETE 2000 WITH A MINIMUM STRENGTH OF 2,500 PSI.
2. PROVIDE FIRE EXTINGUISHERS AS REQUIRED BY THE FIRE DEPARTMENT AND THE CBC/CFC. REQUIREMENTS AND LOCATIONS TO BE DETERMINED IN THE FIELD BY THE DEPARTMENT INSPECTOR.
3. ALL PENETRATIONS THROUGH FIRE RATED PARTITIONS SHALL BE SEALED WITH APPROVED FIRE CAULKING. SEE SHTS ADD.3 & ADD.4.
4. U.O.N. ALL DIMENSIONS TO CONCRETE WALLS ARE EITHER TO THE CENTER (SHOWN WITH A CENTERLINE) OR FACE OF THE WALL. ALL DIMENSIONS TO FRAMED WALLS ARE EITHER TO THE CENTER OF THE WALL FRAMING (SHOWN WITH A CENTERLINE) OR FACE OF THE WALL FINISH.
5. PROVIDE ILLUMINATED AND TACTILE EXIT SIGNAGE. SEE EXITING & SIGNAGE PLANS.
6. SEE CIVIL DRAWINGS FOR ALL UTILITY POINTS OF CONNECTION. GENERAL CONTRACTOR TO VERIFY LOCATIONS.
7. PROVIDE PIPE BOLLARD PROTECTION POSTS @ FIRE RISERS & ELECTRICAL GEAR AS REQUIRED BY THE ELECTRICAL AND FIRE PROTECTION PLANS. SEE 7/ADS.0 FOR ADDITIONAL INFORMATION.
8. FOR REQUIRED LANDINGS @ ACCESSIBLE DOORS. SEE 11/A0.2.1.
9. NO SMOKING IS ALLOWED WITHIN 25' OF ALL BUILDING ENTRANCES. PER GREEN BUILDING STANDARD CODE DIVISION 5.504.7. POST REQUIRED SIGNAGE.
10. U.O.N. @ INTERIOR PARTITIONS. FINISHED HINGE SIDE OF JAMB TO BE 0" FROM FINISHED SURFACE OF INTERSECTING WALL.



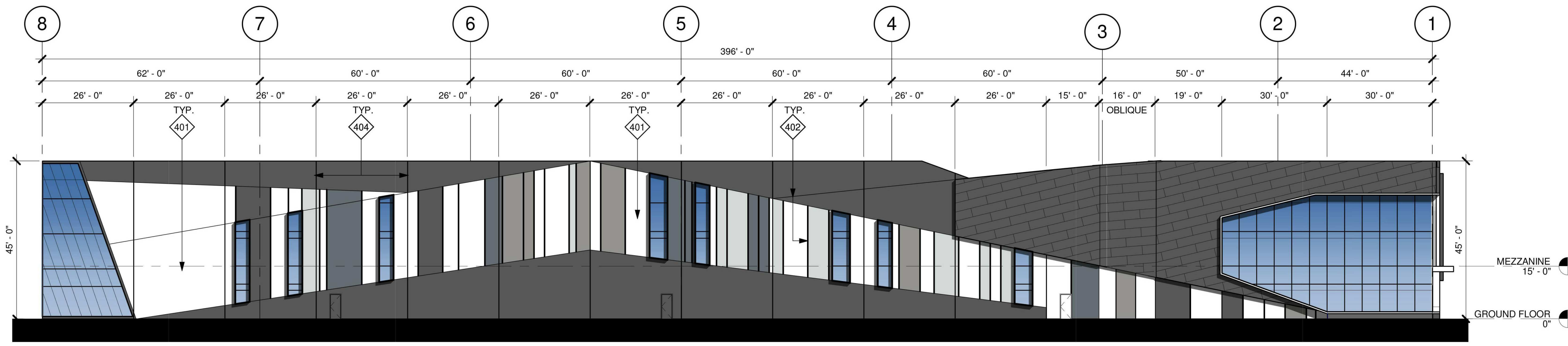
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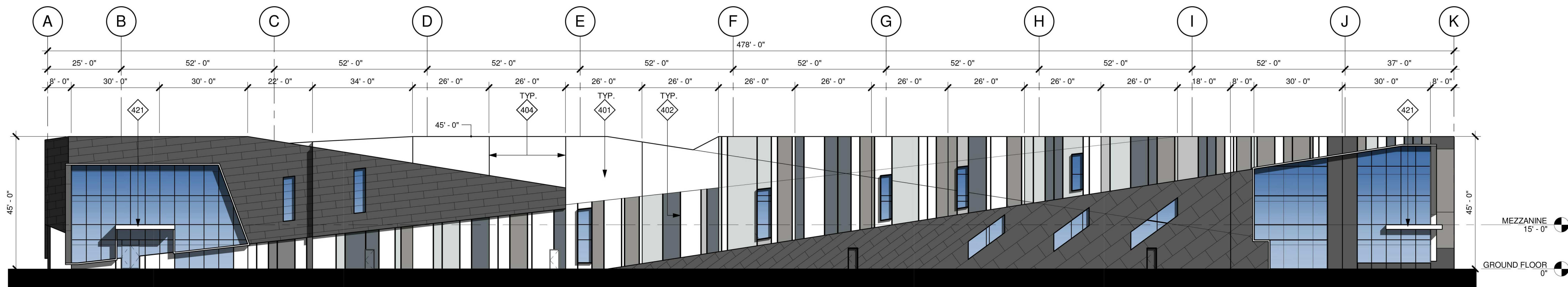
GROUND LEVEL FLOOR PLANS



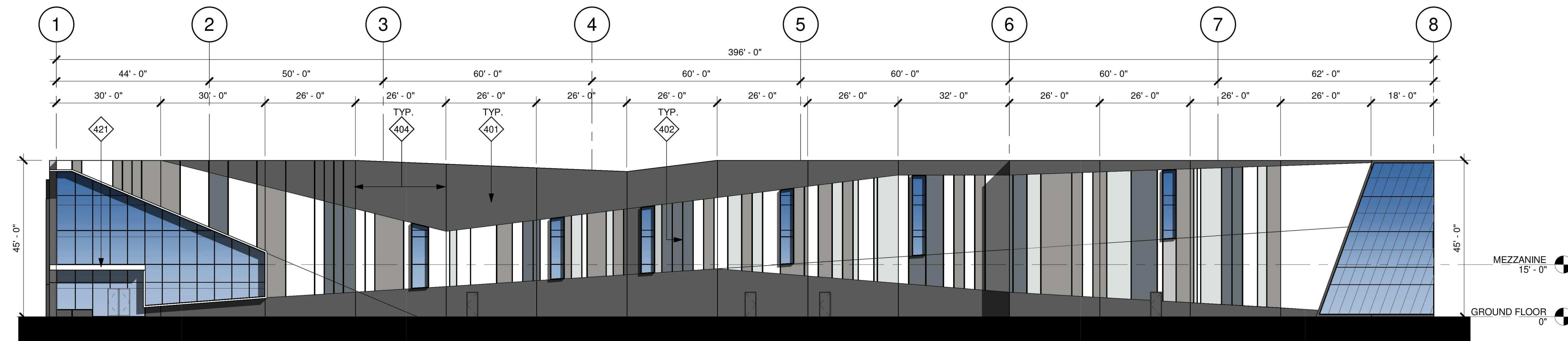
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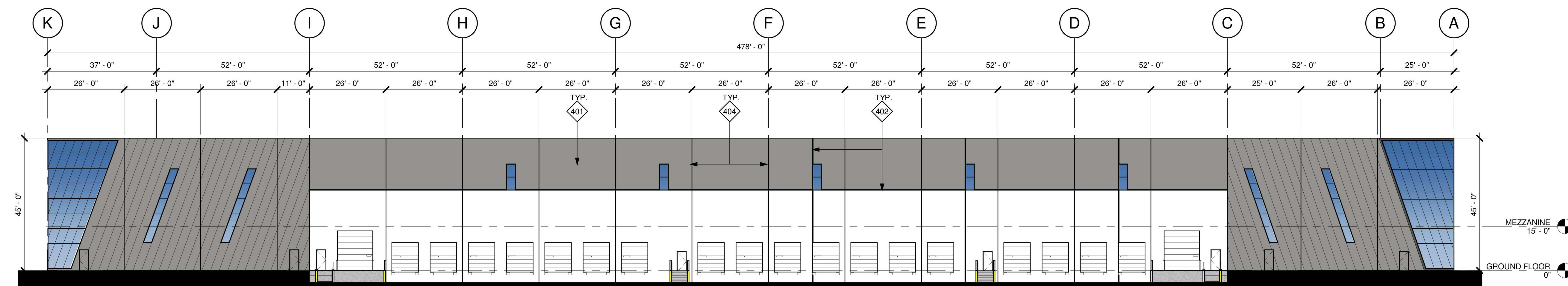
1 PROPOSED NORTH ELEVATION
1" = 20'-0"



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



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



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

KEYNOTES

- 401 PAINTED CONCRETE TILT-UP WALL PANEL.
- 402 WALL REVEAL.
- 404 PANEL JOINT.
- 421 DECORATIVE SOLID BROW WRAPPED IN ALUMINUM PANELS, NOMINAL 18" THICKS. MAX 24" PROJECTION FROM BUILDING.

GLAZING LEGEND & NOTES

- STOREFRONT FRAMING:**
U.O.N. @ VISION SYSTEM, MIN 2"x4 1/2" OFFSET SYSTEM U.O.N. @ SPANDREL SYSTEM, 2"x1 3/4" OFFSET SYSTEM. STOREFRONT SYSTEM TO BE DESIGN BUILT BY THE GENERAL CONTRACTOR. DESIGN SHALL COMPLY WITH ALL RELEVANT CODE & WIND LOADING REQUIREMENTS.
- VISION SYSTEM GLAZING:**
FOR EXTERIOR VISION GLAZING USE 1" INSULATED GLASS CONSISTING OF AN OUTER LAYER OF 1/4" VISTACOOL AND AN INNER LAYER OF 1/4" SOLARBAN 60. FOR INTERIOR GLAZING USE 1/2" CLEAR GLASS.
- SPANDREL SYSTEM GLAZING:**
FOR EXTERIOR SPANDREL GLAZING USE 1/4" VISTACOOL. BACK PAINTING OF GLASS NOT REQUIRED.

NOTES:

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

EXTERIOR WALL COLOR LEGEND & NOTES

- (A) EXTERIOR PAINT
COLOR: SW 6995 SUPERWHITE
- (B) EXTERIOR PAINT
COLOR: SW 7676 PEPPERCORN
- (C) EXTERIOR PAINT
COLOR: SW 7670 GRAY SHINGLE
- (D) EXTERIOR PAINT
COLOR: SW 6253 OLYMPUS WHITE
- (E) EXTERIOR PAINT
COLOR: SW 7665 WALL STREET
- (F) ACM PANEL COLOR:
DRI-DESIGN PANEL-MATTE BLACK
- (G) STOREFRONT MEDIUM PERFORMANCE
BLUE REFLECTED GLAZING BLACK
ANODIZED MULLION
- (H) CLEAR ANODIZED AMC CANOPY & BROW

NOTES:

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



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EXTERIOR
ELEVATIONS

A3

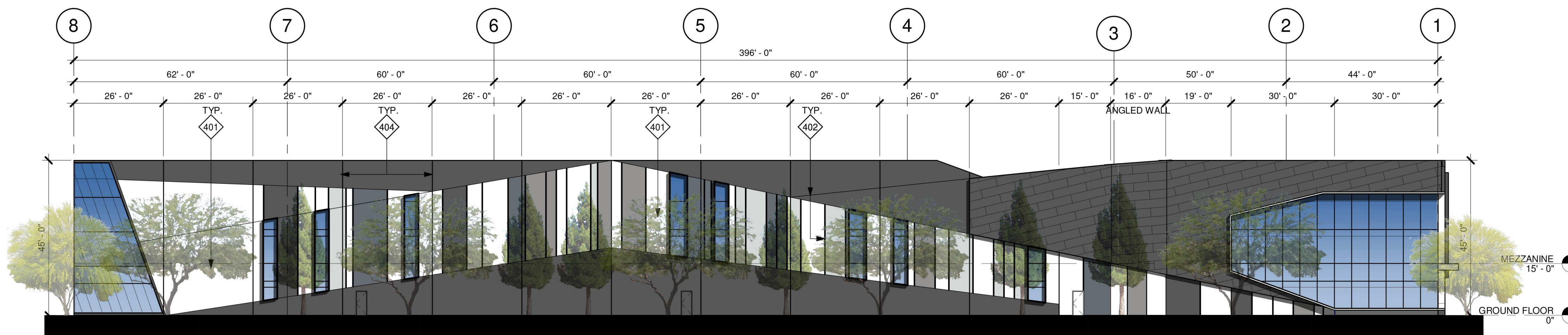


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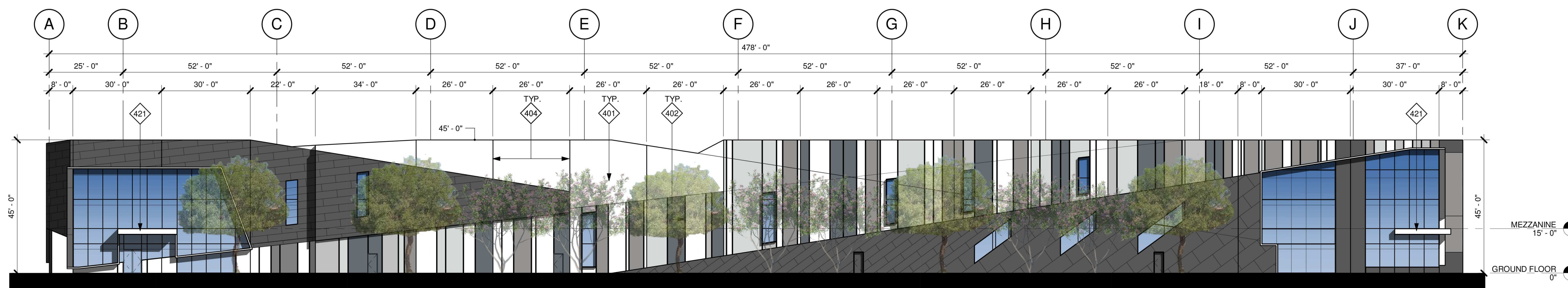
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EXTERIOR
ELEVATIONS
WITH TREES

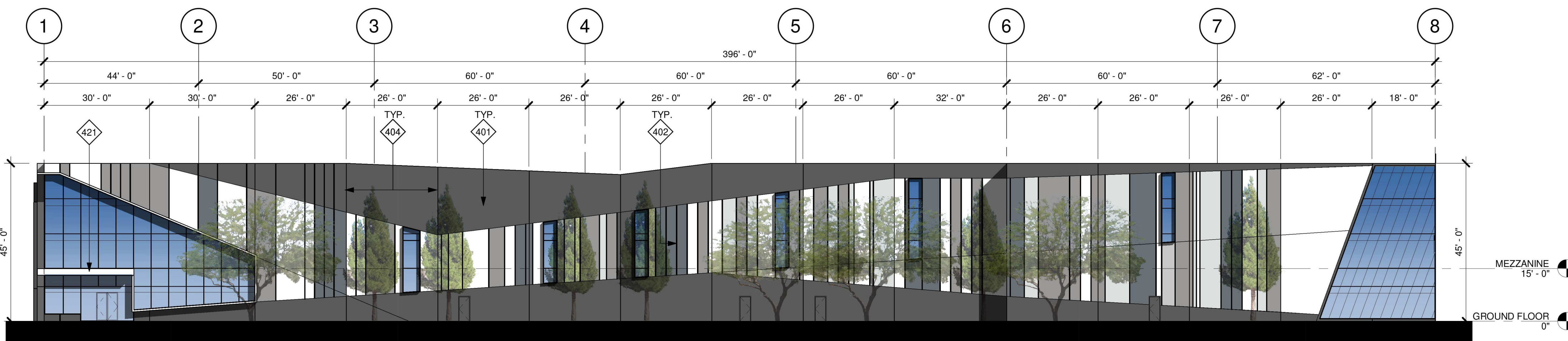
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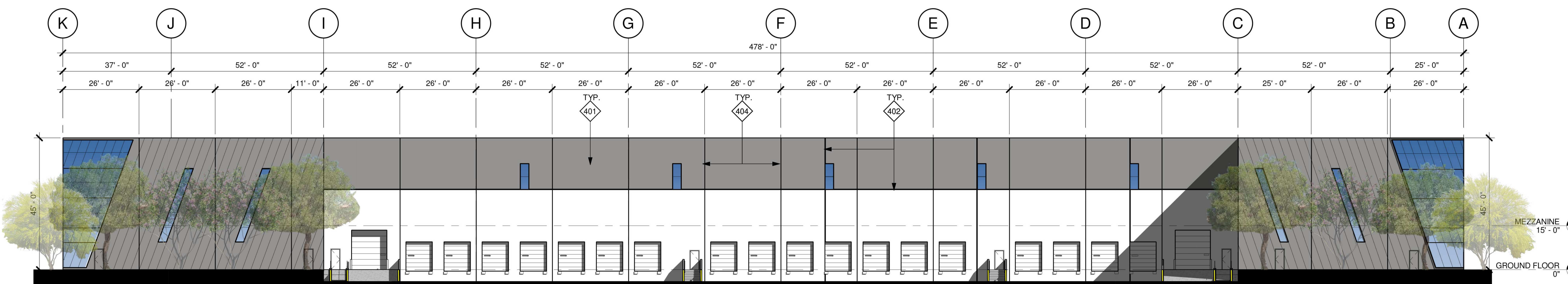
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- NOTES:**
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- (B) EXTERIOR PAINT COLOR: SW 7676 PEPPERCORN
- (C) EXTERIOR PAINT COLOR: SW 7670 GRAY SHINGLE
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- (E) EXTERIOR PAINT COLOR: SW 7665 WALL STREET
- (F) ACM PANEL COLOR: DRI-DESIGN PANEL-MATTE BLACK
- (G) STOREFRONT MEDIUM PERFORMANCE BLUE REFLECTED GLAZING BLACK ANODIZED MULLION
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- NOTES:**
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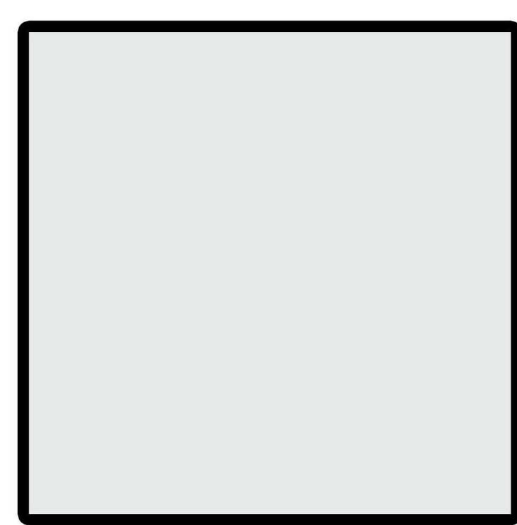


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COLOR BOARD

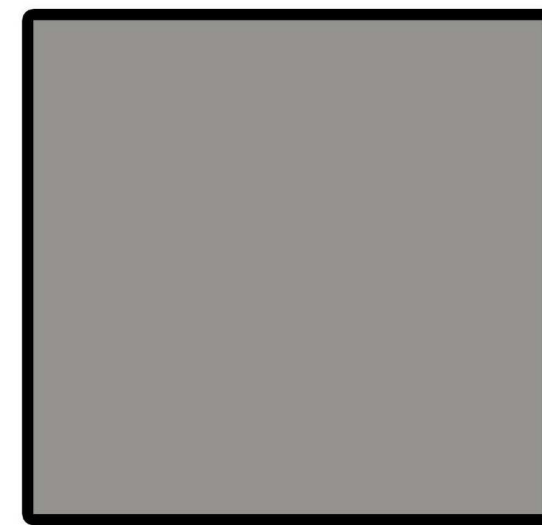
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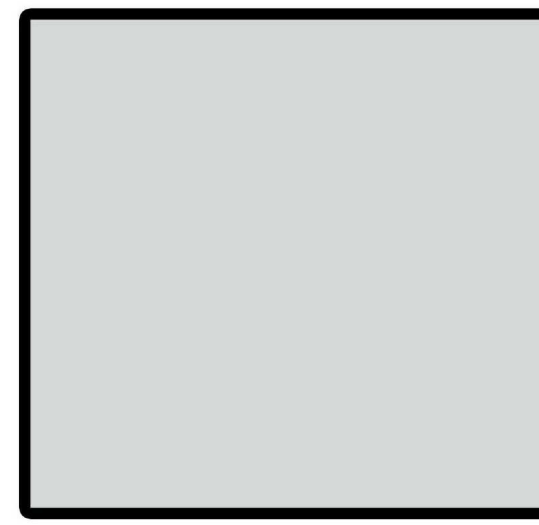
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SW 6995 SUPERWHITE



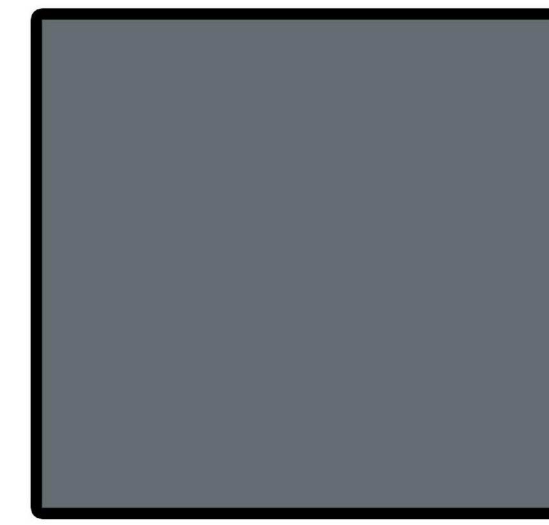
B. EXTERIOR PAINT
SW 7674 PEPPERCORN



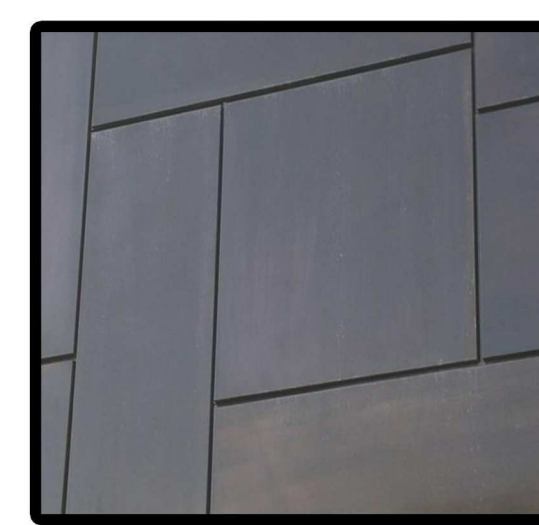
C. EXTERIOR PAINT
SW 7670 GRAY SHINGLE



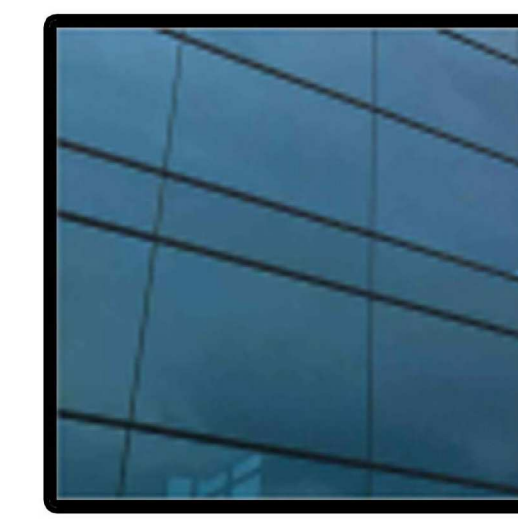
D. EXTERIOR PAINT
SW 6253 OLYMPUS WHITE



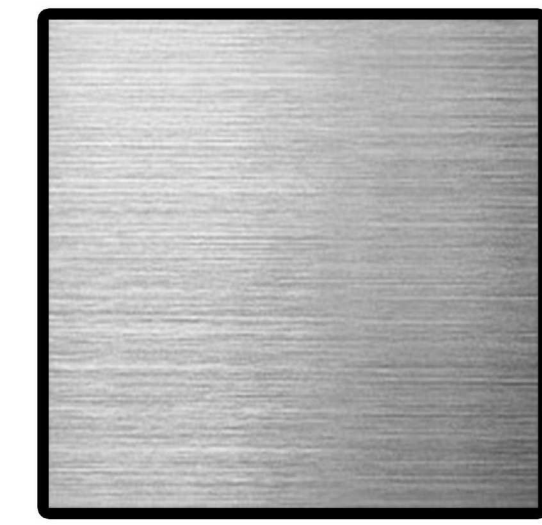
E. EXTERIOR PAINT
SW 7665 WALL STREET



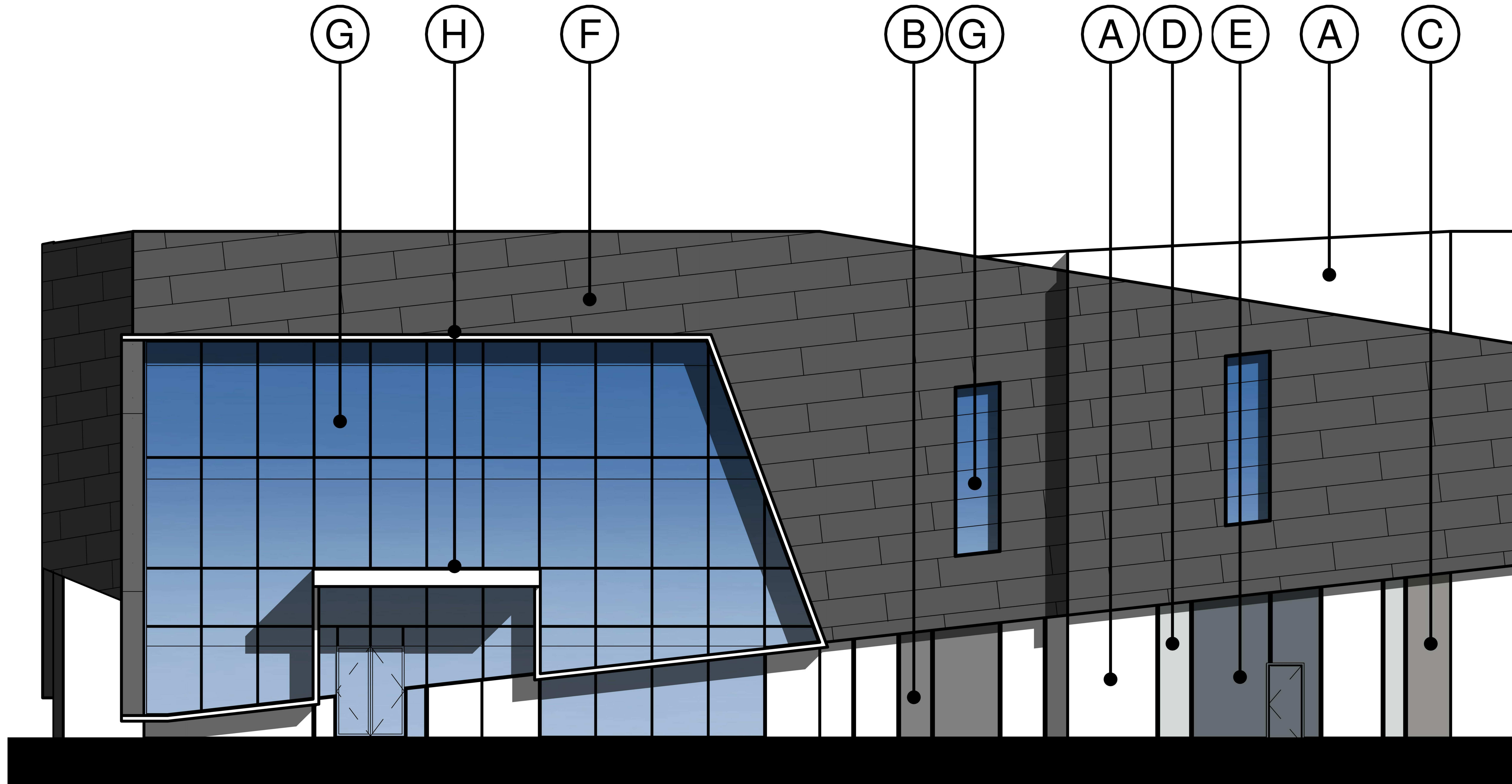
F. METAL PANEL
DRI-DESIGN
PANEL MATTE-BLACK



G. STOREFRONT
MEDIUM PERFORMANCE
BLUE REFLECTED GLAZING
BLACK ANODIZED MULLION



H. CLEAR ANODIZED
METAL CANOPY/ BROW



ENLARGED VIEW @ OFFICE CORNER

TITLE REPORT INFORMATION

ITEM NUMBERS AND LEGAL DESCRIPTION SHOWN HEREON CORRESPOND TO COMMONWEALTH LAND TITLE COMPANY PRELIMINARY TITLE REPORT NO. 1909651A, DATED MAY 17, 2022. NO RESPONSIBILITY FOR COMPLETENESS, ACCURACY OR CONTENT OF SAID REPORT IS ASSUMED BY THIS MAP.

ITEM NUMBERS INDICATED WITH A HEXAGON () REFLECT ITEMS WHICH ARE PLOTTED HEREON:

- 3) EASEMENT(S) FOR THE PURPOSE(S) SHOWN BELOW AND RIGHTS INCIDENTAL THERETO, AS GRANTED IN A DOCUMENT:
GRANTED TO: COUNTY OF SAN BERNARDINO
PURPOSE: PUBLIC HIGHWAY
RECORDING DATE: NOVEMBER 7, 1929
RECORDING NO.: IN BOOK 559, PAGE 126 OF OFFICIAL RECORDS (AFFECTS PARCELS 1, 2 AND 4)
- 4) EASEMENT(S) FOR THE PURPOSE(S) SHOWN BELOW AND RIGHTS INCIDENTAL THERETO, AS GRANTED IN A DOCUMENT:
GRANTED TO: SOUTHERN CALIFORNIA EDISON COMPANY
PURPOSE: PUBLIC UTILITIES, INGRESS AND EGRESS
RECORDING DATE: MARCH 25, 1949
RECORDING NO.: IN BOOK 2378, PAGE 409 OF OFFICIAL RECORDS
- 5) EASEMENT(S) FOR THE PURPOSE(S) SHOWN BELOW AND RIGHTS INCIDENTAL THERETO, AS GRANTED IN A DOCUMENT:
GRANTED TO: PACIFIC BELL TELEPHONE COMPANY
PURPOSE: PUBLIC UTILITIES, INGRESS AND EGRESS
RECORDING DATE: JUNE 27, 2005
RECORDING NO.: AS INSTRUMENT NO. 2005-0456148 OF OFFICIAL RECORDS
- 6) EASEMENT(S) FOR THE PURPOSE(S) SHOWN BELOW AND RIGHTS INCIDENTAL THERETO, AS GRANTED IN A DOCUMENT:
GRANTED TO: SOUTHERN CALIFORNIA EDISON COMPANY
PURPOSE: PUBLIC UTILITIES, INGRESS AND EGRESS
RECORDING DATE: JUNE 29, 2005
RECORDING NO.: AS INSTRUMENT NO. 2005-0463987 OF OFFICIAL RECORDS
- 8) EASEMENT(S) FOR THE PURPOSE(S) SHOWN BELOW AND RIGHTS INCIDENTAL THERETO, AS GRANTED IN A DOCUMENT:
GRANTED TO: CITY OF HIGHLAND, A MUNICIPAL CORPORATION
PURPOSE: FOR ROADS, DRAINAGE, AND PUBLIC UTILITY PURPOSES
RECORDING DATE: JANUARY 10, 2019
RECORDING NO.: AS INSTRUMENT NO. 2019-0009522 OF OFFICIAL RECORDS
- 10) EASEMENT(S) FOR THE PURPOSE(S) SHOWN BELOW AND RIGHTS INCIDENTAL THERETO, AS GRANTED IN A DOCUMENT:
GRANTED TO: COUNTY OF SAN BERNARDINO
PURPOSE: PUBLIC HIGHWAY RECORDING DATE: NOV. 7, 1929
RECORDING NO.: IN BOOK 559, PAGE 126 OF OFFICIAL RECORDS
- 17) EASEMENT(S) FOR THE PURPOSE(S) SHOWN BELOW AND RIGHTS INCIDENTAL THERETO, AS GRANTED IN A DOCUMENT:
GRANTED TO: O. G. BREWSTER
PURPOSE: PIPE LINES RECORDING DATE: DECEMBER 18, 1950
RECORDING NO.: IN BOOK 2689, PAGE 369 OF OFFICIAL RECORDS
- 18) EASEMENT(S) FOR THE PURPOSE(S) SHOWN BELOW AND RIGHTS INCIDENTAL THERETO, AS GRANTED IN A DOCUMENT:
GRANTED TO: SOUTHERN CALIFORNIA EDISON COMPANY
PURPOSE: AN ELECTRIC LINE
RECORDING DATE: MARCH 25, 1949
RECORDING NO.: IN BOOK 2378, PAGE 406 OF OFFICIAL RECORDS
- 19) EASEMENT(S) FOR THE PURPOSE(S) SHOWN BELOW AND RIGHTS INCIDENTAL THERETO, AS GRANTED IN A DOCUMENT:
GRANTED TO: COUNTY OF SAN BERNARDINO
PURPOSE: HIGHWAY AND ROAD PURPOSES
RECORDING DATE: JULY 24, 1968
RECORDING NO.: IN BOOK 7065, PAGE 129 OF OFFICIAL RECORDS
- 22) EASEMENT(S) FOR THE PURPOSE(S) SHOWN BELOW AND RIGHTS INCIDENTAL THERETO, AS GRANTED IN A DOCUMENT:
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- 23) EASEMENT(S) FOR THE PURPOSE(S) SHOWN BELOW AND RIGHTS INCIDENTAL THERETO, AS GRANTED IN A DOCUMENT:
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GRANTED TO: COUNTY OF SAN BERNARDINO
PURPOSE: HIGHWAY AND ROAD PURPOSES
RECORDING DATE: JULY 24, 1968
RECORDING NO.: IN BOOK 7065, PAGE 129 OF OFFICIAL RECORDS AFFECTS: THE SOUTH 50 FEET OF SAID LAND
- 26) EASEMENT(S) FOR THE PURPOSE(S) SHOWN BELOW AND RIGHTS INCIDENTAL THERETO, AS GRANTED IN A DOCUMENT:
GRANTED TO: COUNTY OF SAN BERNARDINO, A BODY CORPORATE AND POLITIC PURPOSE: PUBLIC HIGHWAY RECORDING DATE: NOVEMBER 7, 1929
RECORDING NO.: IN BOOK 559, PAGE 126 OF OFFICIAL RECORDS (AFFECTS SUBJECT PROPERTY BUT DOES NOT AFFECT PARCEL 5)
- 28) EASEMENT(S) FOR THE PURPOSE(S) SHOWN BELOW AND RIGHTS INCIDENTAL THERETO, AS GRANTED IN A DOCUMENT:
PURPOSE: STREET, HIGHWAY AND PUBLIC UTILITIES
RECORDING DATE: JUNE 1, 2015
RECORDING NO.: AS INSTRUMENT NO. 2015-0224285 OF OFFICIAL RECORDS
- 31) EASEMENT(S) FOR THE PURPOSE(S) SHOWN BELOW AND RIGHTS INCIDENTAL THERETO, AS GRANTED IN A DOCUMENT:
GRANTED TO: SOUTHERN CALIFORNIA EDISON COMPANY, A CORPORATION PURPOSE: POLE LINES
RECORDING DATE: MARCH 25, 1949
RECORDING NO.: IN BOOK 2378, PAGE 407 OF OFFICIAL RECORDS.
- 32) EASEMENT(S) FOR THE PURPOSE(S) SHOWN BELOW AND RIGHTS INCIDENTAL THERETO, AS GRANTED IN A DOCUMENT:
GRANTED TO: SOUTHERN CALIFORNIA EDISON COMPANY, A CORPORATION PURPOSE: POLE LINES
RECORDING DATE: AUGUST 29, 1949
RECORDING NO.: IN BOOK 2453, PAGE 361 OF OFFICIAL RECORDS.
- 36) EASEMENT(S) FOR THE PURPOSE(S) SHOWN BELOW AND RIGHTS INCIDENTAL THERETO, AS GRANTED IN A DOCUMENT:
GRANTED TO: THE COUNTY OF SAN BERNARDINO
PURPOSE: PUBLIC HIGHWAY RECORDING DATE: OCTOBER 4, 1947
RECORDING NO.: 53, IN BOOK 2126, PAGE 463 OF OFFICIAL RECORDS AFFECTS: THE NORTH 82 1/2 FEET OF LOT 33
- 39) EASEMENT(S) FOR THE PURPOSE(S) SHOWN BELOW AND RIGHTS INCIDENTAL THERETO, AS GRANTED IN A DOCUMENT:
PURPOSE: PUBLIC UTILITIES RECORDING DATE: MARCH 25, 1949
RECORDING NO.: IN BOOK 2378, PAGE 407 OF OFFICIAL RECORDS
- 40) EASEMENT(S) FOR THE PURPOSE(S) SHOWN BELOW AND RIGHTS INCIDENTAL THERETO, AS GRANTED IN A DOCUMENT:
GRANTED TO: SOUTHERN CALIFORNIA EDISON COMPANY, A CORPORATION PURPOSE: PUBLIC UTILITIES RECORDING DATE: AUGUST 29, 1949
RECORDING NO.: IN BOOK 2453, PAGE 361 OF OFFICIAL RECORDS (AFFECT SUBJECT PROPERTY BUT DOES NOT AFFECT PARCEL 7)

LEGAL DESCRIPTION

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

PORTION OF LOT 33 OF SUBDIVISION OF A PORTION OF BLOCKS 62 AND 63, RANCHO SAN BERNARDINO, COMMONLY KNOWN AS CUNNINGHAM'S SUBDIVISION, IN THE CITY OF HIGHLAND, COUNTY OF SAN BERNARDINO, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 2 PAGE 22, OF MAP, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

LISTED AS FOLLOWS:

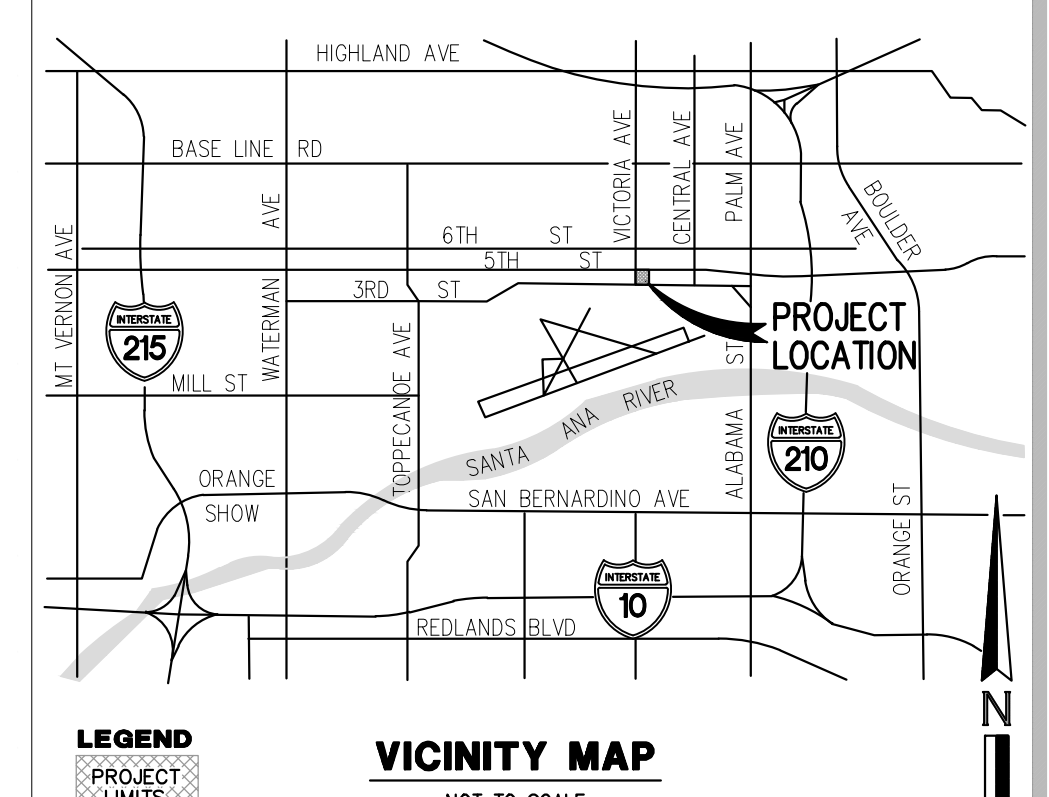
- PARCEL 1: APN: 1192-551-06
- PARCEL 2: APN: 1192-551-07
- PARCEL 3: APN: 1192-551-04
- PARCEL 4: APN: 1192-551-05
- PARCEL 5: APN: 1192-551-02
- PARCEL 7: APN: 1192-551-01
- PARCEL 8: APN: 1192-551-03
- PARCEL 6 IS DESCRIBED AS:
PARCELS 1, 2, 3 AND 4 OF PARCEL MAP NO. 4244, IN THE CITY OF HIGHLAND, SAN BERNARDINO, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 41, PAGE 12 OF PARCEL MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.
- PARCEL 6 APN: 1192-551-12, APN: 1192-551-13, APN 1192-551-14 AND 1192-551-15

SURVEY NOTES AND SUMMARY

- 1. BASIS OF BEARINGS: BEARINGS SHOWN HEREON ARE BASED ON THE CENTERLINE OF EAST 3RD STREET BEING NORTH 88°47'21" WEST ON RECORD OF SURVEY 97-0077, R.S.B. 113/15-22.
- 2. ASSESSOR'S PARCEL NO. = 1192-551-06, 1192-551-07, 1192-551-03, 1192-551-04, 1192-551-05, 1192-551-02, 1192-551-12, 1192-551-13, 1192-551-14, 1192-551-15 AND 1192-551-01 (ASSESSOR'S PARCEL NUMBERS SHOWN HEREON ARE PER THE CURRENT TAX ASSESSOR'S ROLLS AS PROVIDED BY COMMONWEALTH LAND TITLE COMPANY).
- 3. DATE OF FIELD SURVEY: JUNE 20, 2022
- 4. LANDSCAPED AREAS MAY CONTAIN IRRIGATION SPRINKLER SYSTEMS.
- 5. SITE ADDRESS: SOUTHEAST CORNER OF 5TH STREET AT VICTORIA AVENUE, NEC. 3RD ST AND VICTORIA AVE, 26530, 26540, 26552 AND 26562 3RD ST., HIGHLAND, CA
- 6. THE PROPERTY SHOWN HEREON IS LOCATED WITHIN FLOOD ZONE X. FLOOD ZONE X IS DEFINED AS "AREAS DETERMINED TO BE OUTSIDE THE 0.2% ANNUAL CHANCE FLOODPLAIN" AND WITHIN FLOOD ZONE A, DEFINED AS AREAS WITHOUT BASE FLOOD ELEVATIONS ON FEDERAL EMERGENCY MANAGEMENT AGENCY FIRM (FLOOD INSURANCE RATE MAP) MAP NO. 06071C8701J, EFFECTIVE DATE SEPTEMBER 2, 2016.
- 7. THE PROPERTY DESCRIBED AND SHOWN HEREON CONTAINS 8.14 ACRES GROSS, MORE OR LESS, AND 7.45 ACRES EX. NET AND 7.23 NET AFTER DEDICATION, MORE OR LESS.
- 8. AERIAL PHOTOGRAPHY WAS COMPILED BY ROBERT J. LUNG & ASSOCIATES, DATED JUNE 23, 2022 AND COMPLIES WITH NATIONAL MAPPING ACCURACY STANDARDS.

LEGEND

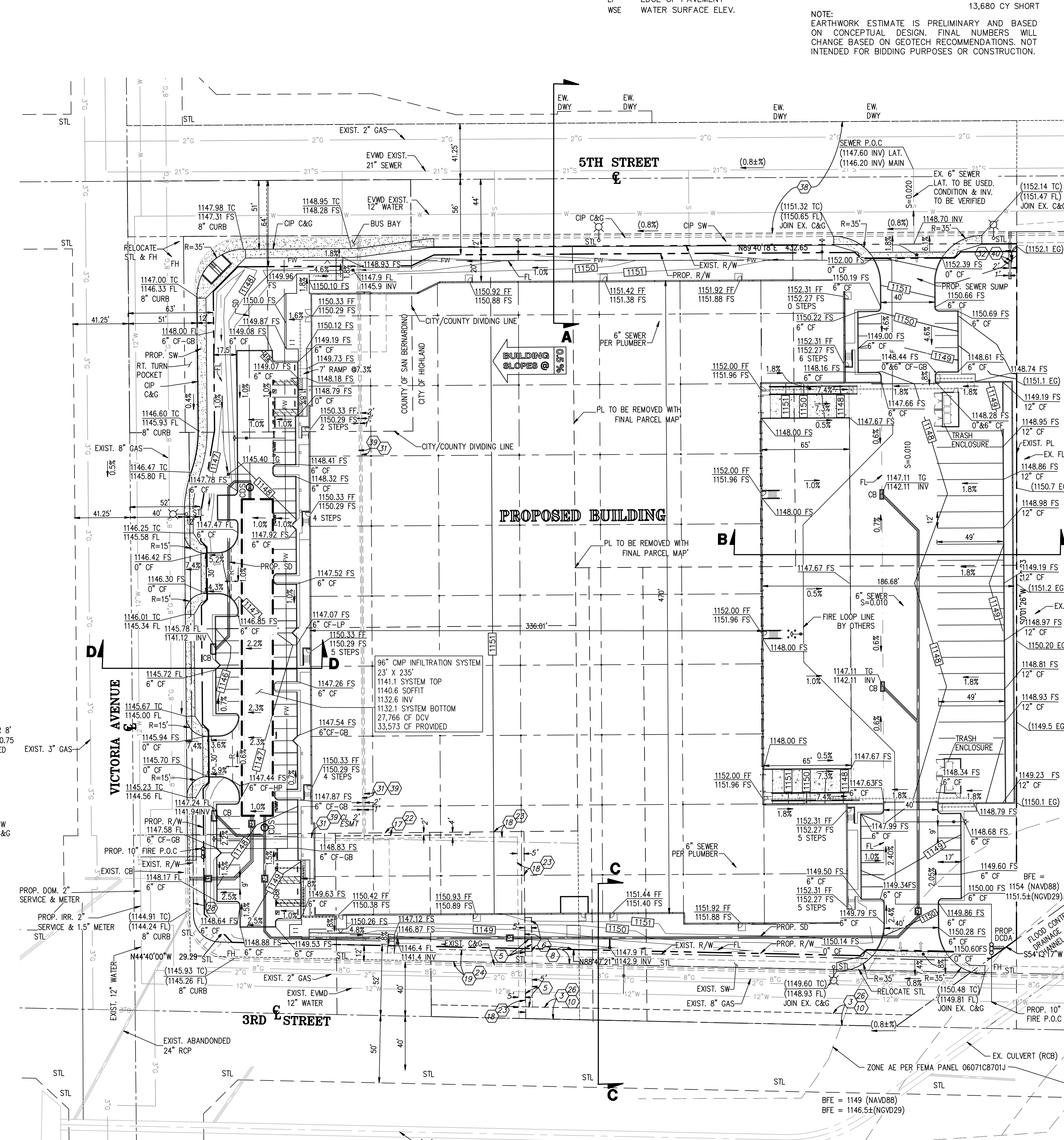
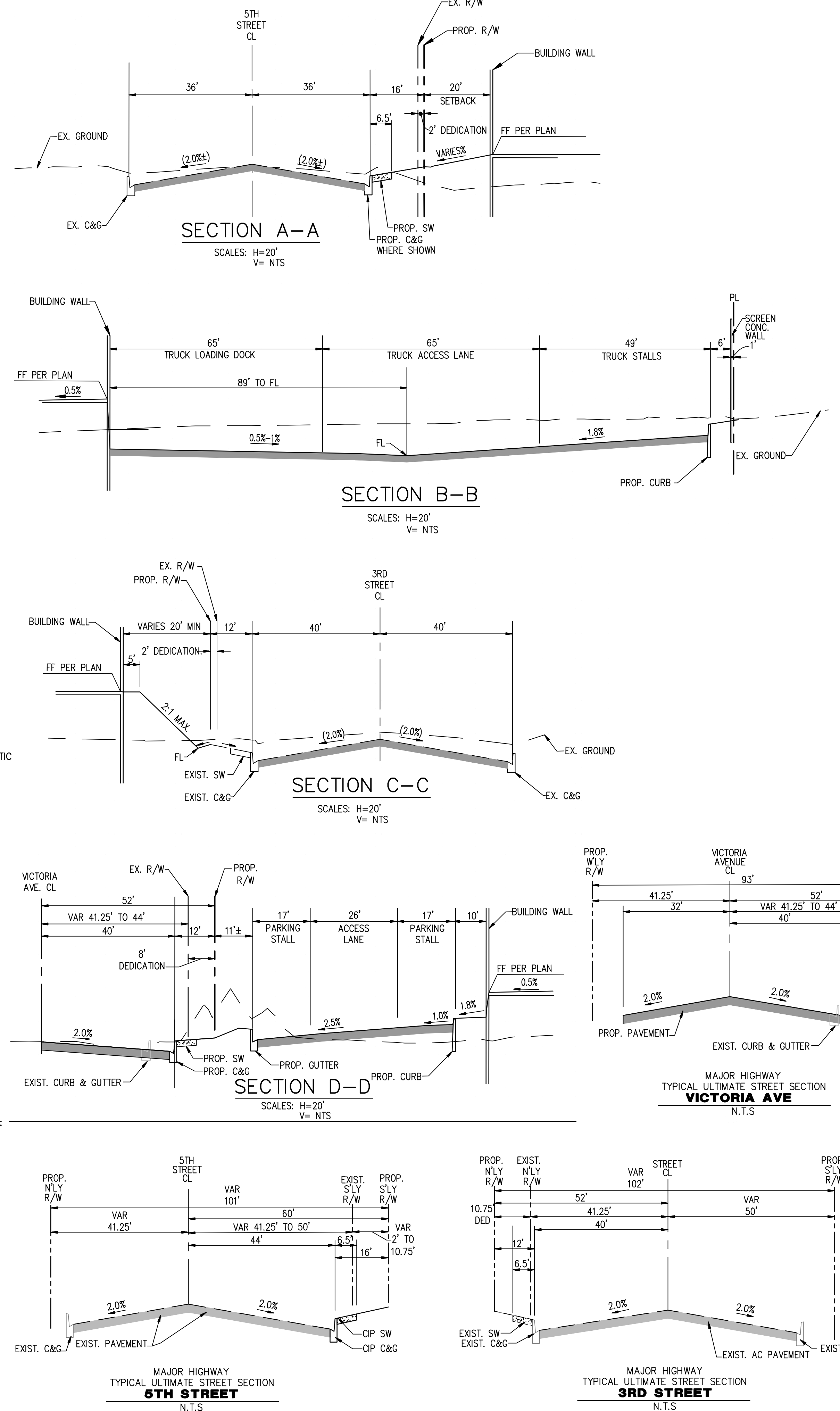
—	PROPOSED STORM DRAIN	DWY	DRIVEWAY
—	PROPOSED SEWER	EXIST.	EXISTING
—	PROPOSED WATER	EG	EXISTING GROUND
—	GRADE BREAK	FF	FINISHED FLOOR
—	RIDGE LINE	FS	FINISHED SURFACE
—	PROPERTY LINE	FL	FLOWLINE
—	EXISTING R/W	GB	GRADE BREAK
—	LINE OF SIGHT	INV	INVERT
—	LANDSCAPE EASEMENT	LA	LANDSCAPE AREA
—	PROPOSED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



EARTHWORK VOLUMES

RAW	CUT (CY)	FILL (CY)
	28,305	41,985
TOTAL (AFTER ADJ.)	28,305	41,985

NOTE: EARTHWORK ESTIMATE IS PRELIMINARY AND BASED ON CONCEPTUAL DESIGN. FINAL NUMBERS WILL CHANGE BASED ON GEOTECH RECOMMENDATIONS. NOT INTENDED FOR BIDDING PURPOSES OR CONSTRUCTION.



ARCHITECT
HERDMAN ARCHITECTURE
100 BAYVIEW CIRCLE SUITE 100
NEWPORT BEACH, CALIFORNIA 92660
PHONE: (949) 430-6088
CONTACT: CAROL CHEN

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

OWNER/DEVELOPER
PATRIOT DEVELOPMENT PARTNERS
12126 W. SUNSET BLVD.
LOS ANGELES, CA 90049
PHONE: 858-952-4134
CONTACT: KEVIN RICE

BENCH MARK
BENCHMARK: S 1418
ELEVATION = 1101.16'
2.65 MI EAST ALONG 3RD STREET FROM THE SAN BERNARDINO COUNTY COURTHOUSE IN SAN BERNARDINO, 0.10 MI WEST OF STERLING AVENUE, IN TOP AND 1.0 FT WEST OF THE EAST END OF THE NORTH HEADWALL OF A DOUBLE-BOX CULVERT UNDER THE STREET, 32.0 FT NORTH OF THE WESTBOUND LANES

BASIS OF BEARING
BASIS OF BEARINGS: BEARINGS SHOWN HEREON ARE BASED ON THE CENTERLINE OF EAST 3RD STREET BEING NORTH 88°47'21" WEST ON RECORD OF SURVEY 97-0077, R.S.B. 113/15-22

CONCEPTUAL GRADING PLAN
FOR
5th ST. AT VICTORIA INDUSTRIAL
CITY OF HIGHLAND

HUITT ZOLLARS
3990 CONCOURS, SUITE 330, ONTARIO, CALIFORNIA 91764
Phone (909) 941-7799, www.huittzollars.com

DESIGNED BY: MG/RN/DS
DRAWN BY: R.N.
CHECKED BY: MG/JM
FIELD BOOK: []
JOB NO.: R319482.01

SHEET 1 OF 1
SHEETS 1

LEGAL DESCRIPTION

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

PARCEL 1: APN: 1192-551-06

THE EAST 40 FEET OF THE FOLLOWING DESCRIBED PROPERTY: PORTION OF LOT 33 OF SUBDIVISION OF A PORTION OF BLOCKS 62 AND 63, RANCHO SAN BERNARDINO, COMMONLY KNOWN AS CUNNINGHAM'S SUBDIVISION, IN THE CITY OF HIGHLAND, COUNTY OF SAN BERNARDINO, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 2, PAGE 22, OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, DESCRIBED AS FOLLOWS:

BEGINNING AT THE POINT OF INTERSECTION OF THE CENTER LINE OF PEPPER AVENUE (NOW VICTORIA AVENUE) WITH THE CENTER LINE OF FOURTH STREET, (NOW EAST THIRD STREET); THENCE NORTH ALONG THE CENTER LINE OF SAID PEPPER AVENUE, A DISTANCE OF 130 FEET; THENCE EAST AT RIGHT ANGLES A DISTANCE OF 330 FEET; THENCE SOUTH PARALLEL WITH THE CENTER LINE OF PEPPER AVENUE, 130 FEET TO THE CENTER LINE OF SAID FOURTH STREET; THENCE WEST ALONG THE CENTER LINE OF FOURTH STREET, A DISTANCE OF 330 FEET TO THE POINT OF BEGINNING.

ALSO THAT PORTION OF SAID LOT 33 DESCRIBED AS COMMENCING AT A POINT ON THE SOUTH LINE OF SAID LOT, 330 FEET EAST OF THE CENTER LINE OF PEPPER STREET, ALSO KNOWN AS VICTORIA AVENUE; THENCE NORTH 280 FEET, MORE OR LESS TO A POINT 330 FEET SOUTH OF THE NORTH LINE OF SAID LOT 33; THENCE EAST 50 FEET PARALLEL WITH THE NORTH LINE OF SAID LOT; THENCE SOUTH 280 FEET TO THE SOUTH LINE OF SAID LOT 33; THENCE WEST 50 FEET, MORE OR LESS, TO THE POINT OF BEGINNING.

PARCEL 2: APN: 1192-551-07

THAT PORTION OF LOT 33, CUNNINGHAM SUBDIVISION, OF A PORTION OF BLOCK 62 AND 63, RANCHO SAN BERNARDINO, IN THE COUNTY OF SAN BERNARDINO, STATE OF CALIFORNIA, AS PER PLAT RECORDED IN BOOK 2 OF MAPS, PAGE 22, RECORDS OF SAID COUNTY, DESCRIBED AS FOLLOWS:

COMMENCING AT A POINT ON THE SOUTH LINE OF SAID LOT, 330 FEET EAST OF THE CENTER LINE OF PEPPER STREET, ALSO KNOWN AS VICTORIA AVENUE, THENCE NORTH 280 FEET, MORE OR LESS, TO A POINT 330 FEET SOUTH OF THE NORTH LINE OF SAID LOT 33; THENCE EAST 330 FEET PARALLEL WITH THE NORTH LINE OF SAID LOT TO THE EAST LINE OF SAID LOT 33; THENCE SOUTH ALONG THE EAST LINE OF SAID LOT 33 TO THE SOUTHWEST CORNER THEREOF, THENCE WEST 330 FEET, MORE OR LESS, TO THE POINT OF BEGINNING.

SAVING AND EXCEPTING THE WEST 50 FEET THEREOF.

ALSO EXCEPTING THEREFROM THAT PORTION OF SAID LOT 33, LYING WITHIN AN 80 FOOT WIDE STRIP OF LAND BEING 40 FEET ON EACH SIDE OF MEASURED AT RIGHT ANGLES TO THE FOLLOWING DESCRIBED CENTER LINE:

BEGINNING AT A POINT IN THE CENTER LINE OF THIRD STREET (82.5 FEET WIDE) AS SAID STREET IS SHOWN ON PLAT OF RANCHO SAN BERNARDINO, RECORDED IN BOOK 7 OF MAPS, PAGE 2, RECORDS OF SAID COUNTY, SAID POINT BEING DISTANT SOUTH 88° 14' 59" EAST, 631.30 FEET FROM THE INTERSECTION OF THE CENTER LINE OF SAID THIRD STREET WITH THE CENTER LINE OF VICTORIA AVENUE (82.5 FEET WIDE); THENCE NORTH 54° 44' 39" EAST, 151.37 FEET; THENCE NORTHEASTERLY, 440.32 FEET ALONG A TANGENT CURVE CONCAVE TO THE SOUTHWEST HAVING A RADIUS OF 1529.63 FEET AND A CENTRAL ANGLE OF 16° 29' 35"; THENCE NORTH 71° 14' 14" EAST, A DISTANCE OF 1069.50 FEET TO THE POINT OF TERMINATION IN THE CENTER LINE OF SAID STREET (82.5 FEET WIDE); THE POINT OF TERMINATION BEING DISTANT NORTH 89° 48' 14" WEST, 469.24 FEET FROM THE INTERSECTION OF THE CENTER LINE OF SAID FIFTH STREET WITH THE CENTER LINE OF CENTRAL AVENUE AS SHOWN ON PLAT OF TRACT NO. 2080, BLUE RIBBON FARMS, RECORDED IN MAP BOOK 29, PAGE 65, RECORDS OF SAID COUNTY.

THE OUTSIDE BOUNDARIES SHALL BE PROLONGED OR SHORTENED AS NECESSARY TO BEGIN AND END IN THE SAME LINES AS SAID CENTER LINE BEGINS AND ENDS.

EXCEPTING THEREFROM THE INTEREST IN THE SOUTH 8.75 FEET, AS CONVEYED TO THE COUNTY OF SAN BERNARDINO, FOR PUBLIC HIGHWAYS, AS CONTAINED IN THE INSTRUMENT RECORDED NOVEMBER 7, 1929, IN BOOK 559 OF OFFICIAL RECORDS, PAGE 126.

PARCEL 3: APN: 1192-551-04

THE WEST 70 FEET OF THE EAST 180 FEET OF THE FOLLOWING DESCRIBED PROPERTY: A PORTION OF LOT 33 OF SUBDIVISION OF A PORTION BLOCKS 62 AND 63, RANCHO SAN BERNARDINO, COMMONLY KNOWN AS CUNNINGHAM'S SUBDIVISION, IN THE CITY OF HIGHLAND, COUNTY OF SAN BERNARDINO, STATE OF CALIFORNIA, AS PER PLAT RECORDED IN BOOK 2, PAGE 22, RECORDS OF SAID COUNTY, DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT OF INTERSECTION OF THE CENTER LINE OF PEPPER AVENUE WITH THE CENTER LINE OF FOURTH STREET (NOW EAST THIRD STREET); THENCE NORTH ALONG THE CENTER LINE OF PEPPER AVENUE, A DISTANCE OF 130 FEET; THENCE EAST AT RIGHT ANGLES, A DISTANCE OF 330 FEET; THENCE SOUTH PARALLEL WITH THE CENTER LINE OF PEPPER AVENUE 130 FEET TO THE CENTER LINE OF SAID FOURTH STREET; THENCE WEST ALONG THE CENTER LINE OF FOURTH STREET, A DISTANCE OF 330 FEET TO THE POINT OF BEGINNING.

EXCEPTING THEREFROM THAT PORTION CONVEYED TO THE COUNTY OF SAN BERNARDINO, BY DEED RECORDED SEPTEMBER 22, 1980 AS INSTRUMENT NO. 80-212971, OFFICIAL RECORDS.

PARCEL 4: APN: 1192-551-05

THE EAST 70 FEET OF THE WEST 140 FEET OF THE EAST 180 FEET OF THE FOLLOWING DESCRIBED PROPERTY:

PORTION OF LOT 33 OF SUBDIVISION OF A PORTION OF BLOCKS 62 AND 63, RANCHO SAN BERNARDINO, COMMONLY KNOWN AS CUNNINGHAM'S SUBDIVISION, IN THE CITY OF HIGHLAND, COUNTY OF SAN BERNARDINO, STATE OF CALIFORNIA, AS PER PLAT RECORDED IN BOOK 2, PAGE 22, RECORDS OF SAID COUNTY, DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT OF INTERSECTION OF THE CENTER LINE OF PEPPER AVENUE WITH THE CENTER LINE OF FOURTH STREET (NOW EAST THIRD STREET); THENCE NORTH ALONG THE CENTER LINE OF PEPPER AVENUE, A DISTANCE OF 130 FEET; THENCE EAST AT RIGHT ANGLES, A DISTANCE OF 330 FEET; THENCE SOUTH PARALLEL WITH THE CENTER LINE OF PEPPER AVENUE 130 FEET TO THE CENTER LINE OF SAID FOURTH STREET; THENCE WEST ALONG THE CENTER LINE OF FOURTH STREET, A DISTANCE OF 330 FEET TO THE POINT OF BEGINNING.

PARCEL 5: APN: 1192-551-02

THAT PORTION OF LOT 33 OF SUBDIVISION OF A PORTION OF BLOCKS 62 AND 63, RANCHO SAN BERNARDINO, COMMONLY KNOWN AS CUNNINGHAM'S SUBDIVISION, IN THE CITY OF HIGHLAND, COUNTY OF SAN BERNARDINO, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 2, PAGE 22, OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, DESCRIBED AS FOLLOWS:

BEGINNING AT THE POINT OF INTERSECTION OF THE CENTER LINE OF PEPPER AVENUE WITH THE CENTER LINE OF FOURTH STREET (NOW EAST THIRD STREET); THENCE NORTH ALONG THE CENTER LINE OF PEPPER AVENUE, A DISTANCE OF 130 FEET; THENCE EAST AT RIGHT ANGLES A DISTANCE OF 142 FEET; THENCE SOUTH PARALLEL WITH THE CENTER LINE OF PEPPER AVENUE A DISTANCE OF 12 1/2 FEET; THENCE EAST AT RIGHT ANGLES A DISTANCE OF 8 FEET; THENCE SOUTH PARALLEL WITH THE CENTER LINE OF PEPPER AVENUE, 117 1/2 FEET TO THE CENTER LINE OF SAID FOURTH STREET; AND THENCE WEST ALONG THE CENTER LINE OF FOURTH STREET A DISTANCE OF 150 FEET TO THE POINT OF BEGINNING.

EXCEPT THEREFROM THAT PORTION CONVEYED TO COUNTY OF SAN BERNARDINO, A BODY CORPORATE AND POLITICAL BY DOCUMENT RECORDED SEPTEMBER 22, 1980 AS INSTRUMENT NO. 80-212971 OF OFFICIAL RECORDS.

PARCEL 6: APN: 1192-551-12, APN: 1192-551-13, APN: 1192-551-14 AND 1192-551-15

PARCELS 1, 2, 3 AND 4 OF PARCEL MAP NO. 4244, IN THE CITY OF HIGHLAND, SAN BERNARDINO, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 41, PAGE 12 OF PARCEL MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

PARCEL 7: APN: 1192-551-01

A PARCEL OF LAND SITUATED IN THE CITY OF HIGHLAND, COUNTY OF SAN BERNARDINO, STATE OF CALIFORNIA, BEING THAT PORTION OF LOT 33 OF CUNNINGHAM SUBDIVISION, AS SHOWN ON MAP RECORDED IN BOOK 2, PAGE 22 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, DESCRIBED AS FOLLOWS:

BEGINNING AT THE INTERSECTION OF THE EAST LINE OF VICTORIA AVENUE (PEPPER STREET) 82.5 FEET WIDE, WITH THE SOUTH LINE OF EAST FIFTH AVENUE, 82.5 FEET WIDE; THENCE EAST PARALLEL WITH THE NORTH LINE OF SAID LOT 33, A DISTANCE OF 62 FEET; THENCE SOUTH PARALLEL WITH THE WEST LINE OF SAID LOT, A DISTANCE OF 145.48 FEET; THENCE WEST PARALLEL WITH SAID NORTH LINE 62 FEET; THENCE NORTH ALONG SAID WEST LINE 145.48 FEET TO THE POINT OF BEGINNING.

TOGETHER WITH THAT PORTION OF THE EAST 1/2 OF SAID VICTORIA AVENUE ADJOINING SAID PARCEL OF LAND ON THE WEST AND ALL THAT PORTION OF THE SOUTH 1/2 OF SAID EAST FIFTH STREET ADJOINING SAID PARCEL OF LAND ON THE NORTH CONTAINING 0.44 ACRES, MORE OR LESS, INCLUDING 0.23 ACRES, MORE OR LESS IN STREETS.

CONTINUOUS WITH THAT PORTION OF LOT 33 OF CUNNINGHAM SUBDIVISION, IN THE COUNTY OF SAN BERNARDINO, STATE OF CALIFORNIA, AS SHOWN ON FILE IN BOOK, STATE OF CALIFORNIA, AS SHOWN ON MAP RECORDED IN BOOK 2, PAGE 22 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, DESCRIBED AS FOLLOWS:

COMMENCING AT A POINT IN THE EAST LINE OF VICTORIA AVENUE (PEPPER STREET) 82.5 FEET SOUTH OF THE NORTH LINE OF SAID LOT 33; THENCE EAST PARALLEL WITH SAID NORTH LINE 62 FEET TO THE TRUE POINT OF BEGINNING; THENCE CONTINUING EAST, PARALLEL WITH SAID NORTH LINE, 107 FEET; THENCE SOUTH PARALLEL WITH THE WEST LINE OF SAID LOT, A DISTANCE OF 145.48 FEET; THENCE WEST PARALLEL WITH SAID NORTH LINE, 145.48 FEET TO THE TRUE POINT OF BEGINNING.

TOGETHER WITH THAT PORTION OF THE SOUTH 1/2 OF EAST FIFTH STREET, 82.5 FEET WIDE, ADJOINING THE ABOVE DESCRIBED LAND ON THE NORTH.

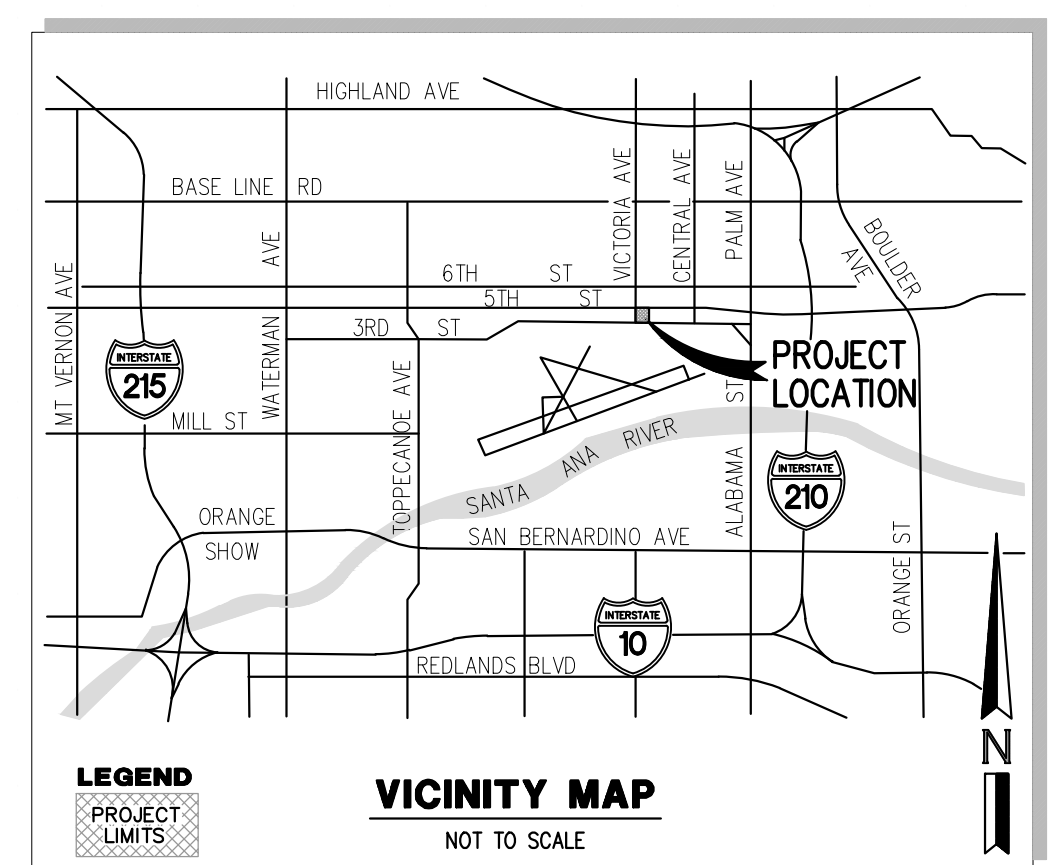
TENTATIVE PARCEL MAP NO. 20621 IN THE CITY OF HIGHLAND, COUNTY OF SAN BERNARDINO, STATE OF CALIFORNIA

SEPTEMBER 2022

SURVEY NOTES AND SUMMARY

- 1. BASIS OF BEARINGS: BEARINGS SHOWN HEREON ARE BASED ON THE CENTERLINE OF EAST 3RD STREET BEING NORTH 88°47'21" WEST ON RECORD OF SURVEY 97-0077, R.S.B. 113/15-22.
2. ASSESSOR'S PARCEL NO. = 1192-551-06, 1192-551-07, 1192-551-04, 1192-551-03, 1192-551-05, 1192-551-02, 1192-551-12, 1192-551-13, 1192-551-14, 1192-551-15 AND 1192-551-01 (ASSESSOR'S PARCEL NUMBERS SHOWN HEREON ARE PER THE CURRENT TAX ASSESSOR'S ROLLS AS PROVIDED BY COMMONWEALTH LAND TITLE COMPANY.
3. DATE OF FIELD SURVEY: JUNE 20, 2022
4. LANDSCAPED AREAS MAY CONTAIN IRRIGATION SPRINKLER SYSTEMS.
5. SITE ADDRESS: SOUTHEAST CORNER OF 5TH STREET AT VICTORIA AVENUE, NEC 3RD ST AND VICTORIA AVE, 26530, 26540, 26552 AND 26562 3RD ST., HIGHLAND, CA
6. THE PROPERTY SHOWN HEREON IS LOCATED WITHIN FLOOD ZONE X, FLOOD ZONE X IS DEFINED AS "AREAS DETERMINED TO BE OUTSIDE THE 0.2% ANNUAL CHANCE FLOODPLAIN" AND WITHIN FLOOD ZONE A, DEFINED AS AREAS WITHOUT BASE FLOOD ELEVATIONS ON FEDERAL EMERGENCY MANAGEMENT AGENCY FIRM (FLOOD INSURANCE RATE MAP) NO. 06071C8701A, EFFECTIVE DATE SEPTEMBER 2, 2016.
7. THE PROPERTY DESCRIBED AND SHOWN HEREON CONTAINS 8.140 ACRES GROSS, MORE OR LESS, AND 7.450 ACRES NET, MORE OR LESS.
8. AERIAL PHOTOGRAPHY WAS COMPILED BY ROBERT J. LUNG & ASSOCIATES, DATED JUNE 23, 2022 AND COMPLIES WITH NATIONAL MAPPING ACCURACY STANDARDS.
9. ZONING INFORMATION: BP - BUSINESS PARK

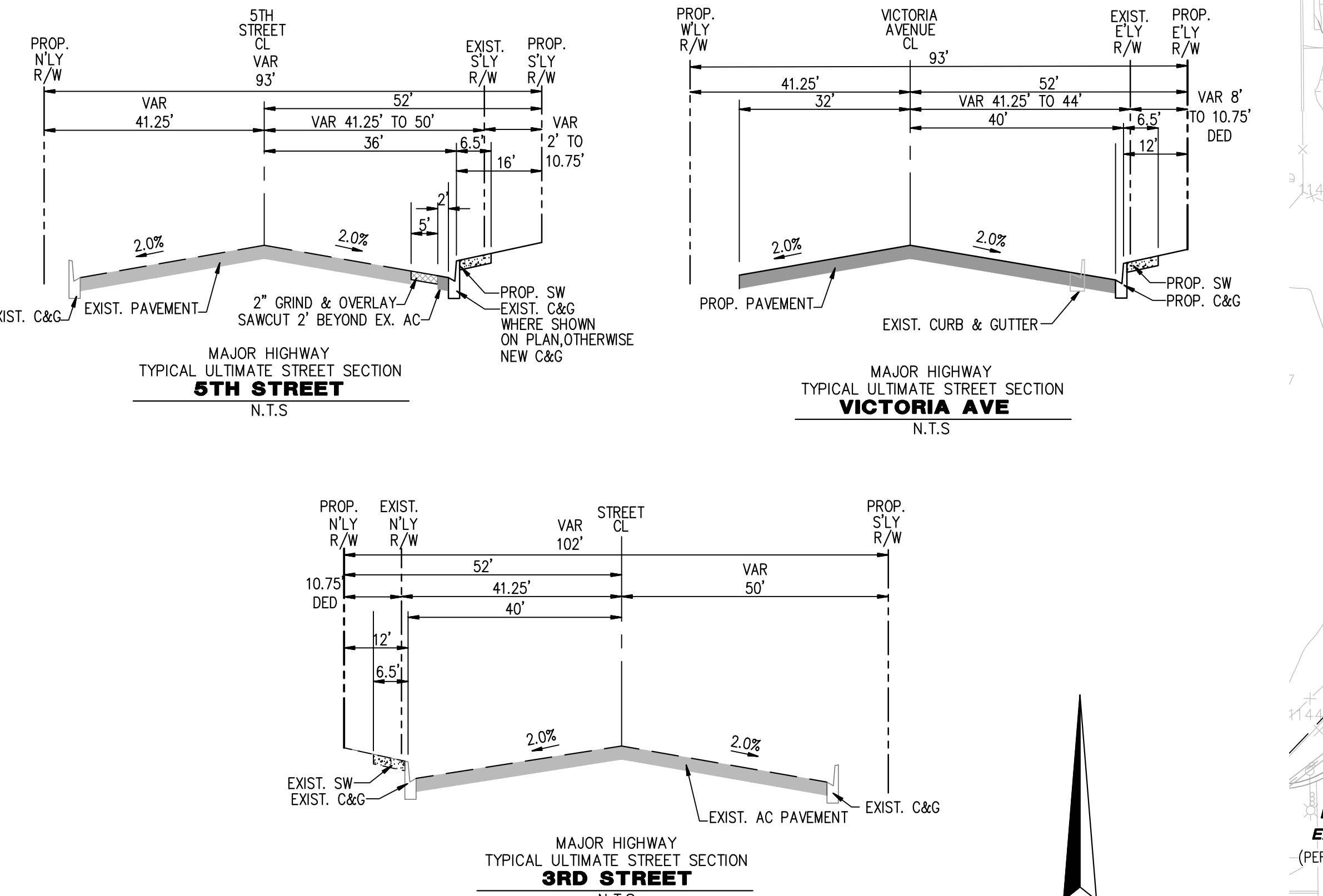
LEGEND table with symbols for PROPOSED STORM DRAIN, PROPOSED SEWER, PROPOSED WATER, GRADE BREAK, RIDGE LINE, PROPERTY LINE, EXISTING R/W, PROPOSED R/W, LANDSCAPE EASEMENT, PROPOSED CURB OPENING INLET, PROPOSED STREET LIGHT, CURB FACE, CATCH BASIN, CURB & GUTTER, CONTECH CDS UNIT, CL CENTERLINE, DWL DRIVEWAY, EXIST. EXISTING, EXIST. EXISTING GROUND, FINISHED FLOOR, FS FINISHED SURFACE, FL FLOWLINE, GB GRADE BREAK, INV INVERT, LA LANDSCAPE AREA, LP LOW POINT, LT LEFT, N.A.P. NOT A PART, P.I.P. PROTECT IN PLACE, PP POWER POLE, PROPERTY LINE, PROP. PROPOSED, RD ROOF DRAIN, RT. RIGHT, R/W RIGHT-OF-WAY, STD. STANDARD, STL STREET LIGHT, TE TRASH ENCLOSURE, TP TOP OF PAVEMENT, TC TOP OF CURB, TG TOP OF GRATE, EP EDGE OF PAVEMENT, WSE WATER SURFACE ELEV.



PARCEL 8: 1192-551-03 THAT PORTION OF LOT 33 OF SUBDIVISION OF A PORTION OF BLOCKS 62 AND 63, RANCHO SAN BERNARDINO, COMMONLY KNOWN AS CUNNINGHAM'S SUBDIVISION, IN THE CITY OF HIGHLAND, COUNTY OF SAN BERNARDINO, STATE OF CALIFORNIA, AS SHOWN ON A MAP RECORDED IN BOOK 2, PAGE 22 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, DESCRIBED AS FOLLOWS: COMMENCING AT THE POINT OF INTERSECTION OF THE CENTER LINE OF PEPPER AVENUE (NOW VICTORIA AVENUE) WITH THE CENTER LINE OF 4TH STREET (NOW EAST 3RD STREET); THENCE NORTH ALONG THE CENTER LINE OF PEPPER AVENUE 130 FEET; THENCE EAST AT RIGHT ANGLES A DISTANCE OF 142 FEET TO THE TRUE POINT OF BEGINNING; THENCE SOUTH PARALLEL WITH THE CENTER LINE OF PEPPER AVENUE, 12.5 FEET; THENCE EAST PARALLEL WITH THE CENTER LINE OF 4TH STREET, 8 FEET; THENCE WEST PARALLEL WITH THE CENTER LINE OF 4TH STREET, 8 FEET TO THE POINT OF BEGINNING.

TITLE REPORT INFORMATION ITEM NUMBERS AND LEGAL DESCRIPTION SHOWN HEREON CORRESPOND TO COMMONWEALTH LAND TITLE COMPANY PRELIMINARY TITLE REPORT NO. 1909651A, DATED MAY 17, 2022. NO RESPONSIBILITY FOR COMPLETENESS, ACCURACY OR CONTENT OF SAID REPORT IS ASSUMED BY THIS MAP.

- 22 EASEMENT(S) FOR THE PURPOSE(S) SHOWN BELOW AND RIGHTS INCIDENTAL THERETO, AS GRANTED IN A DOCUMENT: GRANTED TO: O. G. BREWSTER PURPOSE: PIPE LINES RECORDING DATE: DECEMBER 18, 1950 RECORDING NO: IN BOOK 2689, PAGE 369 OF OFFICIAL RECORDS
23 EASEMENT(S) FOR THE PURPOSE(S) SHOWN BELOW AND RIGHTS INCIDENTAL THERETO, AS GRANTED IN A DOCUMENT: GRANTED TO: SOUTHERN CALIFORNIA EDISON COMPANY PURPOSE: AN ELECTRIC LINE RECORDING DATE: MARCH 25, 1949 RECORDING NO: IN BOOK 2378, PAGE 406 OF OFFICIAL RECORDS
24 EASEMENT(S) FOR THE PURPOSE(S) SHOWN BELOW AND RIGHTS INCIDENTAL THERETO, AS GRANTED IN A DOCUMENT: GRANTED TO: COUNTY OF SAN BERNARDINO PURPOSE: HIGHWAY AND ROAD PURPOSES RECORDING DATE: JULY 24, 1968 RECORDING NO: IN BOOK 7065, PAGE 129 OF OFFICIAL RECORDS AFFECTS: THE SOUTH 50 FEET OF SAID LAND
26 EASEMENT(S) FOR THE PURPOSE(S) SHOWN BELOW AND RIGHTS INCIDENTAL THERETO, AS GRANTED IN A DOCUMENT: GRANTED TO: COUNTY OF SAN BERNARDINO, A BODY CORPORATE AND POLITICAL PURPOSE: PUBLIC HIGHWAY RECORDING DATE: NOVEMBER 7, 1929 RECORDING NO: IN BOOK 559, PAGE 126 OF OFFICIAL RECORDS (AFFECTS SUBJECT PROPERTY BUT DOES NOT AFFECT PARCEL 5)
28 EASEMENT(S) FOR THE PURPOSE(S) SHOWN BELOW AND RIGHTS INCIDENTAL THERETO, AS GRANTED IN A DOCUMENT: GRANTED TO: PACIFIC BELL TELEPHONE COMPANY PURPOSE: PUBLIC UTILITIES, INGRESS AND EGRESS RECORDING DATE: JUNE 27, 2005 RECORDING NO: AS INSTRUMENT NO. 2005-0456148 OF OFFICIAL RECORDS
29 EASEMENT(S) FOR THE PURPOSE(S) SHOWN BELOW AND RIGHTS INCIDENTAL THERETO, AS GRANTED IN A DOCUMENT: GRANTED TO: SOUTHERN CALIFORNIA EDISON COMPANY PURPOSE: PUBLIC UTILITIES, INGRESS AND EGRESS RECORDING DATE: JUNE 29, 2005 RECORDING NO: AS INSTRUMENT NO. 2005-0463987 OF OFFICIAL RECORDS
30 EASEMENT(S) FOR THE PURPOSE(S) SHOWN BELOW AND RIGHTS INCIDENTAL THERETO, AS GRANTED IN A DOCUMENT: GRANTED TO: SOUTHERN CALIFORNIA EDISON COMPANY PURPOSE: PUBLIC UTILITIES, INGRESS AND EGRESS RECORDING DATE: JUNE 29, 2005 RECORDING NO: AS INSTRUMENT NO. 2005-0463987 OF OFFICIAL RECORDS
31 EASEMENT(S) FOR THE PURPOSE(S) SHOWN BELOW AND RIGHTS INCIDENTAL THERETO, AS GRANTED IN A DOCUMENT: GRANTED TO: CITY OF HIGHLAND, A MUNICIPAL CORPORATION PURPOSE: FOR ROADS, DRAINAGE, AND PUBLIC UTILITY PURPOSES RECORDING DATE: JANUARY 10, 2019 RECORDING NO: AS INSTRUMENT NO. 2019-009522 OF OFFICIAL RECORDS
32 EASEMENT(S) FOR THE PURPOSE(S) SHOWN BELOW AND RIGHTS INCIDENTAL THERETO, AS GRANTED IN A DOCUMENT: GRANTED TO: COUNTY OF SAN BERNARDINO PURPOSE: PUBLIC HIGHWAY RECORDING DATE: NOV. 7, 1929 RECORDING NO: IN BOOK 559, PAGE 126 OF OFFICIAL RECORDS
37 EASEMENT(S) FOR THE PURPOSE(S) SHOWN BELOW AND RIGHTS INCIDENTAL THERETO, AS GRANTED IN A DOCUMENT: GRANTED TO: O. G. BREWSTER PURPOSE: PIPE LINES RECORDING DATE: DECEMBER 18, 1950 RECORDING NO: IN BOOK 2689, PAGE 369 OF OFFICIAL RECORDS
38 EASEMENT(S) FOR THE PURPOSE(S) SHOWN BELOW AND RIGHTS INCIDENTAL THERETO, AS GRANTED IN A DOCUMENT: GRANTED TO: SOUTHERN CALIFORNIA EDISON COMPANY PURPOSE: AN ELECTRIC LINE RECORDING DATE: MARCH 25, 1949 RECORDING NO: IN BOOK 2378, PAGE 406 OF OFFICIAL RECORDS
39 EASEMENT(S) FOR THE PURPOSE(S) SHOWN BELOW AND RIGHTS INCIDENTAL THERETO, AS GRANTED IN A DOCUMENT: GRANTED TO: COUNTY OF SAN BERNARDINO, A CORPORATION PURPOSE: POLE LINES RECORDING DATE: AUGUST 29, 1949 RECORDING NO: IN BOOK 2453, PAGE 361 OF OFFICIAL RECORDS
40 EASEMENT(S) FOR THE PURPOSE(S) SHOWN BELOW AND RIGHTS INCIDENTAL THERETO, AS GRANTED IN A DOCUMENT: GRANTED TO: SOUTHERN CALIFORNIA EDISON COMPANY, A CORPORATION PURPOSE: PUBLIC UTILITIES RECORDING DATE: AUGUST 29, 1949 RECORDING NO: IN BOOK 2453, PAGE 361 OF OFFICIAL RECORDS (AFFECT SUBJECT PROPERTY BUT DOES NOT AFFECT PARCEL 7)



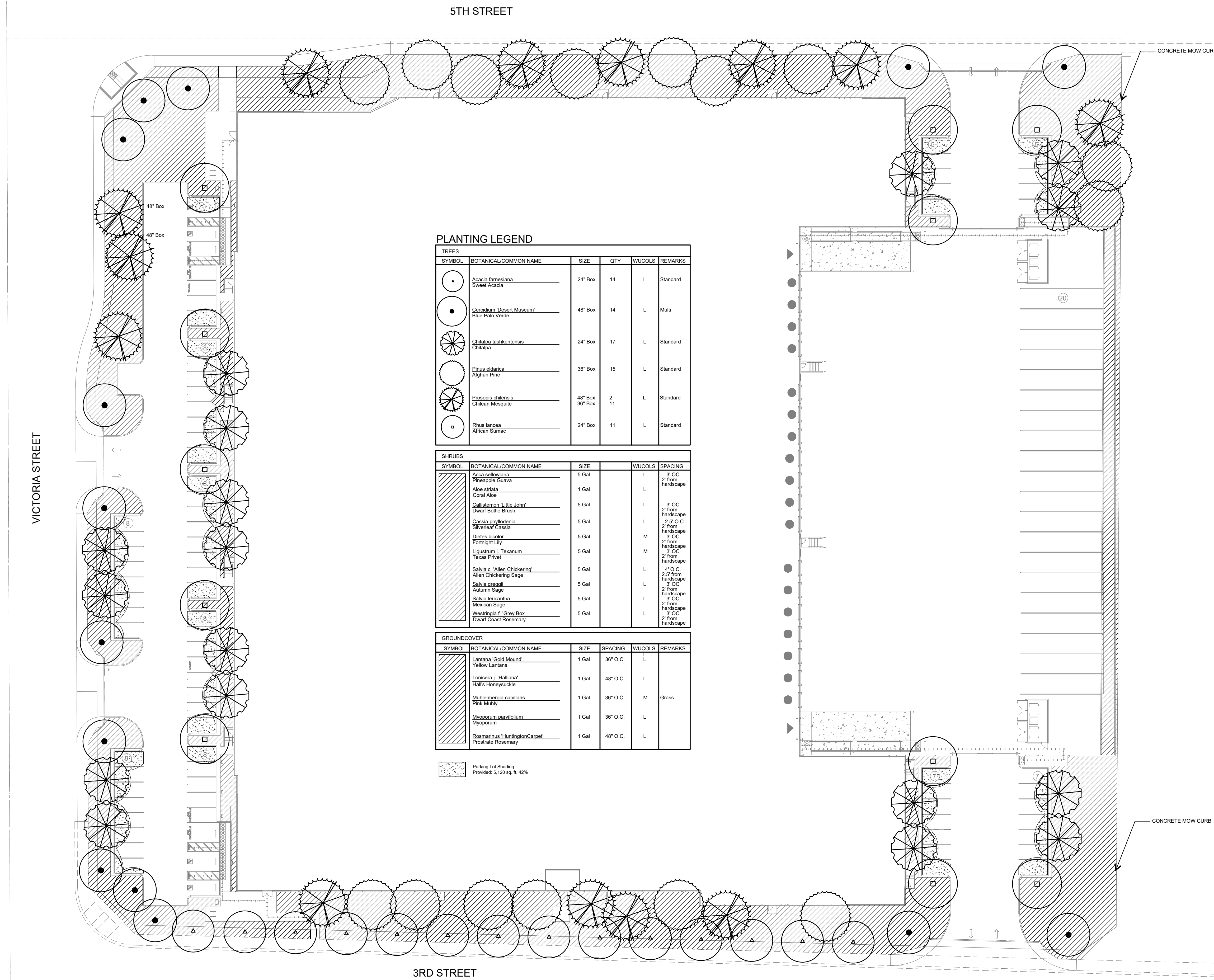
UTILITY PROVIDERS ELECTRICITY: SOUTHERN CALIFORNIA EDISON 287 TENNESSEE ST. REDLANDS, CA 92373 (909) 307-6788 WATER/SEWER: EAST VALLEY WATER DISTRICT 3654 HIGHLAND AVENUE, SUITE 18 HIGHLAND, CA 92346 (909) 888-8986 TELEPHONE: AT&T 3073 ADAMS STREET, RM 216 RIVERSIDE, CA 92504 (951) 359-2526 GAS: SOUTHERN CALIFORNIA GAS CO. 1981 W. LUGONIA AVENUE REDLANDS, CA 92374 (800) 427-2200

ARCHITECT: HERDMAN ARCHITECTURE 100 BAYVIEW CIRCLE SUITE 100 NEWPORT BEACH, CALIFORNIA 92660 PHONE: (949) 430-6068 CONTACT: CAROL CHEN ENGINEER: HUITT-ZOLLARS 3990 CONCOURS, SUITE 330 ONTARIO, CALIFORNIA 91764 PHONE: (909) 941-7799 CONTACT: MANNY GONZALES OWNER: PATRIOT DEVELOPMENT PARTNERS 12126 W. SUNSET BLVD. LOS ANGELES, CA 90049 PHONE: 858-952-4134 CONTACT: KEVIN RICE

BENCH MARK: BENCHMARK: S 1418 ELEVATION = 1101.16' 2.65 MI EAST ALONG 3RD STREET FROM THE SAN BERNARDINO COUNTY COURTHOUSE IN SAN BERNARDINO, 0.10 MI WEST OF STERLING AVENUE, IN TOP AND 10 FT WEST OF THE EAST END OF THE NORTH HEADWALL OF A DOUBLE-BOX CULVERT UNDER THE STREET, 32.0 FT NORTH OF THE WESTBOUND LANES. BASIS OF BEARING: BASIS OF BEARINGS: BEARINGS SHOWN HEREON ARE BASED ON THE CENTERLINE OF EAST 3RD STREET BEING NORTH 88°47'21" WEST ON RECORD OF SURVEY 97-0077, R.S.B. 113/15-22

TENTATIVE PARCEL MAP 20621 FOR 5th ST. AT VICTORIA INDUSTRIAL CITY OF HIGHLAND

HUITT-ZOLLARS 3990 CONCOURS, SUITE 330 • ONTARIO, CALIFORNIA 91764 • (909) 941-7799 SHEET 1 OF 1 CHECKED BY HZ STAFF DRAWN BY MG/JM DESIGNED BY MG/JM SHEETS 1 FIELD BOOK NO. 8319482.01



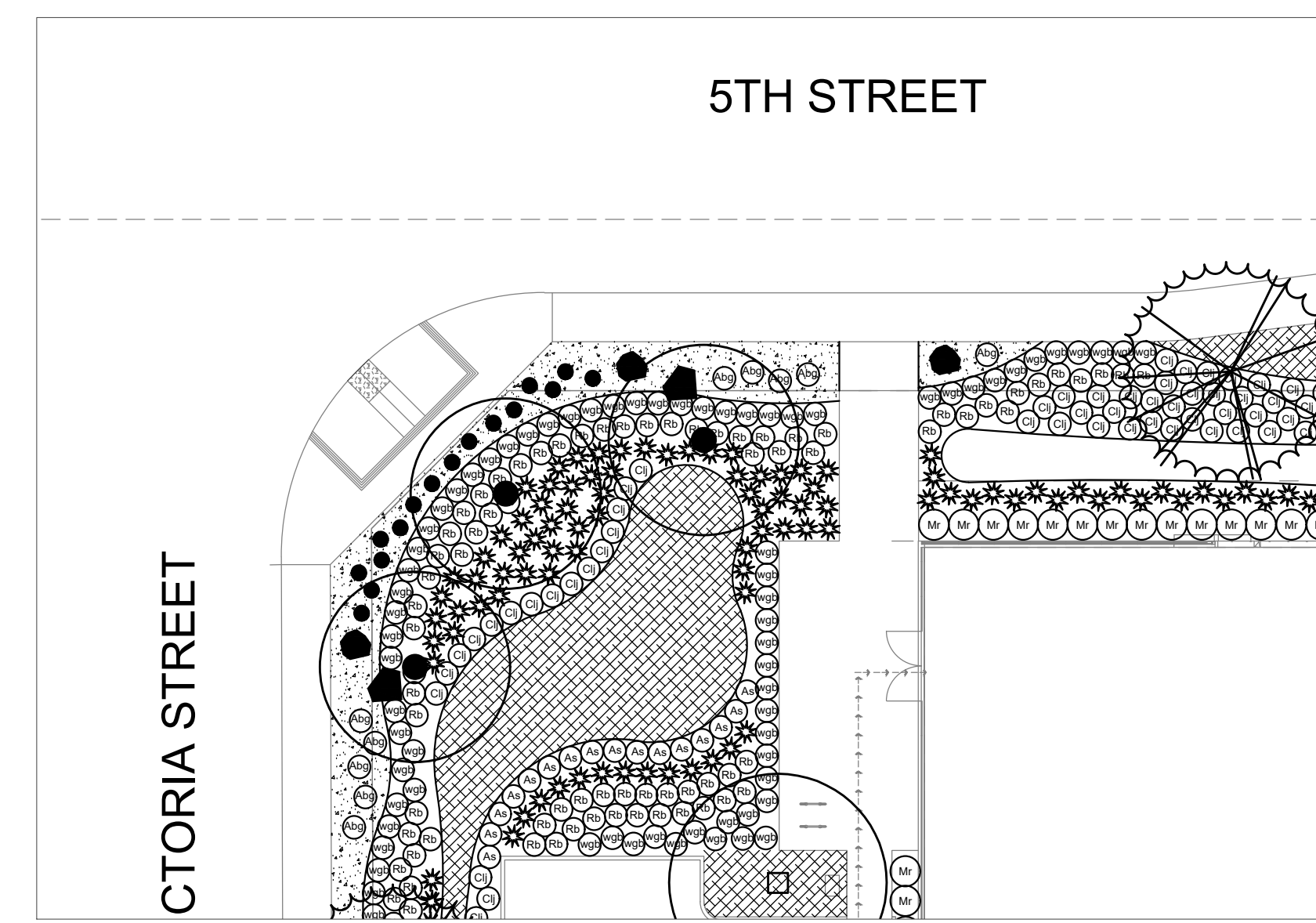
PLANTING LEGEND

TREES					
SYMBOL	BOTANICAL/COMMON NAME	SIZE	QTY	WUCOLS	REMARKS
●	Acacia farnesiana Sweet Acacia	24" Box	14	L	Standard
●	Caradum "Desert Museum" Blue Palo Verde	48" Box	14	L	Multi
●	Chilopsis hastifera Chirage	24" Box	17	L	Standard
●	Pinus edulis Alghan Pine	36" Box	15	L	Standard
●	Prosopis juliflora Chion Mesquite	48" Box 36" Box	2 11	L	Standard
●	Rhus taronca Mexican Sumac	24" Box	11	L	Standard

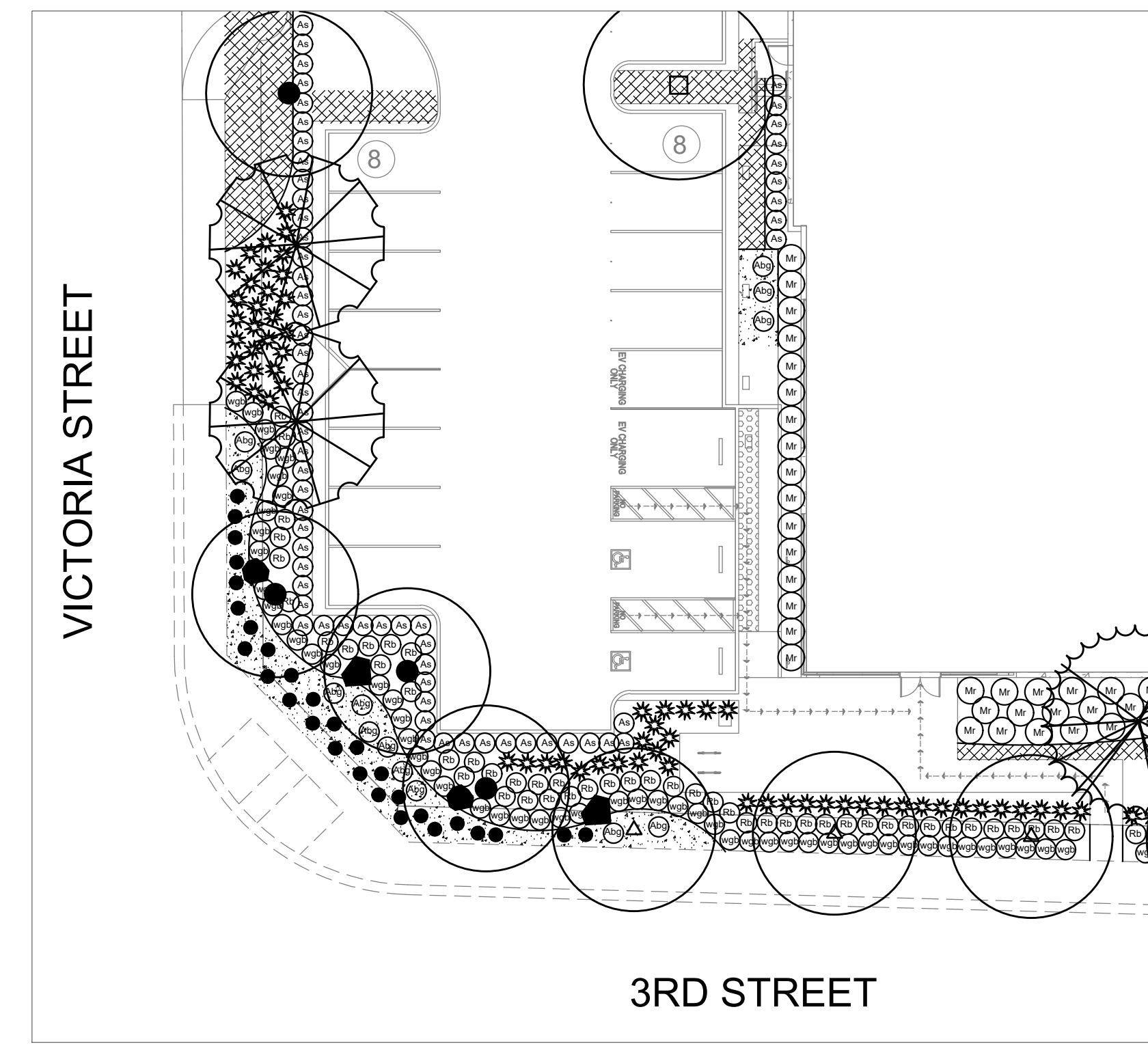
SHRUBS				
SYMBOL	BOTANICAL/COMMON NAME	SIZE	WUCOLS	SPACING
●	Acacia sellowiana	5 Gal	L	3' OC 2' from hardscape
●	Pineapple Guava	1 Gal	L	
●	Aloe striata Coral Aloe	5 Gal	L	
●	Callistemon 'Little John'	5 Gal	L	3' OC 2' from hardscape
●	Dwarf Bottle Brush	5 Gal	L	2.5' O.C. 2' from hardscape
●	Cassia phytolobata Silverleaf Cassia	5 Gal	L	2' O.C. 2' from hardscape
●	Salvia bicolor Fortnight Lily	5 Gal	M	2' O.C. 2' from hardscape
●	Liatris pycnostachya Texas Three	5 Gal	M	2' O.C. 2' from hardscape
●	Salvia o. 'Amen Chalkduster'	5 Gal	L	4' O.C. 2.5' from hardscape
●	Allen Chickering Sage	5 Gal	L	3' OC 2' from hardscape
●	Salvia argentea Autumn Sage	5 Gal	L	2' from hardscape
●	Salvia leucantha	5 Gal	L	3' OC 2' from hardscape
●	Mexican Sage Westringia f. 'Grey Box' Dwarf Coast Rosemary	5 Gal	L	3' OC 2' from hardscape

GROUNDCOVER					
SYMBOL	BOTANICAL/COMMON NAME	SIZE	SPACING	WUCOLS	REMARKS
●	Lantana 'Gold Mouse'	1 Gal	36" O.C.	L	
●	Yellow Lantana	1 Gal	48" O.C.	L	
●	Lonicera j. 'Hollana'	1 Gal	36" O.C.	L	
●	Hell's Honeysuckle	1 Gal	36" O.C.	M	Grass
●	Muhlenbergia capillaris Pink Muffin	1 Gal	36" O.C.	L	
●	Nyctaginia parviflora Myoporum	1 Gal	36" O.C.	L	
●	Rosmarinus 'Huntington Carpet' Prostrate Rosemary	1 Gal	48" O.C.	L	

Parking Lot Shading
Provided: 5,120 sq. ft. 42%



NORTH PROJECT CORNER
SCALE 1" = 20'



SOUTH PROJECT CORNER
SCALE 1" = 20'

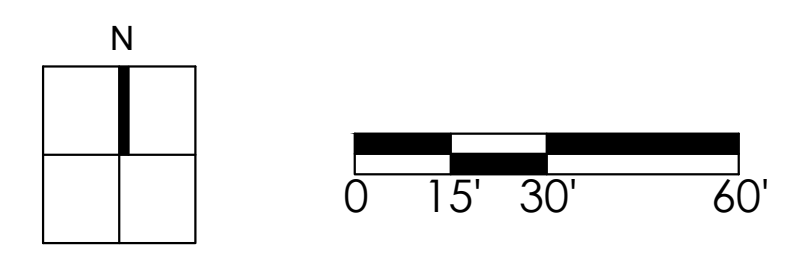
SHRUBS				
SYMBOL	BOTANICAL/COMMON NAME	SIZE	WUCOLS	SPACING
●	Acacia sellowiana	5 Gal	M	3' OC
●	Pineapple Guava	5 Gal	M	2' from hardscape
●	Callistemon 'Little John'	5 Gal	M	3' OC
●	Dwarf Bottle Brush	5 Gal	M	2' from hardscape
●	Dietes bicolor Fortnight Lily	5 Gal	M	3' OC 2' from
●	Muhlenbergia rigens Deer Grass	5 Gal	M	4' OC 2.5' from hardscape
●	Ruellia brittoniana Ruellia	5 Gal	L	3' OC 2' from hardscape
●	Westringia f. 'Grey Box' Dwarf Coast Rosemary	5 Gal	L	3' OC 2' from hardscape

ACCENTS				
SYMBOL	BOTANICAL/COMMON NAME	SIZE	WUCOLS	REMARKS
●	Agave 'Blue Glow' Blue Glow Agave	5 Gal	L	
●	Aloe striata Coral Aloe	1 Gal	L	

GROUNDCOVER					
SYMBOL	BOTANICAL/COMMON NAME	SIZE	SPACING	WUCOLS	REMARKS
●	Rosmarinus o. 'Huntington Carpet' Prostrate Rosemary	1 Gal	48" O.C.	L	

3/4" crushed rock decorative rock

- 4' boulders
- 5' boulders



Victoria & 5th Street

23-017
12.06.22
04.10.23

Patriot Partners
Highland, California

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

SHEET 1



Acacia farnesiana / Sweet Acacia



Cercidium 'Desert Museum' / Blue Palo Verde



Chitalpa tashkentensis / Chitalpa



Pinus eldarica / Afghan Pine



Prosopis chilensis / Chilean Mesquite



Rhus lancea / African Sumac

TREES

Victoria & 5th Street

Patriot Partners

Highland, California



HUNTER LANDSCAPE

711 FEE ANA STREET PLACENTIA, CA 92870
714.986.2400 FAX 714.986.2408

SHEET 2

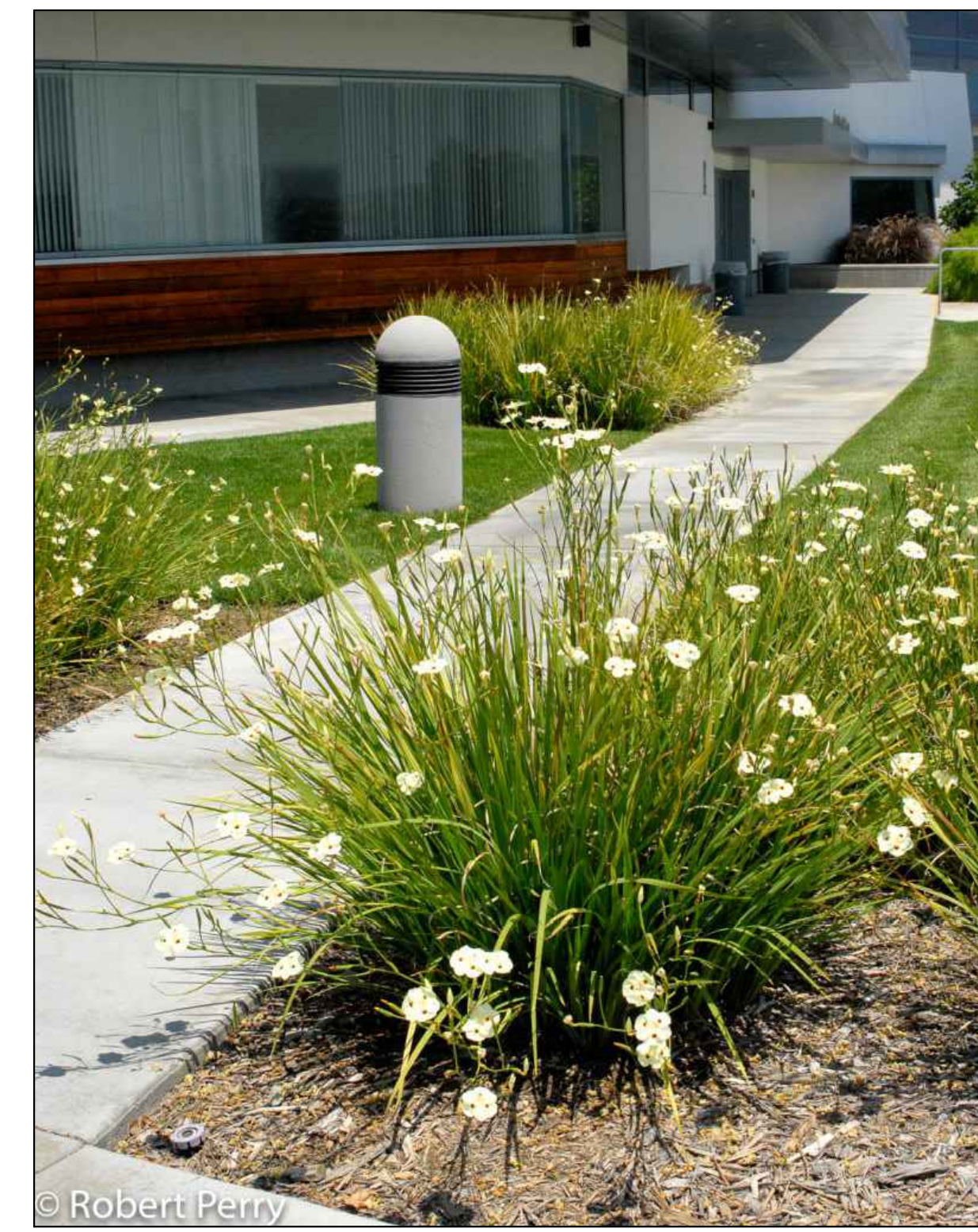
23-017
12.06.22
04.10.23



Aloe striata / Coral Aloe
Accent



Callistemon 'Little John' / Dwarf Bottle Brush
Medium foreground



Diets bicolor / Fortnight Lily
Medium foreground



Westringia f. 'Grey Box' / Dwarf Coast Rosemary
Medium foreground



Salvia greggii / Autumn Sage
Small flowering foreground



Cassia phyllodenia / Silverleaf Cassia
Medium flowering midground



Salvia c. 'Allen Chickering' / Allen Chickering Sage
Medium flowering midground



Salvia leucantha / Mexican Sage
Medium flowering midground



Muhlenbergia capillaris
Medium grass-midground



Acca sellowiana / Pineapple Guava
Screen hedge



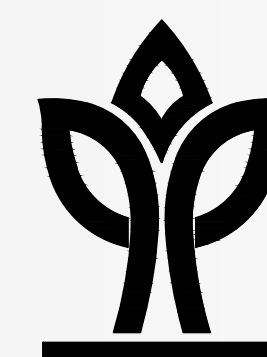
Ligustrum j. Texanum / Texas Privet
Screen hedge

SHRUBS

Victoria & 5th Street

Patriot Partners

Highland, California



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SHEET 3

23-017
12.06.22
04.10.23



Lantana 'Gold Mound' / Yellow Lantana



Lonicera j. 'Halliana' / Hall's Honeysuckle



Myoporum parvifolium / Myoporum



Rosmarinus 'HuntingtonCarpet' / Prostrate Rosemary

GROUND COVER

Victoria & 5th Street

23-017
12.06.22
04.10.23

Patriot Partners

Highland, California

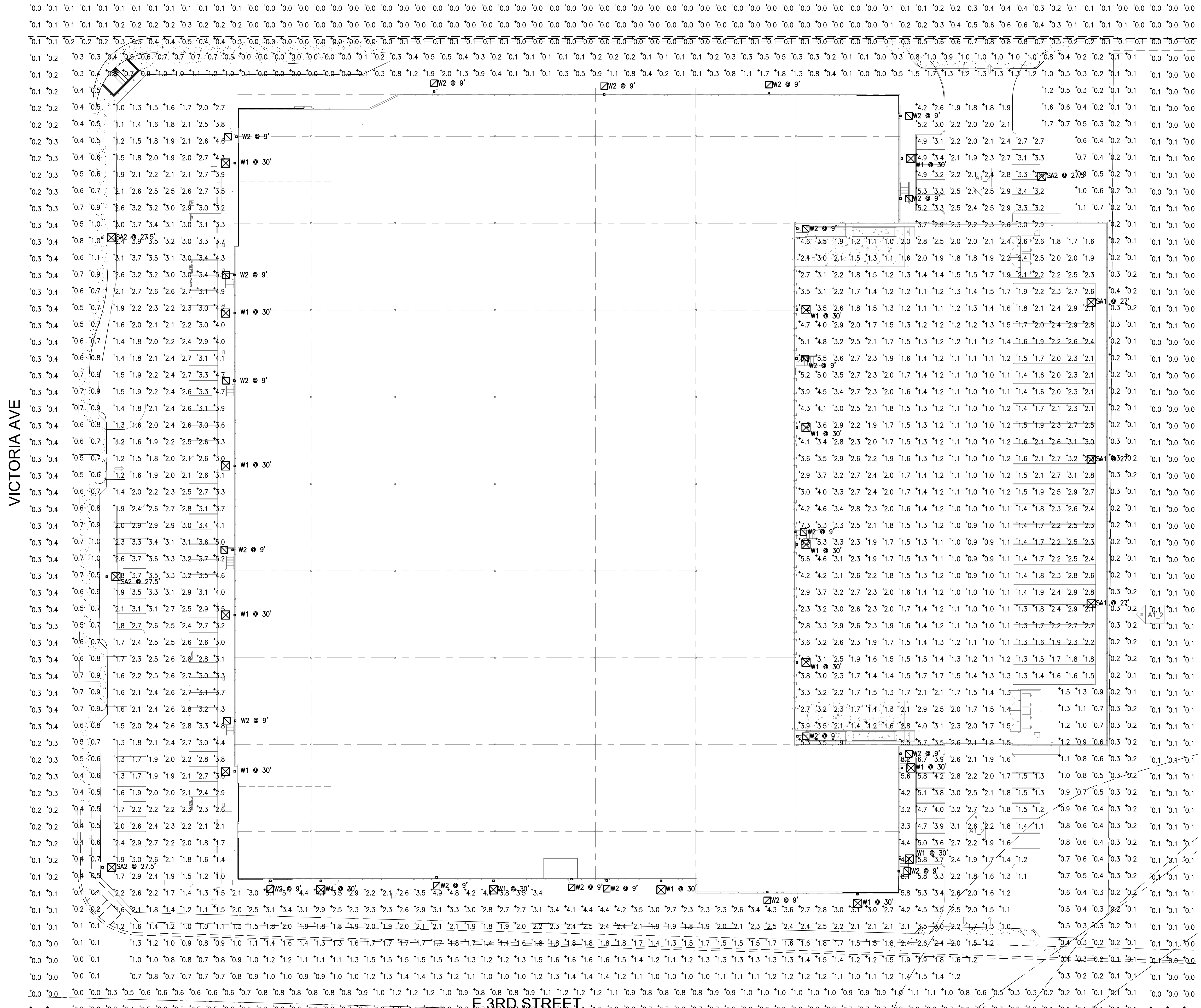


HUNTER LANDSCAPE

711 FEE ANA STREET PLACENTIA, CA 92870
714.986.2400 FAX 714.986.2408

SHEET 4

W 5TH STREET



ELECTRICAL SITE PHOTOMETRIC PLAN

SCALE: 1"=30'-0"

1

Symbol	Label	QTY	Catalog Number	Description	Lamp	Number Lamps	Lumens per Lamp	LLF	Wattage
☒	W2	21	RZR-WM1-PLD-III-W-20LED-350MA-40K-EM1 WALL MT AT 9 FT AFG LUMEN 11 BUG RATING B1 UO G1	CAST BLACK PAINTED FINNED METAL HOUSING.	20 WHITE LIGHT EMITTING DIODES (LEDS), BASE UP.	20	151	0.9	21.4
☒	W1	16	WLL-PLD-III-W-BOLED-700MA-40K WALL MT AT 25 FT AFG BUG RATING B1 UO G3	CAST BLACK PAINTED FINNED METAL HOUSING.	80 WHITE LIGHT EMITTING DIODES (LEDS), BASE UP.	80	269	0.9	173.6
☒	SA2	4	WLL-PLD-III-W-BOLED-525MA-NW-HS POLE MT AT 27.5FT AFG BUG RATING B1 UO G3 25 FT POLE 2.5 FT BASE	CAST BLACK PAINTED FINNED METAL HOUSING.	80 WHITE LIGHT EMITTING DIODES (LEDS), BASE UP.	80	167	0.9	129.4
☒	SA1	3	WLL-PLD-III-W-BOLED-525MA-NW-HS POLE MT AT 29 FT AFG BUG RATING B1 UO G3 25 FT POLE 4 FT BASE	CAST BLACK PAINTED FINNED METAL HOUSING.	80 WHITE LIGHT EMITTING DIODES (LEDS), BASE UP.	80	167	0.9	129.4

Description	Symbol	Avg	Max	Min	Max/Min	Avg/Min
Calc. Zone #1	+	2.2 fc	8.3 fc	0.7 fc	11.9:1	3.1:1
Calc. Zone #2	+	0.1 fc	0.9 fc	0.0 fc	N/A	N/A
Calc. Zone #3	+	0.5 fc	2.0 fc	0.0 fc	N/A	N/A

SOLID STATE AREA LIGHTING

RAZOR WALLMOUNT-LED

SPECIFICATIONS

OPTICAL HOUSING: Heavy cast low copper aluminum (A356 alloy, <0.2% copper) assembly with integral cooling fins. The Optical Panel mounting surface is limited for distance between the Electrical Housing and the Mounting Plate to facilitate thermal transfer of heat to housing and cooling fins. The Optical Housing bolts to the Electrical Housing forming a unified assembly. The minimum wall thickness is .188".

ELECTRICAL HOUSING: Heavy cast low copper aluminum (A356 alloy, <0.2% copper) assembly. Minimum wall thickness is .188". Fixture Mounting Plate affixes to mounting surface over a recessed space. Electrical Housing anchors on the top edge of the Mounting Plate and houses three recessed socket head cap screws. The Electrical Housing to the Mounting Plate from the bottom.

PLED OPTICAL MODULES: Emitters (LEDs) are arrayed on a metal core PCB panel with each emitter located on a copper thermal transfer pad and enclosed by an LED reflector. LED optics completely seal each individual emitter to meet an IP66 rating. The symmetric distribution, however, a microreflector inside the reflector which redirects the house side emitter output towards the street side and functions as a house side reflector. The reflector is electrically isolated from the PCB over an emitter and all reflectors are retained by an aluminum frame. Any one Panel or group of Panels in a luminaire, have the same optical pattern. LED reflectors produce standard site/area distributions. Panels are field replaceable and field replaceable in 90° increments.

LED DRIVERS: Constant current electronic with a power factor of >.90 and a minimum operating temperature of -40°F (-40°C). Drivers (1) are UL and cUL recognized and mounted directly opposite the Electrical Housing to facilitate thermal transfer by universal clamps to facilitate easy removal. In-line terminal blocks facilitate wiring or daisy chain driver applications. 50,000h (0 - 10V dimmable driver is standard. Driver has a minimum of 10KV internal surge protection. Luminaire supplied with 20KV surge protector for field accessible installation.)

LED EMITTERS: High output LEDs are utilized with drive currents ranging from 350mA to 1000mA. 70CRI Minimum. LEDs are available in standard Neutral White (4000K), or optional Cool White (5000K) or Warm White (3000K). Consult Factory for other LED options.

AMBER LEDs: PCA (Phosphor Converted Amber) LED's utilize phosphors to create color output similar to LPS lamps and have a slight output in the blue spectral bandwidth. PCA (True Amber) LED's utilize material that emits light in the amber spectral bandwidth only without the use of phosphors.

FINISH: Electrostatically applied TGIC Polyester Powder Coat on substrate prepared with 20 PPM power wash at 140°F. Four step media blast and ion phosphate pretreatment for protection and paint adhesion. 400°F bake for maximum hardness and durability.

U.S. Architectural Lighting | 2019093

SOLID STATE AREA LIGHTING

VALULUME SERIES-PLED

SPECIFICATIONS

OPTICAL HOUSING: Heavy cast low copper aluminum (A356 alloy, <0.2% copper) assembly with integral cooling fins surrounding the electrical compartment and a flat surface on the top of the arm to accommodate a photometric receptor. Solid barrier wall separates optical and electrical compartments. The optical and electrical compartments are integrated to create one assembly. Minimum wall thickness is .188". Cast and forged driver assembly is integrated with wiring compartment cover.

ELECTRICAL HOUSING / INTEGRATED ARM: Heavy cast low copper aluminum (A356 alloy, <0.2% copper) assembly with integral cooling fins surrounding the electrical compartment and a flat surface on the top of the arm to accommodate a photometric receptor. Solid barrier wall separates optical and electrical compartments. The optical and electrical compartments are integrated to create one assembly. Minimum wall thickness is .188". Cast and forged driver assembly is integrated with wiring compartment cover.

PLED OPTICS: Emitters (LEDs) are arrayed on a metal core PCB panel with each emitter located on a copper thermal transfer pad and enclosed by an LED reflector. LED optics completely seal each individual emitter to meet an IP66 rating. In asymmetric distributions, a microreflector inside the reflector re-directs the house side emitter output towards the street side and functions as a house side emitting element. The reflector is electrically isolated from the PCB over an emitter and all reflectors are retained by an aluminum frame. Any one Panel or group of Panels in a luminaire, have the same optical pattern. LED reflectors produce standard site/area distributions. Panels are field replaceable and field replaceable in 90° increments.

LED DRIVERS: Constant current electronic with a power factor of >.90 and a minimum operating temperature of -40°F (-40°C). Drivers (1) are UL and cUL recognized and mounted directly opposite the Electrical Housing to facilitate thermal transfer. In-line terminal blocks facilitate wiring or daisy chain driver applications. 50,000h (0 - 10V dimmable driver is standard. Driver has a minimum of 10KV internal surge protection. Luminaire supplied with 20KV surge protector for field accessible installation.)

LED EMITTERS: High output LEDs are utilized with drive currents ranging from 350mA to 1000mA. 70CRI Minimum. LEDs are available in standard Neutral White (4000K), or optional Cool White (5000K) or Warm White (3000K). Consult Factory for other LED options.

FINISH: Electrostatically applied TGIC Polyester Powder Coat on substrate prepared with 20 PPM power wash at 140°F. Four step media blast and ion phosphate pretreatment for protection and paint adhesion. 400°F bake for maximum hardness and durability.

U.S. Architectural Lighting | 2021354

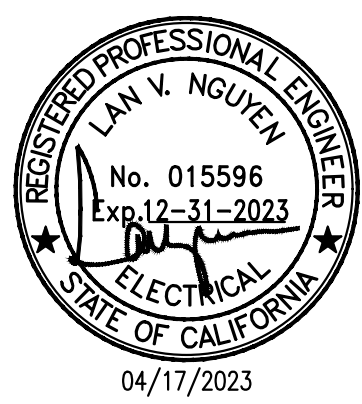


HERDMAN
ARCHITECTURE + DESIGN
A22-2112
XX.XX.2022

SITE PHOTOMETRIC
PLAN

FC-1.0

RPM
Engineers, Inc.
102 DISCOVERY
PARK, CA 92516
Tel: 949-480-2514
Fax: 949-480-1454
Contact: David Du
e-mail: david@rpm.com



04/17/2023

ATTACHMENT C

Resolution

RESOLUTION NO. 2026 – ____

A RESOLUTION OF THE HIGHLAND PLANNING COMMISSION RECOMMENDING THE CITY COUNCIL ADOPT A MITIGATED NEGATIVE DECLARATION AND MITIGATION MONITORING AND REPORTING PROGRAM, APPROVE GENERAL PLAN AMENDMENT (GPA 23-001) TO AMEND THE CITY'S SPHERE OF INFLUENCE AND DESIGNATE ASSESSOR'S PARCEL NUMBER 1192-551-01 AS BUSINESS PARK (BP), CONDUCT A FIRST READING AND INTRODUCE AN ORDINANCE TO PRE-ZONE ASSESSOR'S PARCEL NUMBER 1192-551-01 AS BUSINESS PARK (BP) (ZC 23-001), CERTIFY THE FISCAL ANALYSIS AND PLAN FOR SERVICE REPORTS AND DIRECT STAFF TO INITIATE AN APPLICATION WITH THE LOCAL AGENCY FORMATION COMMISSION OF SAN BERNARDINO COUNTY (LAFCO) FOR A REORGANIZATION AND TO ANNEX ASSESSOR'S PARCEL NUMBER 1192-551-01 INTO THE CITY OF HIGHLAND, APPROVE CONDITIONAL USE PERMIT (CUP 22-014) TO CONSTRUCT A 173,976 SQUARE FOOT TILT-UP WAREHOUSE AND ASSOCIATED IMPROVEMENTS, APPROVE DESIGN REVIEW APPLICATION (DRA 22-023) FOR THE RELATED SITE PLAN, BUILDING ELEVATIONS, LANDSCAPING AND GRADING PLANS, AND APPROVE TENTATIVE PARCEL MAP NO. 20621 (TTM 23-001) TO CONSOLIDATE ELEVEN (11) LOTS INTO ONE (1) PARCEL AT THE SOUTHEAST CORNER OF 5TH STREET AND VICTORIA AVENUE. ASSESSOR PARCEL NUMBERS: 1192-551-01 THROUGH -07 AND 1192-551-12 THROUGH -15.

APPLICANT: PATRIOT USICVI 5TH STREET, LLC

A. RECITALS

1. On December 7, 2022, the Applicant filed multiple applications to develop a 173,976 square foot industrial warehouse and associated improvements on 7.23 acres at the southeast corner of 5th Street and Victoria Avenue within the jurisdictions of the City of Highland and City of San Bernardino. These Applications include Conditional Use Permit (CUP-23-003) to approve the warehouse use, loading docks, passenger vehicle parking, a stormwater detention/infiltration basin, and landscape area, Design Review (DRA-23-004) to approve the Project's site plan, building elevations, grading and landscape design, and Tentative Parcel Map No. 20621 (TPM 23-001) to merge eleven (11) parcels into one (1) parcel. Concurrently, applications were filed requesting a 0.56 acre parcel within the project's development footprint be detached from the City of San Bernardino and annexed into the City of Highland. These applications include General Plan Amendment (GPA 23-001) to include the 0.56 acre property (APN 1192-551-01) in Highland's Sphere of Influence and designate it as a Business Park (BP) land use, and Zone Change (ZC 23-001) to Pre-Zone the 0.56 acre parcel as Business Park (BP).
2. The 0.56 acre parcel within San Bernardino is located at the southeast corner of Victoria Avenue and 5th Street and is zoned Commercial General 1 (APN 1192-551-01). The remaining 10 parcels within Highland, cover 6.67 acres and are zoned Business Park (BP) (APNs 1192-551-02 through -07 and 1192-551-12 through -15).

3. The City of Highland and the City of San Bernardino desire to initiate proceedings pursuant to the Cortese-Knox-Hertzberg Local Government Reorganization Act of 2000, Section 65000 et seq. of the California Government Code for:
 - a. Sphere of Influence amendments for the City of Highland (expansion), City of San Bernardino (reduction), and San Bernardino County Fire Protection District (reduction); and
 - b. An annexation to the City of Highland and detachment from the City of San Bernardino, San Bernardino County Fire Protection District (SBCFPD), SBCFPD Valley Service Zone and SBCFPD Service Zone FP-5.
4. The proposed boundary adjustment, including both public and private property, to be included in this application to the Local Agency Formation Commission of the County of San Bernardino (the "LAFCO") is included in the map of the boundaries of the territory and legally described in the exhibit attached hereto and incorporated herein; and
5. The proposed organization will not conflict with any sphere of influence, and the proposed change includes amendments to the sphere of influence for the City of Highland and San Bernardino; and
6. It is desired that the proposed reorganization be subject to the following terms and conditions;
 - a. Both the City Councils of the City of Highland, City of San Bernardino, and SBCFPD must approve the proposed Sphere of Influence and Annexation/Detachment proceedings.
 - b. The City of Highland shall process an amendment to its General Plan and pre-zone the territory to "Business Park (BP)".
 - c. The City of Highland shall accept (annex) from the City of San Bernardino (detachment) an approximately 0.56 acre parcel (APN 1192-551-01) east of Victoria Avenue and south of 5th Street and its adjacent southerly road right-of-way along 5th Street and its adjacent easterly road right-of-way along Victoria Avenue (0.39 acre). The City of Highland shall assume all land use authority and maintenance, access permits, and other governmental responsibilities associated with the public rights-of-way fronting APN 1192-551-01.
 - d. The City of Highland shall certify the *Fiscal Analysis* dated May 2024, which identifies the project's valuation and taxable income in addition to costs related to the General Fund, police services, fire services and special districts.
 - e. The City of Highland shall certify the *Plan for Service* dated May 2024, which demonstrates the range and level of services currently available within the property will, at least, be maintained by the City of Highland.
 - d. The City of Highland shall cause the application to be filed with LAFCO to include all filing fees and exhibits that may be necessary to complete the application.

- e. The City Councils of the City of Highland and City of San Bernardino shall both accept all standard conditions as required by LAFCO.
7. The reasons for this proposed boundary adjustment between the City of Highland and the City of San Bernardino are as follows:
 - a. Coordinate property development standards and essential services such as streets, police and fire protection, and land use implementation in a more defined corporate boundary between the two cities.
 - b. Assist property owners and public in understanding the jurisdictional boundaries between the City of Highland and City of San Bernardino.
 - c. Improve essential services such as street maintenance and repair, public safety, fire protection, knowing the centerline of Victoria Avenue will be the boundary between the Cities at this location and that this portion of 5th Street will be fully within the corporate boundary of the City of Highland.
 8. Pursuant to the provision of the California Environmental Quality Act (“CEQA”) (Cal. Pub. Res. Code § 21000 et seq.) and State CEQA Guidelines (the “Guidelines”) (14 Cal. Code Regs. § 15000 et seq.), the City of Highland is the Lead Agency, and is charged with the responsibility of deciding whether or not to approve the proposed Project.
 9. The City contracted with Dudek for the independent preparation of an Initial Study to analyze the potential environmental effects of the Project. Based on the information contained in the Initial Study, Dudek and City staff concluded that the Project could have a significant effect on the environment, but that mitigation measures could be implemented to reduce such impacts to a less than significant level. Based upon this determination, Dudek prepared, and City staff concurred in, a Draft Mitigated Negative Declaration (“Draft MND”) in accordance with CEQA Section 21080(c) and Section 15070 of the State CEQA Guidelines. Mitigation Measures are recommended in the areas of Biological Resources, Cultural Resources, Tribal Cultural Resources, and Geology and Soils.
 10. The City circulated a Notice of Intent to Adopt the Draft MND, along with the Draft MND and its Appendices, to the public and other interested parties, for a 30-day comment period between October 18, 2024, through November 18, 2024, State Clearinghouse (SCH #: 2024100850). The City published the Notice of Intent for the Draft MND in the San Bernardino Sun, a newspaper of general circulation within the City. Copies of the documents have been available for public review and inspection at the Highland Planning Department located in City Hall, 27215 Base Line Street, Highland, California 92346, and the Highland Sam J. Racadio Library, 7863 Central Ave, Highland, CA 92346, and on the City’s website.
 11. During the comment period, the City received eight (8) written comments on the Draft MND from various agencies, individuals, and organizations and entities. A response to all of the comments made therein was prepared, submitted to the Planning Commission, and incorporated into the administrative record of the proceedings.

12. The "Final Mitigated Negative Declaration" ("Final MND") consists of the Draft MND, all of its appendices and the Mitigation Monitoring and Reporting Program, the comments received on the Draft MND, and responses to those comments. The Final MND was made available to the public and to all commenting agencies on December 22, 2025, which is at least 10 days prior to adoption of the Final MND, in compliance with Public Resources Code Section 21092.5(a). A copy of the Final MND is attached and is incorporated herein by this reference.
13. 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.
14. On January 20, 2026, the Planning Commission continued the Public Hearing to February 17, 2026, to allow staff time to address a late comment letter submitted by Shute, Mihaly and Weinberger, LLP on behalf of the People's Collective for Environmental Justice on January 20, 2026 ("PCEJ Letter"). On February 17, 2026, the Planning Commission continued the Public Hearing again to March 17, 2026, to allow staff additional time to respond to the PCEJ Letter. On March 17, 2026, the Planning Commission held a duly noticed public hearing to consider the Final MND and the Project, at which time the Planning Commission heard and considered information presented by City staff on the Project and its environmental review. In addition, all interested persons had an opportunity to and did testify regarding this matter.
15. 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 March 17, 2026 public hearing, including public testimony and written and oral staff reports, the Planning Commission finds as follows:
 - a. All necessary Public Meetings and opportunities for public testimony and comment have been conducted in compliance with State Law and the Municipal Code of the City of Highland.
- Section 3. The Planning Commission has independently considered the administrative record before it, which is hereby incorporated by reference and which includes the Final MND, the written and oral comments on the Draft MND, the Draft MND and its Appendices, staff reports and presentations, and all oral and written testimony.

Section 4. The Planning Commission has reviewed the Final MND and all comments received regarding the Final MND prior to and at the March 17, 2026 public hearing, and based on the whole record before it finds that: (1) the Final MND was prepared in compliance with CEQA; (2) there is no substantial evidence that the Project will have a significant effect on the environment; and (3) the Final MND reflects the independent judgment and analysis of the Planning Commission.

Section 5. Findings of Fact for **General Plan Amendment (GPA 24-001)** (Highland Municipal Code Section 16.08.030.G *General plan amendments. Findings*):

Based on the Findings below, the Highland Planning Commission does hereby find:

- 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 with the applicable development policies and standards of the city.

Response: The proposed General Plan Amendment affects Figure 2.2 *General Plan Land Use*, amending the Sphere of Influence to include Assessor's Parcel Number 1192-551-01, currently within the jurisdictional boundaries of the City of San Bernardino. Concurrently, the parcel will be Pre-Zoned Business Park (BP), in keeping with the adjoining parcels to the north, south and east and the goals, policies and objectives of the 5th Street Corridor Policy Area and Victoria Avenue Corridor Policy Area.

The GPA will facilitate the development of a 173,976 square foot warehouse within the City's Business Park (BP) Zone District. The General Plan Land Use Element conveys that the appropriate uses in the BP land use designation include light manufacturing, wholesaling and warehousing. The proposed project meets this objective.

It will meet the generalized "Plan Objectives" to plan for future growth, provide clarity in land use guidance, help create place for people to work, expand the employment base and ensure land use compatibility.

Specific to the proposed warehouse project, the GPA will help ensure the adjacent parcels, currently in Highland's boundary, can form a larger, cohesive usable space for BP development. It will eliminate a remainder parcel, cut from the project at the corner of 5th Street and Victoria Avenue. The project can be built in a logical way, encompassing the full block of Victoria Avenue from 3rd Street to 5th Street.

Each of the nine (9) Policies of the General Plan's Goal 2.13 to Transform the 5th Street Corridor into a major employment center and gateway to the San Bernardino International Airport would be furthered by the development of the proposed project including coordination with the San Bernardino International Airport Authority, promoting 5th Street as a major industrial entryway to the Airport, furthering a comprehensive design and branding

program, improving circulation, enhancing the integrity of industrial sites, improving landscaping along the edges and medians, promoting Development Code standards, and transitioning uses and utilizing buffers between existing residential neighborhoods and industrial uses.

Goal 2.14 to Establish the Victoria Avenue Corridor as the major entryway into the San Bernardino International Airport, Policies 4, 5 and 6 are also furthered by the project's ability to consolidate parcels to promote quality planned development, consolidate access points along Victoria Avenue to improve traffic flow, and create a major business node at the southern terminus of Victoria Avenue to maximize employment opportunities adjacent to the airport.

- 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 project will not impair the integrity or character of the Business Park district as it will facilitate the construction of a warehouse and warehouse uses are allowed in the Business Park district.

The GPA to modify the City's Sphere of Influence and incorporate the 0.56 acre parcel will improve public health and safety by clarifying the service boundaries between San Bernardino and Highland. Currently the parcel is an island at the southeast corner of 5th Street and Victoria Avenue, surrounded by Highland properties to the north, south and east. Adjusting the boundaries will unify the property under the same land use development standards, utilities and public safety response providers.

The GPA will facilitate the orderly development of a warehouse which will be constructed in compliance with Municipal, Fire & Building codes. Each public safety division of the City has reviewed the warehouse 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 proposed warehouse will increase economic stability and vitality of the City's industrial uses and ensure orderly development by developing the land and surrounding right-of-way, improving the 5th Street and Victoria Avenue Corridors and generating new jobs.

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

Response: The site is suitable for the type and intensity of use or development because the 0.56 acre site that is the subject of the GPA, is part of a larger project that totals 7.23 acres in size. This site can accommodate a warehouse that is 173,976 square feet in size as it meets all of the o the City's Development Standards for Employment Districts (Chapter 16.24) and where necessary, has been conditioned to meet said standards.

The GPA will promote the development of the full site, eleven (11) parcels within Highland and San Bernardino by bringing them together as one parcel in one jurisdiction. It will be more effective to review and condition the project and provide services to a project within one city.

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

Response: East Valley Water District has facilities in proximity to the project and has acknowledged that they will provide water and sanitation services. The Southern California Gas Co., Southern California Edison, AT&T, Frontier and Spectrum also have facilities adjacent to the site and have been informed of the project and its operational characteristics. The City's Engineering/Public Works Division will ensure that all utilities will be provided for and accommodated as needed within the public right-of-way including electricity, gas, telephone, internet, and cable before any occupancy of the site is granted.

- 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; and

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. An Initial Study was prepared for the project in accordance with the California Environmental Quality Act and a Mitigated Negative Declaration is proposed for adoption concurrently with a Mitigation Monitoring and Reporting Program. All impacts will be mitigated to a level of insignificance. There is no indication that the project would be detrimental to the public health, safety or welfare, or materially injurious to properties and improvement in the vicinity.

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

Response: An Initial Study was prepared for the Project and potential impacts to Biological Resources, Cultural Resources, Tribal Cultural Resources and Soils and Geology were identified. The Project design features and Project-specific mitigation measures have been included to reduce said impacts to below a level of significance and the list of measures has been included in the Mitigation Monitoring and Reporting Program (MMRP). Based upon the Findings of the Initial Study and adoption of the Mitigated Negative Declaration and Mitigation Monitoring and Reporting Program, the Project will not have a significant impact upon the environment.

Section 6. Findings of Fact for **Zone Change (ZC 24-001)** (Highland Municipal Code Section 16.08.040 *Amendments to zoning districts and other provisions*).

Based on the Findings below, the Highland Planning Commission does hereby find:

- a. The proposed change of zone or revision is consistent with the goals, objectives, policies, and programs of the general plan, and is necessary and desirable to implement the provisions of the general plan;

Response: The zone change would result in the site being Pre-Zoned to be within the City's Business Park (BP) Zone District. Concurrently, it would be added to the City's Sphere of Influence within the General Plan's Business Park (BP) land use designation. The concurrent action ensures that the change will result in a uniform land use designation as both the General Plan and Municipal Code policies, goals and objectives are alike. The both strive to provide and promote light industrial land uses in an attractive setting and bolster the City's employment opportunities.

The zone change is consistent with the Highland General Plan goals, policies and objectives noted in the Community Design Element, Circulation Element, and Land Use Element especially those established for the 5th Street Corridor Policy Area and Victoria Avenue Corridor Policy Area.

Each of the nine (9) Policies of the General Plan's Goal 2.13 to transform the 5th Street Corridor into a major employment center and gateway to the San Bernardino International Airport would be furthered by the zone change which will allow the development of the proposed project including coordination with the San Bernardino International Airport Authority, promoting 5th Street as a major industrial entryway to the Airport, furthering a comprehensive design and branding program, improving circulation, enhancing the integrity of industrial sites, improving landscaping along the edges and medians, promoting Development Code standards, and transitioning uses and utilizing buffers between existing residential neighborhoods and industrial uses.

Goal 2.14 to Establish the Victoria Avenue Corridor as the major entryway into the San Bernardino International Airport, Policies 4, 5 and 6 are also furthered by the project's ability to consolidate parcels to promote quality planned development, consolidate access points along Victoria Avenue to improve traffic flow, and create a major business node at the southern terminus of Victoria Avenue to maximize employment opportunities adjacent to the airport.

- b. The proposed change of zone or revision will not adversely affect the public health, safety, and welfare or result in an illogical land use pattern;

Response: The zone change will Pre-Zone the parcel so that it would be properly annexed into the City and will promote the development of the full 7.23 acre site in both Highland and San Bernardino. The zone change will merge the parcels together under one jurisdiction improving the public health, safety and welfare especially to the San Bernardino parcel. The Highland Fire Department (California Department of Forestry and Fire Protection, Cal Fire) Station Nos. 1 and 3 are within one and a half miles of the site and currently provide fire protection and medical aid to the Highland parcels that comprise the project as well as those properties immediately to the north, south and east of the site. Both of Highland Fire stations are closer to the site than the San Bernardino City Fire (San Bernardino County Fire

Department) that service the San Bernardino parcel. The Highland Police Department (San Bernardino County Sheriff Highland Station) is also in closer proximity to the site than the current services by San Bernardino City Police. The annexation of this property into Highland will result in quicker response times and improved public safety and welfare.

The zone change will result in a more effective review and conditioning of the proposed warehouse. The Highland Municipal Code Title 16 will be utilized to implement goals, objectives and policies of the city and manage growth accordingly for the entire 7.23 acre site. The project has been planned according to the City's Development Standards for Employment Districts (Chapter 16.24) and where necessary, has been conditioned to meet said standards.

The proposed warehouse will increase economic stability and vitality of the City's industrial uses and ensure orderly development by developing the land and surrounding right-of-way, improving the 5th Street and Victoria Avenue Corridors and generating new jobs.

- c. The proposed change of zone or revision is consistent with the purpose and intent of the remainder of this title not under consideration; and

Response: The purpose and intent of Title 16 *Land Use* is to implement the General Plan, protect the physical, social and economic vitality of the City's industrial land use, assure orderly development, ensure proper design of buildings and improvements, and to attain physical, social and economic advantages resulting from comprehensive and orderly land use resource planning (HMC 16.04.010. *Purpose and intent*). As indicated above, the project includes a pre-zone / change of zone from Commercial General within the City of San Bernardino to Business Park within the City of Highland. The pre-zone will establish a land use designation consistent with the Highland properties on all sides and result in a uniform and logical land use pattern.

The remainder of Title 16, not under consideration specifically with the Zone Change, includes aspects that are being reviewed concurrently with the project's Conditional Use Permit, Design Review Application, and Tentative Parcel Map. These include Chapters 16.24 *Employment Districts*, 16.40 *General Development Standards*, 16.48 *Performance Standards*, 16.52 *Parking Regulations*, 16.56 *Sign Regulations*, and 16.68 *Land Divisions*. The project is designed and conditioned to comply with the Municipal Code Standards for Business Park (BP) Districts including land use as a warehouse, development standards such as setbacks and lot coverage (HMC Table 16.24.040.A), and Special Site Development Standards including additional buffering, circulation and parking (HMC 16.24.040.B). The project meets the required provisions for development density, fences and walls, grading, lighting, storage and signs. The project will result in a well-designed and well-functioning warehouse / distribution facility.

- d. The potential environmental impacts of the proposed change of zone or revision are insignificant or there are overriding considerations which outweigh the potential impacts.

Response: An Initial Study was prepared for the Project and potential impacts to Biological Resources, Cultural Resources, Tribal Cultural Resources, Soils and Geology were identified. Project specific mitigation measures have been included to reduce said impacts to below a level of significance and the list of measures have been included in the MMRP.

Based upon the Findings of the Initial Study and adoption of a Final MND and MMRP, the Project will not have a significant impact upon the environment. Concurrently with an Ordinance, the Planning Commission recommends the City Council adopt a Resolution adopting the Final MND and MMRP for this Project.

Section 7. **LAFCO Action.** The Planning Commission recommends the City Council certify the Fiscal Analysis and Plan for Service, and authorize the filing of the appropriate application and exhibits to the LAFCO of the County of San Bernardino to adjust the boundary between the City of Highland and City of San Bernardino pursuant to Government Code Section 56000 et.seq., the Cortese-Knox-Hertzberg Local Reorganization Act of 2000 and the procedures of the LAFCO.

Section 8. The Planning Commission recommends the City of Highland City Council acknowledge and agree to the Local Agency Formation Commission for San Bernardino County's requirement for imposing legal indemnification as outlined in Policy 3 of Chapter 2 of the Internal Operations, Accounting, and Financial Section of its Policy and Procedure Manual.

Section 9. **Conditional Use Permit (CUP 22-014)** Findings of Fact (Highland Municipal Code Section 16.08.050.E):

- 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 (Title 16); 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 use of warehousing and distribution is permitted in the Business Park Zone District subject to approval of a Conditional Use Permit as noted in Table 16.24.030.A. *Uses Permitted within Employment Districts, Subsection B.2. Wholesale Uses and Warehousing.* Applicable provisions in Title 16 *Land Use*, include but are not limited to, Chapter 16.24 *Employment Zones*, 16.40 *General Development Standards*, and 16.54 *Parking*. The project meets the standards established in these chapters. It complies with Table 16.24.040.A *Industrial Site Development Minimum Standards* including setbacks, maximum building height and lot coverage as well as Section 16.24.040.B. *Special Site Development Standards* requiring increased setbacks to residential districts and landscape buffering. The proposal meets the City's criteria for maximum

fence heights, minimum and maximum site lighting, and screening of industrial uses. The applicant is seeking a reduction in the required number of parking spaces and has provided a parking study for consideration by the Planning Commission. Other than the minimum number of spaces, the project meets all other parking criteria such as size of spaces, circulation, lot coverage and surfacing requirements.

Each of the nine (9) Policies of the General Plan's Goal 2.13 to Transform the 5th Street Corridor into a major employment center and gateway to the San Bernardino International Airport would be furthered by the development of the proposed project including coordination with the San Bernardino International Airport Authority, promoting 5th Street as a major industrial entryway to the Airport, furthering a comprehensive design and branding program, improving circulation, enhancing the integrity of industrial sites, improving landscaping along the edges and medians, promoting Development Code standards, and transitioning uses and utilizing buffers between existing residential neighborhoods and industrial uses.

Goal 2.14 to Establish the Victoria Avenue Corridor as the major entryway into the San Bernardino International Airport, Policies 4, 5 and 6 are also furthered by the project's ability to consolidate parcels to promote quality planned development, consolidate access points along Victoria Avenue to improve traffic flow, and create a major business node at the southern terminus of Victoria Avenue to maximize employment opportunities adjacent to the airport.

- 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 warehouse use is in keeping with the expected character of Business Park District and its future development. It would be constructed in compliance with the Highland General Plan and Municipal Code standards related to warehousing in the Business Park District, the Victoria Avenue Corridor and 5th Street Corridor Policy Areas. It meets development code standards such as land use, setbacks, density, lighting, parking, circulation, etc. It has a high quality, modern design in keeping with the Policy Area standards. It has quality finishes, landscaping, and hardscape and will construct surrounding infrastructure. It would improve two major nodes of the Corridor at the 5th Street and Victoria Avenue intersection and the 3rd Street and Victoria Avenue intersection. Vehicular and pedestrian circulation improvements and landscaping would be installed and the overall appearance of the Corridors dramatically improved with a quality industrial facility.

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

Response: The 7.23 acre site is adequate for proposed industrial development with a 55% lot coverage area. The Code permits up to 60% lot coverage. The topography of the site is predominantly flat. 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. Accessibility to the site is facilitated through four (4) separate driveways, reducing the mingling of commercial truck and passenger vehicle traffic. Moreover, the site has excellent connectivity to regional transportation networks situated adjacent to the San Bernardino International Airport, 1.5 miles from State Route 210 and 2.5 miles from Interstate 10.

Per Municipal Code Section 16.24.040 Employment District Development Standards. It 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 none expressed concern. Public health and safety were addressed with the design and conditioning of the project. The proposed annexation of 0.56 acres of property into the City of Highland will improve the provision of utilities and public safety services as it will better align jurisdictional boundaries and create a more logical boundary.

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

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

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

Response: Pursuant to the California Environmental Quality Act (CEQA) and State and Local CEQA Guidelines, the City of Highland is the Lead Agency. As such, the City oversaw preparation of an Initial Study which was made available for public review. Mitigation Measures were necessary to reduce impacts below a level of significance in the areas of Biological Resources, Cultural Resources, Tribal Cultural Resources, and Geology and Soils. All other CEQA topics were found to be less than significant or no impact. With the incorporation of the mitigation measures set forth in the MND and MMRP, the project will not result in a significant effect on the environment.

Section 10. **Airport overlay zone and safety compatibility** Findings of Fact (Highland Municipal Code Section **16.40.410(F)**):

- a. The proposed use is consistent with the applicable adopted airport land use compatibility plan.

Response: The project site is located within Airport Compatibility Zone E 'Negligible Risk'. Warehousing and distribution are designated in Zone E as "SR". "Where the symbol "SR" appears in the column beneath an airport safety zone, the use is compatible. Use is acceptable without safety-related conditions (noise, airspace protection, and/or overflight limitations may apply) (HMC 16.410.D and Table 16.40.410.A *Airport Overlay Zone and Safety Compatibility Criteria*). Zone E has no maximum limit for nonresidential intensity and permits up to 100% lot coverage.

- b. The proposed use does not involve the storage or dispensing of volatile or otherwise hazardous substances that would endanger aircraft operations and public safety.

Response: The Building & Safety Division and Fire Marshal have conditioned the project so that in the event volatile or hazardous substances are stored or dispensed, the operator shall follow the appropriate local and state requirements for safe storage, use and movement.

- c. The proposed use does not attract a large concentration of birds, produce smoke, generate electrical interference, reflect a glare of light or emit radio transmissions that may endanger aircraft operations.

Response: The San Bernardino International Airport Authority (SBIAA) has reviewed the project and submitted no concerns related to the proposed land use, its Site Plan, Building Elevations, Landscaping or Lighting. The project does not have standing water that would attract birds. It does not generate smoke, emit radio transmissions or otherwise endanger aircraft operations.

- d. The proposed use promotes the public interest to provide for the development of the public-use airport and the area around the airport in such a manner, among other things, to promote the overall noise standards adopted pursuant to the Public Utilities Code and prevent the creation of new noise and safety hazards.

Response: The proposed warehouse / distribution facility supports the SBIAA as it increases the opportunities to move goods in proximity to the air cargo and passenger air service. It will not generate excessive noise, and it will not result in new sensitive receptors near the SBIAA.

- e. The proposed use enhances the protection of public health, safety and welfare, by ensuring the orderly expansion of the airport and the adoption of land use measures or development standards that minimize the public's exposure to excessive noise and safety hazards within the area around the airport to the extent that such areas are not already devoted to incompatible uses.

Response: The proposed warehouse use is in keeping with the goals and objectives of the SBIAA. Warehousing is permitted use within Airport Influence Zone E which has a “negligible” safety risk. The land use measures identified in HMC Section 16.40.410.G. *Airport overlay and safety compatibility, Development Standards*, limit the overall height of the structure permitted by the FAA, address light and glare, land use and heliports. The building will not exceed the 55’ maximum within the Business Park Zone, which is less than the 60’ height permitted by the FAA. It will not exceed the maximum land use intensity or lot coverage (HMC Table 16.40.410.A).

- f. The proposed use will not adversely affect safe air navigation, airport operations or interfere with airport communications.

Response: The SBIAA has reviewed the proposal, its site design, right-of-way improvements, and its operational characteristics. They cited no adverse effects on air safety or communications.

- g. The proposed use complies with the development standards specified by this section.

Response: Development standards include height limits, light and glare, land use and heliport requirements (HMC 16.40.410.G *Development Standards*). The building is less than 55’ as mandated by the Municipal Code for all uses in the Business Park District (BP) including those within Compatibility Zone E. The proposed use of a warehouse / distribution facility is acceptable without safety-related conditions. The project will not emit excessive glare and will not construct a helipad. The SBIAA did not cite additional safety measures regarding these Standards.

Section 11. **Design Review (DRA 22-023)** Findings of Fact (Highland Municipal Code Section 16.08.090.E *Design review, Findings*):

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

Response: With the General Plan amendment (GPA 23-001) designating APN 1192-531-001 to be in the City’s sphere of influence and providing that the parcel has a land use designation of Business Park, the proposed project will have a General Plan Land Use Designation of Business Park (BP). It is consistent with the Highland General Plan goals, policies and objectives noted in the Community Design Element, Circulation Element, and Land Use Element especially those established for the 5th Street Corridor Policy Area and Victoria Avenue Corridor Policy Area.

Each of the nine (9) Policies of the General Plan’s Goal 2.13 to *Transform the 5th Street Corridor into a major employment center and gateway to the San Bernardino International Airport* would be furthered by the development of the proposed project including coordination with the San Bernardino International Airport Authority, promoting 5th Street as a major industrial entryway to the Airport, furthering a comprehensive design and branding program, improving circulation, enhancing the integrity of industrial sites,

improving landscaping along the edges and medians, promoting Development Code standards, and transitioning uses and utilizing buffers between existing residential neighborhoods and industrial uses.

Goal 2.14 to *Establish the Victoria Avenue Corridor as the major entryway into the San Bernardino International Airport, Policies 4, 5 and 6* are also furthered by the project's ability to consolidate parcels to promote quality planned development, consolidate access points along Victoria Avenue to improve traffic flow, and create a major business node at the southern terminus of Victoria Avenue to maximize employment opportunities adjacent to the airport.

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

Response: The proposed use of warehousing and distribution is permitted in the Business Park (BP) Zone District subject to approval of a Conditional Use Permit as noted in Table 16.24.030.A. *Uses Permitted within Employment Districts, Subsection B.2. Wholesale Uses and Warehousing.* Applicable provisions in Title 16 *Land Use*, include but are not limited to, Chapter 16.24 *Employment Zones*, 16.40 *General Development Standards*, and 16.52 *Parking*. The project meets the standards established in these chapters. It complies with Table 16.24.040.A *Industrial Site Development Minimum Standards* including setbacks, maximum building height and lot coverage as well as Section 16.24.040.B. *Special Site Development Standards* requiring increased setbacks to residential districts and landscape buffering. The proposal meets the City's criteria for maximum fence heights, minimum and maximum site lighting, and screening of industrial uses. The applicant is seeking a reduction in the required number of parking spaces and has provided a parking study for consideration by the Planning Commission and City Council. Other than the minimum number of spaces, the project meets all other parking criteria such as size of spaces, circulation, lot coverage and surfacing requirements.

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

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

The design meets the intent of Policy 10.8.1 which encourages "contemporary, clean and distinctive buildings with clearly visible entrances" and Policy 10.8.3 to "avoid long, blank building walls by incorporating

diagonal façade articulation and modulation and varying use of color, materials and landscaping.” Parking and service areas are screened from public view with walls and landscaping and berms and utilities will be underground. The building is set back as far as possible from adjacent educational facilities.

The Land Use Element of the General Plan Goal 2.13, Policy 3 notes that 5th Street Corridor developments should “Develop a comprehensive design and branding program for the 5th Street Corridor, promoting it as a unified, business-friendly employment center.” The project proponent has entitled six (6) other warehouse projects within the vicinity of the current proposal. All projects including this project have a continuing theme of distinctive, contemporary stylings, tall white facades with blue glazed windows, offsetting white, grey and black rhythmic geometric shapes that extend along all four sides of the buildings with matching perimeter walls. The landscaping consists of varying shrubs and trees mixed to perform well in the region and provides the full array of groundcover, shrubs, accent trees and shade trees. The design meets the objective of Policies 6 and 7 to “Improve landscaping along the edges and median of 5th Street and the boundaries of the corridor” and “Ensure quality development through Development Code standards and the Community Design Element policies and guidelines.”

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

Section 12. **Airport overlay zone and safety compatibility**, Development Standards (Highland Municipal Code Section **16.40.410(G)**). The proposed use is consistent with the applicable adopted development standards within the airport land use compatibility plan:

- a. Proposed structures and the normal mature height of any vegetation shall not exceed the height limitations provided by the requirements of Federal Aviation Regulations (FAR), Part 77. Existing topographic elevations, as compared to the elevation of the centerline of the runway (primary surface), shall be considered in determining the permitted height of an affected structure.

Response: The site lies within the San Bernardino International Airport Influence Zone E which has a “negligible” safety risk due to its distance from airport operations and flight patterns. The subject proposal for warehousing is a permitted use within Zone E. The land use development standards identified in HMC Section 16.40.410.G. Airport overlay and safety

compatibility, Development Standards, limit the overall height of the structure permitted by the FAA, address light and glare, land use and heliports. The building will not exceed the 55' maximum within the Business Park Zone, less than the height permitted by the FAA. It will not exceed the maximum land use intensity or lot coverage (HMC Table 16.40.410.A).

The San Bernardino International Airport Authority (SBIAA) staff have reviewed the proposal, its site design, conceptual landscape plan, right-of-way improvements, and its operational characteristics. They cited no adverse effects on air safety.

- b. Proposed uses shall be consistent with the adopted airport land use compatibility plan, if any.

Response: The project site is located within Airport Compatibility Zone E 'Negligible Risk'. Warehousing and distribution are designated in Zone E as "SR". *"Where the symbol "SR" appears in the column beneath an airport safety zone, the use is compatible. Use is acceptable without safety-related conditions (noise, airspace protection, and/or overflight limitations may apply) (HMC 16.410.D and Table 16.40.410.A Airport Overlay Zone and Safety Compatibility Criteria).* Zone E has no maximum limit for nonresidential intensity and permits up to 100% lot coverage.

- c. The proposed use or the structure shall not reflect glare, emit electronic interference or produce smoke that would endanger aircraft operations.

Response: The San Bernardino International Airport Authority (SBIAA) staff have reviewed the project and submitted no concerns related to the proposed land use, its Site Plan, Building Elevations, Landscaping or Lighting. The project's photometrics plan has been reviewed and conditioned not to exceed City's lighting standards which are in more stringent than airport compatibility maximums. The project does not have standing water that could attract birds. It does not generate smoke, emit radio transmissions or otherwise endanger aircraft operations.

- d. All heliports shall be constructed pursuant to FAA Advisory Circular 150/5390-1B.

Response: The project does not propose a heliport.

Section 13. Tentative Parcel Map No. 20621 (TPM 23-001) proposes to merge eleven (11) parcels into one (1) parcel on approximately 7.23 acres. Tentative Parcel Map No. 20621 (TPM 23-001) complies with the provisions of Chapter 16.68 *Land Divisions* of the Highland Municipal Code and with the Subdivision Map Act, Sections 66410-66499.58 of the Government Code of the State of California.

Section 14. Findings of Fact for **Tentative Parcel Map No. 20621 (TPM 23-001)**. Consistent with Government Code section 66477, the Planning Commission does hereby find:

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

Response: The Tentative Parcel Map 20621 as designed and conditioned is consistent with the Highland General Plan. The map promotes the use of the property as a warehouse, merging several small parcels that would not be otherwise usable as Business Park developments. The resulting project will expand the employment base and ensure land use compatibility. It is in keeping with the *Non-residential Buildout Analysis* (Table 2.2) of the Land Use Element.

Each of the nine (9) Policies of the General Plan's Goal 2.13 to Transform the 5th Street Corridor into a major employment center and gateway to the San Bernardino International Airport would be furthered by the development of the proposed project including coordination with the San Bernardino International Airport Authority, promoting 5th Street as a major industrial entryway to the Airport, furthering a comprehensive design and branding program, improving circulation, enhancing the integrity of industrial sites, improving landscaping along the edges and medians, promoting Development Code standards, and transitioning uses and utilizing buffers between existing residential neighborhoods and industrial uses.

Goal 2.14 to Establish the Victoria Avenue Corridor as the major entryway into the San Bernardino International Airport, Policies 4, 5 and 6 are also furthered by the project's ability to consolidate parcels to promote quality planned development, consolidate access points along Victoria Avenue to improve traffic flow, and create a major business node at the southern terminus of Victoria Avenue to maximize employment opportunities adjacent to the airport.

It addresses the policy to require BP development provide for light industrial firms seeking a pleasant and attractive working environment. The proposal is a modern warehouse project with attractive architecture and landscaping, adds a modern distribution facility to the City's inventory, and increases employment opportunities.

- b. That the design or improvement of the proposed subdivision is consistent with the Development Code.

Response: The design of the subdivision is compliant with Chapter 16.24 *Employment Districts* in that it merges several small lots into one large, usable lot, necessary for BP development. The lot width, depth and area are compliant with the BP zone district development standards. The design of the subdivision is also compliant with Chapter 16.68 *Land Divisions* of the Highland Municipal Code including the street design for 3rd and 5th Streets and Victoria Avenue. It has the appropriate vehicular and pedestrian access with the proper locations and design. The Map itself has the necessary documentation and clarifying information in compliance with Section 16.68.040 *Required Information*.

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

Response: The Project site is an urbanized area. It has been subject to numerous studies that address relevant issues including geotechnical, hydrology, potential flooding, fire protection, storm water, soils and hazards. These reports address the suitability of the Project site for the type of development contemplated by Tentative Parcel Map No. 20621. Based on the location of the Project, the site is physically suitable for the development of this Project.

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

Response: This Project site will be of a suitable size, 7.23 acres, to accommodate the respective warehouse development. The map and accompanying CUP and DRA would authorize the development of a maximum 173,976 square foot warehouse, water quality management facilities and right-of-way improvements. The project design is compliant with the Business Park (BP) zoning requirements, developmental standards, and other regulations to ensure it is physically suitable for the Project site.

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

Response: The Site lies in an urbanized area and is adjacent to the San Bernardino International Airport designated for light industrial development. The Project impacts with respect to all CEQA categories have been considered. The potential environmental impacts were analyzed in the Initial Study / Mitigated Negative Declaration and circulated for public review as required by state and local law. Mitigation measures for Biological Resources, Cultural Resources, Tribal Cultural Resources and Geology and Soils have been established, and the project will be built and operated in compliance with environmental findings and compliance with the Mitigation Monitoring and Reporting Program (MMRP).

- 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 not cause serious public health problems.

- 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 design of the parcel map will not conflict with easements for access through, or use of, property within the proposed subdivision. All points of access to this property can be taken from perimeter streets; 3rd Street, 5th Street and Victoria Avenue. The proposed design of the lot is conditioned so as not to conflict with any easements of record or judgement of court.

Section 17. This Project is not within a high fire severity zone. Findings required by Government Code section 66474.02 are not applicable.

Section 18. The project is not subject to the Williamson Act. Findings required by Government Code section 66474.4 are not applicable

Section 19. Based on the Findings and Conclusions set forth above, the Planning Commission recommends the City Council:

- a) Adopt the Final MND and Mitigation Monitoring and Reporting Program (MMRP), both of which are attached hereto and incorporated herein by reference.

Exhibit 1A - Final Initial Study/Mitigated Negative Declaration including Mitigation Monitoring and Reporting Program (MMRP)

Exhibit 1B – Response to Late Commenter Letter by Shute, Mihaly & Weinberger, LLP on behalf of People’s Collective for Environmental Justice (PCEJ).

- b) Certify the Fiscal Analysis and Plan for Service, and authorize the filing of the appropriate application and exhibits attached hereto to the LAFCO of the County of San Bernardino to adjust the boundary between the City of Highland and City of San Bernardino pursuant to Government Code Section 56000 et.seq., the Cortese-Knox-Hertzberg Local Reorganization Act of 2000 and the procedures of the LAFCO. The City of Highland acknowledges and agrees to the Local Agency Formation Commission for San Bernardino County's requirement for imposing legal indemnification as outlined in Policy 3 of Chapter 2 of the Internal Operations, Accounting, and Financial Section of its Policy and Procedure Manual.

Exhibit 2 – Map of Boundary to be adjusted

Exhibit 3 – Legal Description of Boundary to be adjusted

Exhibit 4 – Fiscal Analysis Report

Exhibit 5 – Plan for Service Report

Exhibit 6 – LAFCO Application

- c) Approve General Plan Amendment (GPA 24-001), expanding the City’s Sphere of Influence to include APN 1192-551-01 and its adjacent southerly road right-of-way along 5th Street and its adjacent easterly road right-of-way along Victoria Avenue, and assigning the parcel a land use designation of Business Park (BP) as shown on Exhibit 7.

Exhibit 7 – Existing and Proposed General Plan Land Use Designation

- d) Approve Zone Change (ZC 23-001) to Pre-Zone the subject 0.56 acre parcel as Business Park (BP) within the City of Highland Sphere of Influence generally located at the southeast corner of 5th Street and Victoria Avenue, commonly known as APN 1192-551-01. The City's Official Zoning Map shall be updated to reflect the changes made in Exhibit 8.

Exhibit 8 – Pre-Zone (Zone Change) Exhibit

Approve an amendment to the City of Highland Municipal Code Section 16.04.090.(c) Zoning Districts of Chapter 16.04, Administration, of Title 16, Land Use and Development Standards, of the Highland Municipal Code is hereby amended in its entirety to read as follows : *“C. An official map for the incorporated area of the City of Highland, county of San Bernardino, state of California, is hereby adopted and established as is hereafter set forth in this code, to promote, protect and secure the public health, safety and general welfare; to provide the social and economic advantages resulting from an orderly, planned use of land resources; and to encourage, guide and provide a definite plan for the future growth and development of said city. The official zoning map shall be in the office of the city clerk and may be periodically reviewed, refined, updated, and maintained, and the city council in conformity with State Planning and Zoning Law, as amended and the provision of this Code, hereby delegated to the community development director of the city of Highland, the responsibility for conducting necessary studies, surveys and the preparation of maps in order to develop detailed land use plans, and the responsibility for processing changes of land use districts for adoption by the city council for the various portions of the incorporated territory of Highland as it becomes desirable, and practical and practicable so that the results shall be a comprehensive land use plan for the city.”*

- e) Approve Conditional Use Permit (CUP 22-014) facilitating the construction of a 173,976 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 9 – Project Development Plans

Exhibit 10 – Conditions of Approval for CUP/DRA/TTM

- f) Approve Design Review Application (DRA 22-023) facilitating the construction of a 173,976 square foot warehouse and related improvements. All improvements will be completed subject to the Conditions of Approval attached hereto and the development plans incorporated herein by reference (Exhibits 9 and 10).
- g) Approve Tentative Parcel Map No. 20621 (TPM 23-001) to merge eleven (11) parcels into one (1) parcel to accommodate a 173,976 square foot warehouse, subject to the Conditions of Approval attached hereto and incorporated by reference (Exhibits 9 and 10):

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 17th day of March, 2026.

ATTEST:

Randall Hamerly, Chairman
Planning Commission

Lawrence A. Mainez,
Community Development Director

Resolution

“Exhibit 1A”

**Final Initial Study / Mitigated Negative Declaration (IS/MND)
Including Mitigation Monitoring & Reporting Program (MMRP)**

***The full report including Appendices may be viewed on the City’s website
at***

***[https://www.highlandca.gov/DocumentCenter/View/5925/FINAL-5th-
and-Victoria-Initial-Study-Mitigated-Negative-Declaration-PDF](https://www.highlandca.gov/DocumentCenter/View/5925/FINAL-5th-and-Victoria-Initial-Study-Mitigated-Negative-Declaration-PDF)***

Initial Study/Mitigated Negative Declaration

Southeast Corner 5th Street and Victoria Avenue Warehouse Project

NOVEMBER 2025

Prepared for:

CITY OF HIGHLAND

27215 Base Line

Highland, California 92346

Contact: Kim Stater, Assistant Community Development Director

Prepared by:

DUDEK

3615 Main Street, Suite 103

Riverside, California 92501

Contact: Alexandra Martini, Senior Project Manager

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Acronyms and Abbreviations

Acronym/Abbreviation	Definition
AB	Assembly Bill
AERMOD	American Meteorological Society/Environmental Protection Agency Regulatory Model
APN	Assessor's Parcel Number
AQMP	Air Quality Management Plan
ARD	aquatic resource delineation
BenMAP	EPA Benefits Mapping and Analysis Program
BMP	best management practice
BP	business park
CAAQS	California Ambient Air Quality Standards
CAL FIRE	California Department of Forestry and Fire Protection
CalEEMod	California Emissions Estimator Model
CalRecycle	California Department of Resources Recycling and Recovery
CARB	California Air Resources Board
CEQA	California Environmental Quality Act
CH ₄	methane
CHRIS	California Historical resources Information System
CMP	Congestion Management Program
CNEL	Community Noise Equivalent Level
CO	carbon monoxide
CO ₂	carbon dioxide
CO ₂ e	carbon dioxide equivalent
CRHR	California Register of Historic Resources
dB	decibels
dBA	A-weighted decibel
DPM	diesel particulate matter
EPA	U.S. Environmental Protection Agency
EVWD	East Valley Water District
FICON	Federal Interagency Committee on Noise
FTA	Federal Transit Administration
GHG	greenhouse gas
GWP	global warming potential
HARP2	Hotspots Analysis and Reporting Program Version 2
HIA	health impact assessments
HRA	health risk assessment
HVAC	heating, ventilation, and air conditioning
I	Interstate
IS	initial study
L _{dn}	day-night average noise level
L _{eq}	equivalent noise level over a given period

Acronym/Abbreviation	Definition
LOS	level of service
LST	localized significance threshold
MM	Mitigation Measure
MND	mitigated negative declaration
MS4	Municipal Separate Storm Sewer System
MT	metric tons
N2O	nitrous oxide
NAAQS	National Ambient Air Quality Standards
NAHC	Native American Heritage Commission
NO ₂	nitrogen dioxide
NO _x	oxides of nitrogen
NPDES	National Pollution Discharge Elimination System
NRHP	National Register of Historic Places
O ₃	ozone
OEHHA	Office of Environmental Health Hazard Assessment
PCE	passenger car equivalent
PM	particulate matter
PM ¹⁰	particulate matter with an aerodynamic diameter equal to or less than 10 microns
PM _{2.5}	particulate matter with an aerodynamic diameter equal to or less than 2.5 microns
PPV	peak particle velocity
REL	reference exposure level
ROW	right-of-way
RTP	Regional Transportation Plan
SB	Senate Bill
SBCTA	San Bernardino County Transportation Authority
SBIA	San Bernardino International Airport and Trade Center
SBSD	San Bernardino County Sheriff's Department
SBTAM	San Bernardino Transportation Analysis Model
SCAB	South Coast Air Basin
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SCS	Sustainable Communities Strategy
SJVAPCD	San Joaquin Valley Air Pollution Control District
SLF	Sacred Lands File
SO _x	sulfur oxides
SP	service population
SR	State Route
SWPPP	stormwater pollution prevention plan
SWRCB	State Water Resources Control Board
TAC	toxic air contaminant
TCR	tribal cultural resource
TIA	traffic impact analysis
VMT	vehicle miles traveled

Acronym/Abbreviation	Definition
VOC	volatile organic compound
WQMP	Water Quality Management Plan
WRP	Water Reclamation Plant

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1 Introduction

1.1 Project Overview

The City of Highland (City) received an application from Patriot Development Partners (project applicant) requesting the following approvals for development of the proposed 5th Street and Victoria Avenue Warehouse Project (project) located at the southeast corner of 5th Street and Victoria Avenue in Highland, California:

- General Plan Amendment (GPA 23-001)
- Zone Change (ZC 23-001)
- Conditional Use Permit (CUP 22-014)
- Design Review (DRA 22-023)
- Variance (No. VAR 22-006)
- Parking Reduction (supported by parking study; Appendix J2)
- Annexation of APN 1192-551-01 (LAFCO No. To Be Determined)
- Tentative Parcel Map (TPM 23-001/TPM 20621)

The project includes land use entitlement and design review for the construction of an approximately 173,976-square-foot, one-story industrial/warehouse facility on an approximately 7.23-acre (gross) property located in the southern part of the City of Highland. The project site is composed of 11 parcels, one in the City of San Bernardino and 10 in the City of Highland (Assessor's Parcel Numbers [APNs] 1192-551-01 [City of San Bernardino], 1192-551-02, 1192-551-03, 1192-551-04, 1192-551-05, 1192-551-06, 1192-551-07, 1192-551-12, 1192-551-13, 1192-551-14, and 1192-551-15). In addition to the industrial/warehouse building, the project would include a landscaping area, passenger vehicle parking spaces, trailer parking spaces, and tractor-trailer loading docks. A portion of the project – APN 1192-551-01 and its adjacent southerly road right-of-way along 5th Street and its adjacent easterly road right-of-way along Victoria Avenue – is currently within the City of San Bernardino. In order to place this said portion into the City of Highland's jurisdiction, it will require amendments of the spheres of influence for the city of Highland (expansion), the City of San Bernardino (reduction) and the San Bernardino County Fire Protection District (reduction) and a reorganization to include annexation to the City of Highland and detachments from the City of San Bernardino, and the San Bernardino County Fire Protection District and its Service Zones, requiring approval by the Local Agency Formation commission (LAFCO). APN 1192-551-01 and its adjacent road rights-of-way total approximately 0.95 acres.

1.2 California Environmental Quality Act Compliance

The City is the lead California Environmental Quality Act (CEQA) agency responsible for the review and approval of the proposed project. Based on the findings of the initial study (IS), the City has made the determination that a mitigated negative declaration (MND) is the appropriate environmental document to be prepared in compliance with CEQA (California Public Resources Code, Section 21000 et seq.). As stated in CEQA Section 21064, an MND may be prepared for a project subject to CEQA when an IS has identified no potentially significant effects on the environment.

This draft IS/MND has been prepared by the City as lead agency and is in conformance with Section 15070(a) of the CEQA Guidelines (14 CCR 15000 et seq.). The purpose of the MND and the IS Checklist is to determine any potentially significant impacts associated with the proposed project and to incorporate mitigation measures into the project design, as necessary, to reduce or eliminate the significant or potentially significant effects of the project.

1.3 Public Review Process

In accordance with CEQA, a good faith effort has been made during the preparation of this IS/MND to contact affected agencies, organizations, and persons who may have an interest in this project.

In reviewing the IS/MND, affected public agencies and the interested public should focus on the sufficiency of the document in identifying and analyzing the project's possible impacts on the environment. The draft IS/MND and related documents are available for review on City's website (<https://www.cityofhighland.org/209/Public-Notices>).

Comments on the IS/MND may be made in writing before the end of the public review period. Following the close of the public comment period, the City will consider this IS/MND and comments thereto in determining whether to approve the proposed project.

Written comments on the IS/MND should be sent to the following address by November 18, 2024.

City of Highland
Planning Department
27215 Base Line
Highland, California 92346
Contact: Kim Stater
Email: kstater@cityofhighland.org

1.4 Initial Study Checklist

Dudek, under the City's guidance, prepared the project's Environmental Checklist (i.e., IS) per CEQA Guidelines Sections 15063–15065. The CEQA Guidelines include a suggested checklist to indicate whether a project would have an adverse impact on the environment. The checklist is found in Chapter 3 of this document. Following the Environmental Checklist, Sections 3.1 through 3.21 include an explanation and discussion of each significance determination made in the checklist for the project.

For this IS/MND, the following four possible responses to each individual environmental issue area are included in the checklist:

- Potentially Significant Impact
- Less-than-Significant Impact with Mitigation Incorporated
- Less-than-Significant Impact
- No Impact

The checklist and accompanying explanation of checklist responses provide the information and analysis necessary to assess relative environmental impacts of the project. Upon review, the City will determine the extent of additional environmental review, if any, for the project.

2 Project Description

2.1 Project Location

The project site is located in the southwestern area of the City of Highland and partially within the City of San Bernardino in western San Bernardino County. The City is bounded by the San Bernardino National Forest to the north and to the east, the City of Redlands to the south, and the City of San Bernardino to the west. The project site is located at the southeastern corner of 5th Street and Victoria Avenue, north of 3rd Street, east of Victoria Street, south of 5th Street, and west of City Creek Bypass Flood Control Channel (Figure 1, Project Location, and Figure 2, Aerial Overview).

Regional access to the project area is provided by Interstate (I) 10 to the south, I-215 to the west, and State Route (SR) 210 to the east. The site is bounded to the north by scattered low-density residential land uses, to the east by City Creek Bypass Channel and auto services uses, and to the south and west by the City boundary, with the City of San Bernardino and the San Bernardino Airport located beyond the City limits.

2.2 Environmental Setting

City of Highland

The City of Highland is a mid-sized California city with approximately 55,000 residents and 18 square miles of territory. Within the City, the pattern of land use transitions from predominantly single and multi-family residential and industrial near the San Bernardino International Airport and Trade Center (SBIA) to predominately single-family residential, commercial, service and civic center uses to the north. The eastern areas of the City are mostly made up of planned development areas with various residential types, parks, and open space.

Project Site

The approximately 7.23-acre rectangular-shaped project site is located on the southeastern corner of 5th Street and Victoria Avenue. The project site was previously developed with abandoned structures; however, due to unsafe, substandard conditions, the City issued a demolition permit. The project site is currently vacant, consisting of areas dominated by disturbed habitat and undeveloped land.

The project site is relatively flat and generally slopes down by approximately 0.7% from the northeast corner to the southwest corner. Soils on site consist of Tujunga gravelly loamy sand (TvC), 0% to 9% slopes, and Psamments, fluvents, and frequently flooded soils (Ps).

The City's General Plan Land Use Map designates the project site as Business Park, and the project site is zoned as Business Park. The one parcel within the City of San Bernardino (APN 1192-551-01) has a General Plan Land Use and zoning of Commercial General 1 (Figure 3, General Plan Land Use, and Figure 4, Zoning).

Surrounding Land Uses

The project site is located within a developed part of the City and is surrounded by a mix of urbanized land uses. Specific land uses in the immediate project area are depicted in Table 1.

Table 1. Surrounding Land Uses

Direction	Existing Use	General Plan	Zoning Designation
North	Industrial uses and single-family homes	Business Park	Business Park
East	Vacant land, City Creek Bypass, and commercial/industrial uses	Business Park	Business Park
South	3rd Street and the San Bernardino International Airport	Industrial	Alliance California Specific Plan
West	Victoria Avenue and vacant land	City of San Bernardino (Medium Density Residential and Commercial General) ¹	City of San Bernardino (Medium Density Residential and Commercial General) ¹

Note: See Figure 3 and Figure 4.

¹ This area would be within the Airport Gateway Specific Plan, which is in the planning stages and would primarily include distribution uses.

2.3 Project Characteristics

The project involves construction of an approximately 173,976-square-foot (gross area, inclusive of mezzanine/office spaces), one-story warehouse building on an approximately 7.23-acre site (gross area). The warehouse building would be composed of approximately 164,066 square feet of warehouse space and 12,000 square feet of mezzanine/office space (Figure 5, Site Plan). The warehouse building would have a maximum height of 45 feet when measured from grade. Given that the City’s Municipal Code allows for a maximum height of 35 feet in the Business Park zone, a minor variance (Variance No. VAR 22-006) is being requested to accommodate the project’s height. Internally, the project would have a clear height of 36 feet and would not contain any cold storage space.

Operational Characteristics

The project would support a variety of activities associated with the industrial/warehouse building, including the ingress and egress of passenger vehicles and trucks, the loading and unloading of trucks with designated truck courts/loading areas, and the internal and external movement of materials around the project site via forklifts, pallet jacks, yard hostlers, and similar equipment. In addition, the office space would support general internal office activities related to the industrial/warehouse uses.

On- and Off-Site Improvements

The project would also include improvements along the project’s street frontage, including landscaping, fencing, and street and sidewalk improvements. A variety of trees, shrubs, and groundcovers would be planted within the project frontage’s landscape setback area and at project driveways (Figure 6, Landscape Plan).

Site Access and Parking

Access to the project site would be provided by four driveways: two driveways on the western portion of the site along Victoria Avenue, one driveway on the northern portion of the site along 5th Street, and one driveway on the southern portion of the site along 3rd Street. All four driveways would provide both ingress and egress lanes. The two western driveways along Victoria Avenue would serve passenger vehicles and would be full access (i.e., no restrictions on turning movements). The other two driveways along 3rd Street and 5th Street would be mainly for truck access and turning movements would be restricted to right-in/right-out only or as otherwise approved by the Public Works/Engineering Division.

Based on the average observed parking rate of 1 space per 5,377 SF determined from the parking analysis (Appendix J2) of the four surveyed warehouses, the proposed 173,976 SF warehouse would have a peak parking demand of 33 spaces (173,976 SF ÷ 5,377 SF = 33 spaces). Additionally, the highest parking demand was also calculated to provide a conservative analysis. Using the highest observed parking rate of 1 space per 2,660 SF, the proposed 173,976 SF warehouse would have a peak parking demand of 66 spaces (173,976 SF ÷ 2,660 SF = 66 spaces). These estimates are provided in Table 2 below.

Table 2. Parking Requirements per Observed Rates

Land Use	Size	Observed Parking Rates	Parking Requirement
Warehouse	173,976 SF	1 space per 5,377 SF of floor area ¹	33 spaces
		1 space per 2,660 SF of floor area ²	66 spaces

Notes: SF = square foot

¹ Based on the average observed parking rate noted in Table 3 of Appendix J2.

² Based on the highest observed parking rate noted in Table 3 of Appendix J2.

The proposed project would provide a parking supply of 79 spaces; therefore, assuming the conservative peak parking demand rate of 1 space per 2,660 SF, the project’s projected parking demand of 66 spaces would be adequately accommodated within the proposed supply, with a residual of 13 spaces (79 spaces – 66 spaces).

Utility Improvements

The project site is currently served by domestic water, sanitary sewer, electrical, natural gas, and telecommunication service. The project would connect to the existing facilities located on and in the immediate vicinity of the project site, as detailed in following sections and depicted in Figure 7, Conceptual Grading Plan.

Domestic Water

Domestic water would be provided to the project site by the East Valley Water District (EVWD). The EVWD provides domestic water for the City and for portions of both the City of San Bernardino and San Bernardino County. Water service is provided for residential, commercial, industrial, governmental, and landscaping purposes (City of Highland 2006). A new 2-inch water line would be installed on the western side of the project site to connect to the existing 6-inch water line within the public right-of-way (ROW) along Victoria Avenue to provide domestic and irrigation water service to the site. Fire suppression water service would be provided via connections to existing lines in both Victoria Avenue and 3rd Street.

Sanitary Sewer

The City’s sewer system is maintained by the EVWD, which has joint powers with the City of San Bernardino to accept all sewage generated within the EVWD’s boundaries. The sewage from the City is treated at the San Bernardino Water Reclamation Plant (WRP), operated by the San Bernardino City Municipal Water District (City of Highland 2006). One new 6-inch sewer line would connect to the existing 21-inch sewer line within 5th Street. Future treatment will take place at the EVWD Sterling Natural Resources Plant, currently under construction at the intersection of Del Rosa Drive, between 5th and 6th Streets.

Natural Gas, Electrical Service, and Telecommunications

The Southern California Gas Company would provide natural gas service to the project site. Southern California Edison would provide electric service. The project would connect to existing electrical lines within Victoria Avenue. Telecommunication services are provided by various telecommunication service providers. The project would connect to these existing facilities.

Storm Drainage

The project site slopes down by approximately 0.7% from the northwest corner to the southwest corner and has about 6 feet of fall from upstream to downstream. Existing runoff sheet flows in a southwesterly direction onto the 3rd Street and Victoria Avenue intersection where it is intercepted by existing catch basins. The collected flow discharges to the 3rd Street storm drain system, followed by the City Creek Bypass Channel, Santa Ana River, and finally enters the Prado Basin near the SR-71 and SR-91 interchange (Figure 8, Existing Drainage).

The project would involve the construction of a new engineered storm drain system to collect and treat on-site stormwater runoff. The existing drainage pattern would be preserved in post-developed conditions (Figure 9, Proposed Drainage). On-site stormwater would be collected via a series of roof drains, curbs, gutters, and catch basins before being conveyed to an on-site underground infiltration/detention basin located in the western portion of the site. The infiltration/detention basin would be designed to allow for stormwater flows to infiltrate into the soils. The infiltration basin would be sized to capture and infiltrate flows for a 100-year design storm, consistent with the San Bernardino County Hydraulics Manual. The overflow from the infiltration system would be directed through a proposed 24-inch outlet connecting to the back of the existing catch basin on Victoria Avenue, which discharges to the 3rd Street storm drain system.

2.4 Project Construction and Phasing

The project applicant intends to commence construction on or around June 1, 2024. It is anticipated that construction would take approximately 9 months, ending in February 2025. Table 3 provides a tentative project construction schedule, as used in air quality and greenhouse gas (GHG) emissions impact analyses (refer to Section 3.3, Air Quality, and Section 3.8, Greenhouse Gas Emissions, of this IS/MND; also see Appendix A, Air Quality, Greenhouse Gas Emission, and Energy Modeling Inputs and Outputs).

Table 3. Anticipated Project Construction Schedule

Construction Phase	Duration	Phase Start Date	Phase End Date
Site Preparation	1 month	July 2, 2024	July 16, 2024
Grading	1 month	July 17, 2024	August 27, 2024
Building Construction	4 months	August 28, 2024	December 23, 2024
Paving	1 month	December 24, 2024	January 20, 2025
Architectural Coating	1 month	January 21, 2025	February 18, 2025

2.5 Project Approvals

The actions and/or approvals that the City needs to consider for the proposed project include, but are not limited to, the following. This list is preliminary and may not be comprehensive:

Lead Agency Approvals

- General Plan Amendment (GPA 23-001)
- Zone Change (ZC 23-001)
- Conditional Use Permit (CUP 22-014)
- Design Review (DRA 22-023)
- Variance (No. VAR 22-006)
- Parking Reduction (supported by parking study; Appendix J2)
- Tentative Parcel Map (TPM 23-001/TPM 20621)

LAFCO Approval

- Annexation of APN 1192-551-01 (LAFCO No. To Be Determined)
- Sphere of influence (SOI) amendments, including:
 - Expansion of the City of Highland SOI
 - Adjustments to the City of San Bernardino SOI
 - Adjustments to the San Bernardino County Fire Protection District SOI
- Reorganization to include:
 - Annexation to the City of Highland
 - Detachment from the City of Bernardino
 - Detachment from the San Bernardino County Fire Protection District, its Valley Service Zone, and Service Zone FP-5
- Inclusion of adjacent roadway right-of-way along 5th Street and Victoria Avenue within the SOI amendments and proposed reorganization area

Subsequent non-discretionary approvals (which would require separate processing through the City) would include, but may not be limited to, a tree removal permit, demolition permit, grading permit, building permits, and occupancy permits.

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3 Initial Study Checklist

1. Project title:

SEC 5th Street and Victoria Avenue Warehouse Project

2. Lead agency name and address:

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

3. Contact person and phone number:

Kim Stater, Assistant Community Development Director
27215 Base Line
Highland, California 92346
909.864.6861 Ext. 204
909.862.3180 (Fax)
kstater@cityofhighland.org

4. Project location:

The project site is located at a 7.23-acre property at the southeastern corner of 5th Street and Victoria Avenue in the City of Highland and San Bernardino, California (Figure 1). The project site is composed of 11 parcels (APNs 1192-551-01 (City of San Bernardino), 1192-551-02, 1192-551-03, 1192-551-04, 1192-551-05, 1192-551-06, 1192-551-07, 1192-551-12, 1192-551-13, 1192-551-14, and 1192-551-15). The project site is north of 3rd Street, east of Victoria Avenue, south of 5th Street, and west of vacant land, City Creek Bypass Flood Control Channel, and commercial/industrial uses.

5. Project sponsor's name and address:

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

6. General plan designation:

The City of Highland portion of the project has a General Plan Designation of Business Park. The City of San Bernardino portion of the project, Parcel 1192-551-01, has a General Plan Land Use of Commercial General 1.

7. Zoning:

The City of Highland portion of the project has a Zoning designation of Business Park. The City of San Bernardino portion of the project, Parcel 1192-551-01, is zoned Commercial General 1.

8. Description of project:

The project would include construction of an approximately 173,976-square-foot (gross area, inclusive of mezzanine/office spaces), one-story warehouse building on an approximately 7.23-acre site (gross area). The warehouse building would be composed of approximately 164,066 square feet of warehouse space and 12,000 square feet of mezzanine/office space (Figure 5).

9. Surrounding land uses and setting:

The project site is located within a developed part of the City and is surrounded by a mix of urbanized land uses. Specific land uses in the immediate project area include the following:

- **North:** Multifamily and single-family homes and industrial uses
- **East:** Vacant land, City Creek, and commercial/industrial uses
- **South:** 3rd Street and the SBIA
- **West:** Victoria Avenue and the City boundary

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

Annexation of APN 1192-551-01 into the City of Highland would need to occur in coordination with the City of San Bernardino and LAFCO. LAFCO Plan for Service (Appendix K1) and LAFCO Fiscal Analysis (Appendix K2) are referenced herein and included as appendices to this IS/MND.

11. Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code section 21080.3.1? If so, is there a plan for consultation that includes, for example, the determination of significance of impacts to tribal cultural resources, procedures regarding confidentiality, etc.?

Please refer to Section 3.5, Cultural Resources, and 3.18, Tribal Cultural Resources, of this IS/MND.

Environmental Factors Potentially Affected

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a “Potentially Significant Impact,” as indicated by the checklist on the following pages.

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

Determination

On the basis of this initial evaluation:

- I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- I find that the proposed project MAY have a “potentially significant impact” or “potentially significant unless mitigated” impact on the environment, but at least one effect (1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and (2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier ENVIRONMENTAL IMPACT REPORT or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier ENVIRONMENTAL IMPACT REPORT or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Signature

Date

Evaluation of Environmental Impacts

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

3.1 Aesthetics

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
I. AESTHETICS – Except as provided in Public Resources Code Section 21099, would the project:				
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Substantially damage scenic resources including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a) Would the project have a substantial adverse effect on a scenic vista?

No Impact. Scenic vistas and other important visual resources are typically associated with natural landforms such as mountains, foothills, ridgelines, and coastlines. The project site is located within in an area with generally flat terrain near the SBIA. Major scenic vistas that are visible from the project site are the San Bernardino and San Gabriel Mountain ranges. They are located approximately 4 miles northeast and 25 miles northwest of the project site, respectively. The City of Highland’s General Plan aims to preserve the views of the San Bernardino Mountains and stretches of open space along City Creek and the Santa Ana River (City of Highland 2006). The project site is located 1.5 miles away from the nearest stretches of open space along City Creek Bypass and the Santa Ana River. Based on these distances, as well as the presence of existing intervening natural topographical variations and human-made urban features, the project site is not located within the direct viewshed of these scenic vistas. Overall, the project site is located well outside the viewshed of any scenic vistas or other important visual resources. Therefore, no impacts associated with scenic vistas would occur.

b) Would the project substantially damage scenic resources including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

No Impact. Scenic highways and routes are a unique component of the circulation system, as they traverse areas of unusual scenic or aesthetic value. The closest officially designated State Scenic Highway is

California SR-38, located 23 miles east of the project site (Caltrans 2018). Based on this distance and intervening natural topography and human-made development, the project site is not located within the viewshed of this officially designated state scenic highway. Therefore, no impacts associated with state scenic highways would occur.

- c) ***In non-urbanized areas, would the project substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?***

Less-than-Significant Impact. Visual character describes the aesthetic setting of a project area. The project is located within an urbanized area of the City and is surrounded by similar light industrial/business park land uses. Section 20171 of the California Public Resources Code defines an “urbanized area” as “an incorporated city that meets either of the following criteria: (1) Has a population of at least 100,000 persons, or (2) Has a population of less than 100,000 persons if the population of that city and not more than two contiguous incorporated cities combined equals at least 100,000 persons.” As of January 1, 2022, the California Department of Finance estimated the population of Highland to be 55,546 persons (DOF 2022). However, because the City of Highland is bordered by the City of San Bernardino, which has a population that exceeds 100,000 persons, regarding the determination of significance under this threshold, the project would be considered to result in a significant adverse impact if the project design would conflict with applicable zoning and other regulations governing scenic quality. The proposed project would be consistent with the designated business park zoning per the City's Zoning Map.

To ensure that both current and future development within the City is designed and constructed to conform to existing visual character and quality of the surrounding built environment, the City's Municipal Code includes design standards related to building size, height, and setbacks, as well as landscaping, signage, and other visual considerations. The project is consistent with all applicable regulations outlined in the City's Municipal Code related to scenic quality with the exception of Section 16.24.040, which states that building heights are not to exceed 35 feet within the Business Park zone. The proposed warehouse building would have a maximum height of 45 feet. Given that the City's Municipal Code allows for a maximum height of 35 feet in the Business Park Zone, a minor variance (Variance No. VAR 22-006) is being requested to accommodate the project's height. This request for additional height is consistent with other industrial uses in the vicinity. With approval of the minor variance, the project would not conflict with the City's Municipal Code.

The project would be required to apply for a design review by the City's planning commission. This design review is intended to ensure that the proposed project would not interfere with existing or future development within the City, and to ensure the project is consistent with the applicable elements of the general plan. Views of utilitarian project components, such as loading areas and mechanical equipment, would be screened from public view to the maximum extent practicable through the project's site plan design. Parkway and setback landscape areas along the public ROW would soften views of the project site and enhance the visual quality of the project.

These project components, as well as the City's review of the project's design, would ensure that the project would not degrade the existing visual character and quality of the area. Therefore, impacts would be less than significant.

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

Short-Term Construction Impacts

No Impact. In accordance with the City's Policy, Controlled Hours of Operation, construction hours are limited to between the hours of 7:00 a.m. and 7:00 p.m. However, the project's proximity to sensitive receptors would limit construction from 7:00 a.m. to 6:00 p.m. (see Section 3.13, Noise, for more details). As such, project construction would be limited to daytime hours and nighttime lighting would not be required until the project is operational. Therefore, no short-term construction impacts associated with light and glare would occur.

Long-Term Operational Impacts

Less-than-Significant Impact. Consistent with Section 16.40.160 of the City's Development Code, all lighting used on the project site is required to be directed and/or shielded to prevent the light from adversely affecting adjacent parcels, and no structures or features that create adverse glare effects are permitted. Thus, all exterior lighting would be shielded/hooded to prevent light trespass onto nearby properties. A Photometrics Plan, prepared by a certified engineer, must be approved by the Planning Commission in conjunction with the Conditional Use Permit. Additionally, the project would use a variety of non-reflective materials, and although some new reflective improvements (i.e., windows and building front treatments) would be introduced onto the project site, the project as a whole would not be considered a source of glare in the project area. Therefore, long-term impacts associated with light and glare would be less than significant.

3.2 Agriculture and Forestry Resources

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
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II. AGRICULTURE AND FORESTRY RESOURCES – In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California 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:

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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a) Would the project convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?

No Impact. The project site currently consists of developed and vacant land and is not used for agricultural purposes. The General Plan designates the land use at the site as Business Park and the City’s Zoning Map identifies the site as Business Park (City of Highland 2006, 2012). According to the California Department of Conservation Important Farmland Finder (CDOC 2016), the project site does not contain Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (collectively, “Important Farmland”). The project would not occur within any farmland locations and would not result in the conversion of Prime or Unique Farmland or Farmland of Statewide Importance. Therefore, no impacts associated with the conversion of Important Farmland would occur.

b) Would the project conflict with existing zoning for agricultural use, or a Williamson Act contract?

No Impact. Refer to Section 3.2(a).

c) Would the project conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?

No Impact. Refer to Section 3.2(a). The project site is zoned as Business Park and is located within a developed area. There are no areas zoned for forest land within the vicinity of the project site. Therefore, no impacts associated with forest land would occur.

d) Would the project result in the loss of forest land or conversion of forest land to non-forest use?

No Impact. Refer to Section 3.2(c). The proposed project would not involve the conversion of forest land to non-forest use. Therefore, no impact with forest land would occur.

e) Would the project involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?

No Impact. Refer to Section 3.2(a). The project site is zoned as Business Park and is located within a developed area. Further, no off-site improvement associated with the project would result in changes to other properties designated as Farmland or forest land. There are no areas zoned for agricultural use or identified as forest land within the vicinity of the project site. Therefore, no impacts associated with forest land would occur.

3.3 Air Quality

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
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III. **AIR QUALITY** – Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations. Would the project:

a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a) Would the project conflict with or obstruct implementation of the applicable air quality plan?

Less-than-Significant Impact. The project site is located within the South Coast Air Basin (SCAB), which includes the non-desert portions of Los Angeles, Riverside, San Bernardino Counties, and all of Orange County, and is within the jurisdictional boundaries of the South Coast Air Quality Management District (SCAQMD).

SCAQMD administers SCAB's Air Quality Management Plan (AQMP), which is a comprehensive document outlining an air pollution control program for attaining the California Ambient Air Quality Standards (CAAQS) and National Ambient Air Quality Standards (NAAQS). The AQMP is the regional path towards improving air quality and meeting federal standards for air pollutants, and each AQMP incorporates significant new

scientific data, primarily in the form of updated emissions inventories, ambient measurements, new meteorological episodes, and new air quality modeling tools. The most recent SCAQMD approved AQMP is the 2022 AQMP (SCAQMD 2022), which was adopted by the SCAQMD Governing Board in December 2022. The SCAQMD 2022 AQMP was developed to address the attainment of the 2015 national 8-hour ozone (O₃) ambient air quality standard (70 parts per billion) for the SCAB and Coachella Valley. The 2022 AQMP provides actions, strategies, and steps needed to reduce air pollutant emissions and meet the O₃ standard by 2037.

The purpose of a consistency finding with regard to the AQMP is to determine if a project is consistent with the assumptions and objectives of the 2022 AQMP and if it would interfere with the region's ability to comply with federal and state air quality standards. SCAQMD has established criteria for determining consistency with the currently applicable AQMP in Chapter 12, Sections 12.2 and 12.3, of the SCAQMD CEQA Air Quality Handbook. These criteria are as follows (SCAQMD 1993):

Consistency Criterion No. 1: Whether the project would result in an increase in the frequency or severity of existing air quality violations, cause or contribute to new violations, or delay timely attainment of the ambient air quality standards or interim emission reductions in the AQMP.

Consistency Criterion No. 2: Whether the project would exceed the assumptions in the AQMP or increments based on the year of project buildout and phase.

To address the first criterion, project-generated criteria air pollutant emissions have been estimated and analyzed for significance and are addressed under Section 3.3(b). Detailed results of this analysis are included in Appendix A. As presented in Section 3.3(b), the project would not generate construction or operational criteria air pollutant emissions that exceed the SCAQMD's thresholds, and the project would therefore be consistent with Criterion No. 1.

The second criterion regarding the potential of the project to exceed the assumptions in the AQMP or increments based on the year of project buildout and phase is primarily assessed by determining consistency between the project's land use designations and its potential to generate population growth. In general, projects are considered consistent with, and not in conflict with or obstructing implementation of, the AQMP if the growth in socioeconomic factors is consistent with the underlying regional plans used to develop the AQMP (SCAQMD 1993).

The SCAQMD primarily uses demographic growth forecasts for various socioeconomic categories (e.g., population, housing, and employment by industry) developed by the Southern California Association of Governments (SCAG) for its 2020 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) (SCAG 2020). SCAQMD uses this document, which is based on general plans for cities and counties in the SCAB, to develop the AQMP emissions inventory (SCAQMD 2022).¹ The SCAG RTP/SCS and associated Regional Growth Forecast are generally consistent with the local plans; therefore, the 2022 AQMP is generally consistent with local government plans.

¹ Information necessary to produce the emissions inventory for SCAB is obtained from the SCAQMD and other governmental agencies, including the California Air Resources Board, California Department of Transportation, and SCAG. Each of these agencies is responsible for collecting data (e.g., industry growth factors, socioeconomic projections, travel activity levels, emission factors, emission speciation profile, and emissions) and developing methodologies (e.g., model and demographic forecast improvements) required to generate a comprehensive emissions inventory. SCAG incorporates these data into its Travel Demand Model for estimating/projecting vehicle miles traveled and driving speeds. SCAG's socioeconomic and transportation activities projections in their 2020 RTP/SCS are integrated in the 2022 AQMP (SCAQMD 2022).

The City's Zoning Map designates the project site as Business Park (BP). According to Section 16.24.020(A) of the City's Municipal Code, the primary purpose of the BP district is to provide appropriate regulations and suitable locations for light industrial, research and development, and office-based firms seeking pleasant and attractive working environments, and for business support services and commercial uses requiring large parcels (City of Highland 2021). The Municipal Code identifies Warehousing and Wholesaling as permitted, subject to a conditional use permit application (City of Highland 2021). Therefore, the project would be consistent with the existing zoning of the project site and does not propose a change in land use designation. The parcel within the City of San Bernardino will be rezoned from Commercial General (non-residential) to Business Park, compliant with the remainder of the site. As such, since the proposed project is not anticipated to result in residential population growth or generate an increase in employment that would conflict with existing employment-population projections, it would not conflict with or exceed the assumptions in the 2022 AQMP. Accordingly, the project is consistent with the SCAG RTP/SCS forecasts used in development of the SCAQMD AQMP.

In summary, based on the considerations presented for the two criteria, impacts relating to the project's potential to conflict with or obstruct implementation of the applicable AQMP would be less than significant.

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

Less-than-Significant Impact. Air pollution is largely a cumulative impact. The nonattainment status of regional pollutants is a result of past and present development, and the SCAQMD develops and implements plans for future attainment of ambient air quality standards. Based on these considerations, project-level thresholds of significance for criteria pollutants are used to determine whether a project's individual emissions would have a cumulatively considerable contribution to air quality. If a project's emissions would exceed the SCAQMD significance thresholds, it would be considered to have a cumulatively considerable contribution. Conversely, projects that do not exceed the project-specific thresholds are generally not considered to be cumulatively significant (SCAQMD 2003a).

A quantitative analysis was conducted to determine whether the project might result in emissions of criteria air pollutants that may cause exceedances of the NAAQS or CAAQS or cumulatively contribute to existing nonattainment of ambient air quality standards. Criteria air pollutants include O₃, nitrogen dioxide (NO₂), carbon monoxide (CO), sulfur dioxide, particulate matter with an aerodynamic diameter less than or equal to 10 microns (PM₁₀), particulate matter with an aerodynamic diameter less than or equal to 2.5 microns (PM_{2.5}), and lead. Pollutants that are evaluated herein include volatile organic compounds (VOCs) and oxides of nitrogen (NO_x), which are important because they are precursors to O₃, as well as CO, sulfur oxides (SO_x), PM₁₀, and PM_{2.5}.

Regarding NAAQS and CAAQS attainment status,² the SCAB is designated as a nonattainment area for federal and state O₃ and PM_{2.5} standards (CARB 2019; EPA 2020). The SCAB is also designated as a nonattainment area for state PM₁₀ standards; however, it is designated as an attainment area for federal PM₁₀ standards. The SCAB is designated as an attainment area for federal and state CO and NO₂ standards,

² An area is designated as in attainment when it is in compliance with the NAAQS and/or the CAAQS. These standards for the maximum level of a given air pollutant that can exist in the outdoor air without unacceptable effects on human health or the public welfare are set by the EPA and CARB, respectively. Attainment = meets the standards; attainment/maintenance = achieves the standards after a nonattainment designation; nonattainment = does not meet the standards.

as well as for state sulfur dioxide standards. Although the SCAB has been designated as nonattainment for the federal rolling 3-month average lead standard, it is designated attainment for the state lead standard.³

The project would result in emissions of criteria air pollutants for which the California Air Resources Board (CARB) and U.S. Environmental Protection Agency (EPA) have adopted ambient air quality standards (i.e., the NAAQS and CAAQS). Projects that emit these pollutants have the potential to cause, or contribute to, violations of these standards. The SCAQMD CEQA Air Quality Significance Thresholds, as revised in April 2019, set forth quantitative emission significance thresholds for criteria air pollutants, which, if exceeded, would indicate the potential for a project to contribute to violations of the NAAQS or CAAQS. Table 4 lists the revised SCAQMD Air Quality Significance Thresholds (SCAQMD 2019).

Table 4. South Coast Air Quality Management District Air Quality Significance Thresholds

Criteria Pollutants Mass Daily Thresholds		
Pollutant	Construction (Pounds per Day)	Operation (Pounds per Day)
VOCs	75	55
NO _x	100	55
CO	550	550
SO _x	150	150
PM ₁₀	150	150
PM _{2.5}	55	55
Lead ^a	3	3
TACs and Odor Thresholds		
TACs ^b	Maximum incremental cancer risk ≥ 10 in 1 million Cancer Burden > 0.5 excess cancer cases (in areas ≥ 1 in 1 million) Chronic and acute hazard index ≥ 1.0 (project increment)	
Odor	Project creates an odor nuisance pursuant to SCAQMD Rule 402	

Source: SCAQMD 2019.

Notes: VOC = volatile organic compounds; NO_x = oxides of nitrogen; CO = carbon monoxide; SO_x = sulfur oxides; PM₁₀ = coarse particulate matter; PM_{2.5} = fine particulate matter; TAC = toxic air contaminant; SCAQMD = South Coast Air Quality Management District.

GHG emissions thresholds for industrial projects, as added in the March 2015 revision to the SCAQMD Air Quality Significance Thresholds, were not included in this table as they are addressed within the GHG emissions analysis and not the air quality analysis.

^a The phase-out of leaded gasoline started in 1976. Since gasoline no longer contains lead, the project is not anticipated to result in impacts related to lead; therefore, it is not discussed in this analysis.

^b TACs include carcinogens and noncarcinogens.

The project would result in a cumulatively considerable net increase for O₃, which is a nonattainment pollutant, if the project’s construction or operational emissions would exceed the SCAQMD VOC or NO_x thresholds shown in Table 4. These emission-based thresholds for O₃ precursors are intended to serve as a surrogate for an O₃ significance threshold (i.e., the potential for adverse O₃ impacts to occur) because O₃ itself is not emitted directly, and the effects of an individual project’s emissions of O₃ precursors (i.e., VOCs and NO_x) on O₃ levels in ambient air cannot be determined through air quality models or other quantitative methods.

³ Re-designation of the lead NAAQS designation to attainment for the Los Angeles County portion of the SCAB is expected based on current monitoring data. The phase-out of leaded gasoline started in 1976. Since gasoline no longer contains lead, the project is not anticipated to result in impacts related to lead; therefore, it is not discussed in this analysis.

The California Emissions Estimator Model (CalEEMod) Version 2022.1 was used to estimate emissions from construction and operation of the project.⁴ The following discussion quantitatively evaluates project-generated construction and operational emissions and impacts that would result from implementation of the project.

Construction Emissions

Construction of the project would result in the temporary addition of pollutants to the local airshed caused by on-site sources (e.g., off-road construction equipment, soil disturbance, and VOC off-gassing from architectural coatings and asphalt pavement application) and off-site sources (e.g., vendor trucks, haul trucks, and worker vehicle trips). Specifically, entrained dust results from the exposure of earth surfaces to wind from the direct disturbance and movement of soil, resulting in PM₁₀ and PM_{2.5} emissions. Internal combustion engines used by construction equipment, haul trucks, vendor trucks (i.e., delivery trucks), and worker vehicles would result in emissions of VOC, NO_x, CO, PM₁₀, and PM_{2.5}. Construction emissions can vary substantially from day to day depending on the level of activity, the specific type of operation, and, for dust, the prevailing weather conditions.

Emissions from the construction phase of the project were estimated using CalEEMod default values. To conservatively estimate project emissions, construction was modeled beginning in February 2023 and concluding in October 2023,⁵ lasting approximately 9 months. As a result of demolition, 761 tons of debris were estimated to be exported from the site. In addition, approximately 13,680 cubic yards (cy) of soil will be imported to balance the cut and fill of soil on the project site during the grading phase. The analysis contained herein is based on the following schedule assumptions (duration of phases is approximate):

- Demolition: 1 month (February 2023)
- Site preparation: 2 weeks (March 2023)
- Grading: 1 month (March 2023–April 2023)
- Building construction: 4 months (April 2023–August 2023)
- Paving: 1 month (August 2023–September 2023)
- Application of architectural coatings: 4 weeks (September 2023–October 2023)

Construction modeling assumptions for equipment and vehicles are provided in Table 5. Equipment mix and horsepower were based on CalEEMod default values, including equipment load factor. For the analysis, it was generally assumed that heavy-duty construction equipment would be operating at the site 5 days per week. In addition, one on-site heavy duty diesel water truck was assumed to be present during the demolition, site preparation, and site grading phase to control fugitive dust emissions.

⁴ CalEEMod is a statewide computer model developed in cooperation with air districts throughout the state to quantify criteria air pollutant emissions associated with construction and operational activities from a variety of land use projects, including warehouses.

⁵ The analysis assumes a construction start date of February 2023, which represents the earliest date construction would initiate. Assuming the earliest start date for construction represents the worst-case scenario for criteria air pollutant and GHG emissions, because equipment and vehicle emission factors for later years would be slightly less due to more stringent standards for in-use off-road equipment and heavy-duty trucks, as well as fleet turnover replacing older equipment and vehicles in later years.

Table 5. Construction Scenario Assumptions

Construction Phase	One-Way Vehicle Trips			Equipment		
	Average Daily Worker Trips	Average Daily Vendor Truck Trips	Average Daily Haul Truck Trips	Equipment Type	Quantity	Usage Hours
Demolition	16	0	10	Concrete/ industrial saws	1	8
				Excavators	3	8
				Rubber-tired dozers	2	8
Site Preparation	18	0	0	Rubber-tired dozers	3	8
				Tractors/loaders/ backhoes	4	8
Grading	20	0	20	Excavators	1	8
				Graders	1	8
				Rubber-tired dozers	1	8
				Tractors/loaders/ backhoes	3	8
Building Construction	224	88	0	Cranes	1	7
				Forklifts	3	8
				Generator sets	1	8
				Tractors/loaders/ backhoes	3	7
				Welders	1	8
Paving	16	0	0	Pavers	2	8
				Paving equipment	2	8
				Rollers	2	8
Architectural Coating	46	0	0	Air compressors	1	6

Emissions generated during construction (and operation) of the project are subject to the rules and regulations of the SCAQMD. Rule 403, Fugitive Dust, requires the implementation of measures to control the emission of visible fugitive/nuisance dust, such as wetting soils that would be disturbed. It was assumed that the active sites would be watered at least two times daily, resulting in an approximately 61% reduction of fugitive dust (CalEEMod default value), which meets the compliance requirements of SCAQMD standard dust control measures in Rule 403. The application of architectural coatings, such as exterior/interior paint and other finishes, and the application of asphalt pavement would also produce VOC emissions; however, the contractor is required to procure architectural coatings that comply with the requirements of SCAQMD’s Rule 1113, Architectural Coatings.⁶

⁶ SCAQMD Rule 1113, Architectural Coatings, requires manufacturers, distributors, and end users of architectural and industrial maintenance coatings to reduce VOC emissions from the use of these coatings, primarily by placing limits on the VOC content of various coating categories.

Table 6 shows the estimated maximum daily construction emissions associated with the construction phase of the project.

Table 6. Estimated Maximum Daily Construction Criteria Air Pollutant Emissions

Year	VOC	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
	Pounds Per Day					
2023	42.3	39.9	36.8	0.05	10.4	5.73
<i>SCAQMD Threshold</i>	<i>75</i>	<i>100</i>	<i>550</i>	<i>150</i>	<i>150</i>	<i>55</i>
Threshold Exceeded?	No	No	No	No	No	No

Source: Appendix A.

Notes: VOC = volatile organic compound; NO_x = oxides of nitrogen; CO = carbon monoxide; SO_x = sulfur oxides; PM₁₀ = coarse particulate matter; PM_{2.5} = fine particulate matter; SCAQMD = South Coast Air Quality Management District.

The values shown are the maximum summer or winter daily emissions results from CalEEMod.

CalEEMod shows compliance with regulations as “mitigation”, therefore, the results shown are the “mitigated” results.

As shown in Table 6, daily construction emissions would not exceed the SCAQMD significance thresholds for VOC, NO_x, CO, SO_x, PM₁₀, or PM_{2.5} during project construction, and short-term construction impacts would be less than significant.

Operational Emissions

Emissions from the operational phase of the project were estimated using CalEEMod. Operational year 2024 was assumed.

Area Sources

CalEEMod was used to estimate operational emissions from area sources, including emissions from consumer product use, architectural coatings, and landscape maintenance equipment. Emissions associated with natural gas usage in space heating and water heating are calculated in the building energy use module of CalEEMod, as described in the following text.

Consumer products are chemically formulated products used by household and institutional consumers, including:

- Detergents
- Cleaning compound
- Polishes
- Floor finishes
- Cosmetics
- Personal care products
- Home, lawn, and garden products
- Disinfectants
- Sanitizers
- Aerosol paints
- Automotive specialty products

Other paint products, furniture coatings, or architectural coatings are not considered consumer products (CAPCOA 2017). Consumer product VOC emissions were estimated in CalEEMod based on the floor area of buildings and default factor of pounds of VOC per building square foot per day. The CalEEMod default values for consumer products were assumed.

VOC off-gassing emissions result from evaporation of solvents contained in surface coatings, such as in paints and primers used during building maintenance. CalEEMod calculates the VOC evaporative emissions from the application of surface coatings based on the VOC emission factor, the building square footage, the assumed fraction of surface area, and the reapplication rate. The VOC emissions factor is based on the VOC content of the surface coatings, and SCAQMD's Rule 1113, Architectural Coatings, governs the VOC content for interior and exterior coatings. This rule requires manufacturers, distributors, and end users of architectural and industrial maintenance coatings to reduce VOC emissions from the use of these coatings, primarily by placing limits on the VOC content of various coating categories (SCAQMD 2016). CalEEMod default values were assumed, including the surface area to be painted, the VOC content of architectural coatings, and the reapplication rate of 10% of area per year.

Landscape maintenance includes fuel combustion emissions from equipment such as lawn mowers, rototillers, shredders/grinders, blowers, trimmers, chainsaws, and hedge trimmers. The emissions associated with landscape equipment use were estimated based on CalEEMod default values for emission factors (grams per square foot of building space per day) and number of summer days (when landscape maintenance would generally be performed) and winter days.

Mobile Sources

The project would generate criteria pollutant emissions from mobile sources (vehicular traffic) as a result of the employee passenger vehicles (workers) and truck traffic associated with the operation of the warehouse.

Emissions from the mobile sources during operation of the project were estimated using CalEEMod. The maximum daily trip rates, taken from the Traffic Scoping Form prepared for the project (Appendix I), were 301 primary trips per day, which were assumed 7 days per week. The passenger vehicle trip lengths were assumed to be CalEEMod default trip lengths of 16.8 miles for home-work trips (i.e., trips made by someone who is employed by the warehouse land use) and assumed to be 100% of primary trips. The light-duty, medium-heavy-duty, and heavy-duty truck trip lengths were based on the SCAQMD recommendation of 40 miles and assumed to be 100% of primary trips.⁷ Vehicle emissions occur during start-up, operation (running), and idling, as well as from evaporative losses when the engines are resting.

The vehicle mix was provided by the Traffic Scoping Form (Appendix I), assuming 72.5% are passenger vehicles, 17.2% are 4+-axle trucks, 5.7% are 3-axle trucks, and 4.6% are 2-axle trucks. Weighted fleet mixes were developed for use in CalEEMod to represent the passenger vehicle trips and the truck trips. For passenger vehicles, the default fleet mix was adjusted to reflect passenger only type vehicles composed of light-duty auto, light-duty trucks, and medium-duty vehicles. The 4+-axle trucks were assumed to be heavy-duty trucks, 3-axle trucks were assumed to be medium-heavy-duty trucks, and 2-axle trucks were assumed to be light-heavy-duty trucks. Default CalEEMod emission factors for the vehicles were used, which are based on EMFAC2021.

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

⁷ The average trip length for heavy-duty trucks were based on implementation of the Facility-Based Mobile Source Measures adopted in the SCAQMD's 2016 AQMP. SCAQMD's Preliminary Warehouse Emission Calculations assumed a heavy-heavy-duty truck trip length of 39.9 miles (SCAQMD 2018) and the default commercial-nonwork trip length for trucks in CalEEMod is 6.9 miles. Therefore, the conservatively assumed trip length of 40 miles is utilized for this analysis.

and the mobile sources associated with these warehouses. Under Rule 2305, operators of applicable existing and new warehouses are subject to an annual Warehouse Actions and Investments to Reduce Emissions Points Compliance Obligation intended to reduce regional and local emissions from warehouse indirect sources. Based on the approximately 173,976-square-foot warehouse building proposed for the project, Rule 2305 would be applicable to the project. However, Rule 2305 provides options for the operator to earn a certain number of points each year from emission-reducing activities or payment of a mitigation fee. Because there is possible payment of a mitigation fee, conservatively, no emission reductions from Rule 2305 are proposed for the air quality or GHG analysis.

Off-Road Equipment (Forklifts)

The exact operational off-road equipment is unknown at this time; however, in a good faith effort to include anticipated forklifts, forklifts were estimated based on the warehouse square footage and the SCAQMD study, as described below.

The SCAQMD published a summary of operational survey results from 34 operating high-cube warehouses (SCAQMD 2014). The SCAQMD survey reported an average of 0.12 forklifts/pallet jacks per 1,000 square feet of building area, which was applied to the project. This estimate is for total forklifts and pallet jacks. Pallet jacks are small as they are primarily used to lift small loads in tight quarters (and are electric or manual); therefore, assuming all pieces of equipment are forklifts is conservative. For the project, a total of 22 forklifts were assumed. Of the total 22 forklifts, 11 of the forklifts were modeled as diesel powered with Tier 4 Interim compliant engines. The remaining 11 forklifts are assumed to be electric-operated. All 22 forklifts are assumed to operate 8 hours per day and 7 days per week at the project site. CalEEMod was used to estimate emissions from diesel powered forklifts, while a spreadsheet model was used to estimate the energy consumption and GHG emissions from the electric forklifts; see Appendix A.

Table 7 presents the maximum daily emissions associated with operation of the project in 2024 at buildout. The values shown are the maximum summer and winter daily emissions results from CalEEMod for mobile, area, energy, and off-road emissions sources. Complete details of the emissions calculations are provided in Appendix A.

Table 7. Estimated Maximum Daily Operation Criteria Air Pollutant Emissions

Emissions Source	VOC	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
	Pounds per Day					
Area	5.48	0.06	7.66	<0.01	0.01	0.01
Energy	0.05	0.90	0.76	0.01	0.07	0.07
Mobile	0.86	11.5	16.6	0.11	2.65	0.67
Off-Road (Forklifts)	0.25	6.84	11.8	0.02	0.03	0.03
Total	6.65	19.3	36.82	0.14	2.76	0.79
<i>SCAQMD Threshold</i>	55	55	550	150	150	55
Threshold Exceeded?	No	No	No	No	No	No

Notes: VOC = volatile organic compound; NO_x = oxides of nitrogen; CO = carbon monoxide; SO_x = sulfur oxides; PM₁₀ = coarse particulate matter; PM_{2.5} = fine particulate matter; SCAQMD = South Coast Air Quality Management District; <0.01 = reported value less than 0.01.

See Appendix A for complete results.

As shown in Table 7, maximum daily operational emissions of VOC, NO_x, CO, SO_x, PM₁₀, and PM_{2.5} generated by the project would not exceed the SCAQMD's significance thresholds, and long-term operational impacts would be less than significant.

As previously discussed, the SCAB has been designated as a federal nonattainment area for O₃ and PM_{2.5} and a state nonattainment area for O₃, PM₁₀, and PM_{2.5}. However, as indicated in Tables 6 and 7, project-generated construction and operational emissions would not exceed the SCAQMD emission-based significance thresholds for VOCs, NO_x, PM₁₀, or PM_{2.5}.

Cumulative localized impacts would potentially occur if a project were to occur concurrently with another off-site project. Schedules for potential future projects near the project site are currently unknown; therefore, potential impacts associated with two or more simultaneous projects would be considered speculative.⁸ However, future projects would be subject to CEQA and would require air quality analysis and, where necessary, mitigation. Criteria air pollutant emissions associated with construction activity of future projects would be reduced through implementation of control measures required by the SCAQMD. Cumulative PM₁₀ and PM_{2.5} emissions would be reduced because all future projects would be subject to SCAQMD Rule 403 (Fugitive Dust), which sets forth general and specific requirements for all sites in the SCAQMD. Additionally, cumulative VOC emissions would be reduced because all future projects would be subject to VOC content of the surface coatings, SCAQMD's Rule 1113, Architectural Coatings, governs the VOC content for interior and exterior coatings.

Therefore, the project would not result in a cumulatively considerable increase in emissions of nonattainment pollutants, and impacts would be less than significant during construction and operation.

c) *Would the project expose sensitive receptors to substantial pollutant concentrations?*

Less-than-Significant Impact. The project would not expose sensitive receptors to substantial pollutant concentrations, as evaluated in the following text.

Sensitive Receptors

Sensitive receptors are those individuals more susceptible to the effects of air pollution than the population at large. People most likely to be affected by air pollution include children, the elderly, and people with cardiovascular and chronic respiratory diseases. According to the SCAQMD, sensitive receptors include sites such as residences, schools, playgrounds, childcare centers, long-term healthcare facilities, rehabilitation centers, convalescent centers, and retirement homes (SCAQMD 1993). The nearest sensitive receptors are residential uses located approximately 90 feet north of the project site.

Localized Significance Thresholds

The SCAQMD recommends a localized significance threshold (LST) analysis to evaluate localized air quality impacts to sensitive receptors in the immediate vicinity of the project as a result of project activities. The impacts were analyzed using methods consistent with those in the SCAQMD's Final Localized Significance Threshold Methodology (SCAQMD 2008a). The project is located within Source-Receptor Area 34 (Central San Bernardino Valley). This analysis applies the SCAQMD LST values for a 2.5-acre site within Source-

⁸ The CEQA Guidelines state that if a particular impact is too speculative for evaluation, the agency should note its conclusion and terminate discussion of the impact (14 CCR 15145).

Receptor Area 34 with a receptor distance of 70 meters (230 feet), which is the distance to the nearest sensitive receptor.

Project construction activities would result in temporary sources of on-site criteria air pollutant emissions associated with off-road equipment exhaust and fugitive dust generation. According to the Final Localized Significance Threshold Methodology, “off-site mobile emissions from the project should not be included in the emissions compared to the LSTs” (SCAQMD 2008a). Trucks and worker trips associated with the project are not expected to cause substantial air quality impacts to sensitive receptors along off-site roadways since emissions would be relatively brief in nature and would cease once the vehicles pass through the main streets. Off-site emissions from truck trips were limited to 1,320 feet of estimated on-site activity within the LST analysis. The maximum daily on-site emissions generated by construction of the project are presented in Table 8 and compared to the SCAQMD localized significance criteria for Source-Receptor Area 34 to determine whether project-generated on-site emissions would result in potential LST impacts.

Table 8. Construction Localized Significance Thresholds Analysis

Year	NO ₂	CO	PM ₁₀	PM _{2.5}
	Pounds per Day (On Site)			
2023	39.8	35.7	10.2	5.67
SCAQMD LST Criteria ^a	243	2,160	34	9
Threshold Exceeded?	No	No	No	No

Source: SCAQMD 2008a; Appendix A.

Notes: NO₂ = nitrogen dioxide; CO = carbon monoxide; PM₁₀ = particulate matter with a diameter less than or equal to 10 microns (coarse particulate matter); PM_{2.5} = particulate matter with a diameter less than or equal to 2.5 microns (fine particulate matter); SCAQMD = South Coast Air Quality Management District; LST = localized significance threshold.

Maximum on-site emissions occurred during the overlap of the following phases: grading and site preparation.

^a LST are shown for a 2.5-acre disturbed area corresponding to a distance to a sensitive receptor of 70 meters in Source-Receptor Area 34 (Central San Bernardino Valley).

As shown in Table 8, proposed construction activities would not generate emissions in excess of site-specific LSTs. Impacts would be less than significant.

Carbon Monoxide Hotspots

Traffic-congested roadways and intersections have the potential to generate localized high levels of CO. Localized areas where ambient concentrations exceed federal and/or state standards for CO are termed “CO hotspots.” The transport of CO is extremely limited, as it disperses rapidly with distance from the source. However, under certain extreme meteorological conditions, CO concentrations near a congested roadway or intersection may reach unhealthy levels, affecting sensitive receptors. Typically, high CO concentrations are associated with severely congested intersections operating at an unacceptable level of service (LOS) (LOS E or worse is unacceptable). Projects contributing to adverse traffic impacts may result in the formation of a CO hotspot. Additional analysis of CO hotspot impacts would be conducted if a project would result in a significant impact or contribute to an adverse traffic impact at a signalized intersection that would potentially subject sensitive receptors to CO hotspots. As discussed in Section 3.17, Transportation, the proposed project is forecast to generate 43 AM peak hour trips and 47 PM peak hour trips (passenger car equivalent-adjusted), the proposed project would not exceed the 250 two-way peak hour trip threshold for the preparation of a traffic impact analysis (TIA) per the Congestion Management Program (CMP) or the 100 two-way peak hour trip threshold for preparation of a TIA per the City’s Traffic

Study Guidelines. Therefore, a TIA and further LOS analysis would not be required, unless requested by the City for a focused analysis of specific facilities.

In addition, at the time that the SCAQMD Handbook (SCAQMD 1993) was published, the SCAB was designated nonattainment under the CAAQS and NAAQS for CO. In 2007, the SCAQMD was designated in attainment for CO under both the CAAQS and NAAQS as a result of the steady decline in CO concentrations in the SCAB due to turnover of older vehicles, introduction of cleaner fuels, and implementation of control technology on industrial facilities. The SCAQMD conducted CO modeling for the 2003 AQMP⁹ (SCAQMD 2003b) for the four worst-case intersections in the SCAB:

- (1) Wilshire Boulevard and Veteran Avenue
- (2) Sunset Boulevard and Highland Avenue
- (3) La Cienega Boulevard and Century Boulevard
- (4) Long Beach Boulevard and Imperial Highway

At the time the 2003 AQMP was prepared, the intersection of Wilshire Boulevard and Veteran Avenue was the most congested intersection in Los Angeles County, with an average daily traffic volume of about 100,000 vehicles per day. The 2003 AQMP projected 8-hour CO concentrations at these four intersections for 1997 and from 2002 through 2005. From years 2002 through 2005, the maximum 8-hour CO concentration was 3.8 parts per million at the Sunset Boulevard and Highland Avenue intersection in 2002 and the maximum 8-hour CO concentration was 3.4 parts per million at the Wilshire Boulevard and Veteran Avenue in 2002.

Accordingly, CO concentrations at congested intersections would not exceed the 1-hour or 8-hour CO CAAQS unless projected daily traffic would be at least over 100,000 vehicles per day. Because the project is not anticipated to increase daily traffic volumes at any study intersection to more than 100,000 vehicles per day, a CO hotspot is not anticipated to occur.

Based on these considerations, the project would not generate traffic that would contribute to potential adverse traffic impacts that may result in the formation of CO hotspots. This conclusion is supported by the analysis in Section 3.17, which demonstrates that traffic impacts would be less than significant. In addition, due to continued improvement in vehicular emissions at a rate faster than the rate of vehicle growth and/or congestion, the potential for CO hotspots in the SCAB is steadily decreasing. Based on these considerations, the project would result in a less-than-significant impact to air quality with regard to potential CO hotspots.

In addition to impacts from criteria pollutants, certain projects may include emissions of pollutants identified by the state and federal government as toxic air contaminants (TACs) or hazardous air pollutants. State law has established the framework for California's TAC identification and control project, which is generally more stringent than the federal project, and is aimed at TACs that are a problem in California. The state has formally identified more than 200 substances as TACs, including the federal hazardous air pollutants, and is adopting appropriate control measures for sources of these TACs.

In an abundance of caution, a voluntary health risk assessment (HRA) was performed for construction and operation of the project, as discussed below.

The most recent guidance from the Office of Environmental Health Hazard Assessment (OEHHA) is the 2015 Risk Assessment Guidelines Manual (OEHHA 2015), which was adopted in 2015 to replace the 2003

⁹ SCAQMD's CO hotspot modeling guidance has not changed since 2003.

HRA Guidance Manual. The Children's Environmental Health Protection Act of 1999 (Senate Bill [SB] 25), which requires explicit consideration of infants and children in assessing risks from air toxics, required revisions of the methods for both non-cancer and cancer risk assessment and of the exposure assumptions in the 2003 HRA Guidance Manual. Cancer risk parameters, such as age-sensitivity factors, daily breathing rates, exposure period, fraction of time at home, and cancer potency factors were based on the values and data recommended by OEHHA as implemented in the Hotspots Analysis and Reporting Program Version 2 (HARP2). SCAQMD's Modeling Guidance for American Meteorological Society/Environmental Protection Agency Regulatory Model (AERMOD) (SCAQMD 2018) and Health Risk Assessment Guidance for Analyzing Cancer Risks from Mobile Source Diesel Idling Emissions for CEQA Air Quality Analysis (SCAQMD 2003c) provide guidance to perform dispersion modeling for use in HRAs within the SCAB.

Health effects from carcinogenic air toxics are usually described in terms of cancer risk. The SCAQMD recommends a carcinogenic (cancer) risk threshold of 10 in one million. Some TACs increase noncancer health risk due to long-term (chronic) exposures. The Chronic Hazard Index is the sum of the individual substance chronic hazard indices for all TACs affecting the same target organ system. The Chronic Hazard Index estimates for all receptor types used the OEHHA-derived calculation method, which uses high-end exposure parameters for the inhalation and next top two exposure pathways and mean exposure parameters for the remaining pathways for non-cancer risk estimates. The Chronic Hazard Index is the sum of the individual substance chronic hazard indices for all TACs affecting the same target organ system.¹⁰ A hazard index less than 1.0 means that adverse health effects are not expected. Within this analysis, noncarcinogenic exposures of less than 1.0 are considered less than significant. The SCAQMD recommends a Chronic Hazard Index significance threshold of 1.0 (project increment) and an acute hazard index of 1.0.

The greatest potential for TAC exposure from project construction and operation is from diesel particulate matter (DPM), as the exhaust from diesel engines is a complex mixture of gases, vapors, and particles, many of which are known human carcinogens. DPM has established cancer risk factors and relative exposure values for long-term chronic health hazard impacts. No short-term, acute relative exposure values are established and regulated and therefore these are not addressed in this assessment.

The dispersion modeling was performed using AERMOD, which is the model SCAQMD requires for atmospheric dispersion of emissions. AERMOD (Version 19191) is a steady-state Gaussian plume model that incorporates air dispersion based on planetary boundary layer turbulence structure and scaling concepts, including treatment of surface and elevated sources, building downwash, and simple and complex terrain (EPA 2018a).

Construction Health Risk

Construction Health Risk Assessment

An HRA was performed to evaluate potential health risk associated with construction of the project. The following discussion summarizes the dispersion modeling and HRA methodology.

For risk assessment purposes, PM₁₀ in diesel exhaust is considered DPM, originating mainly from off-road equipment operating at a defined location for a given length of time at a given distance from sensitive receptors. Less-intensive, more-dispersed emissions result from on road vehicle exhaust (e.g., heavy-duty

¹⁰ The HIC estimates for all receptor types used the OEHHA-derived calculation method (OEHHA 2015).

diesel trucks). For the construction HRA, the CalEEMod scenario for the project was adjusted to reduce diesel truck one-way trip distances to 1,000 feet (0.19 miles) to estimate emissions from truck pass-by at proximate receptors.

The air dispersion modeling methodology was based on generally accepted modeling practices of SCAQMD (SCAQMD 2021a). Air dispersion modeling was performed using the EPA's AERMOD Version 19191 modeling system (computer software) with the Lakes Environmental Software implementation/user interface, AERMOD View Version 9.9.0. The HRA followed OEHHA 2015 guidelines (OEHHA 2015) and SCAQMD guidance to calculate the health risk impacts at all proximate receptors as further discussed below. The dispersion modeling included the use of standard regulatory default options. AERMOD parameters were selected consistent with the SCAQMD and EPA guidance and identified as representative of the project site and project activities. Principal parameters of this modeling are presented in Table 9.

Table 9. American Meteorological Society/Environmental Protection Agency Regulatory Model Principal Parameters

Parameter	Details
Meteorological Data	AERMOD-specific meteorological data for the Riverside Airport air monitoring station (KRAL) was used for the dispersion modeling (SCAQMD 2021b). A 5-year meteorological data set from 2012 through 2016 was obtained from the SCAQMD in a preprocessed format suitable for use in AERMOD.
Urban versus Rural Option	Urban dispersion option was selected due to the developed nature of the project area and per SCAQMD guidelines.
Terrain Characteristics	The elevation of the site is 803.8 feet (247 meters) above sea level.
Elevation Data	Digital elevation data were imported into AERMOD and elevations were assigned to receptors and emission sources, as necessary. Digital elevation data were obtained through the AERMOD View in the United States Geological Survey's National Elevation Dataset format with a resolution of 1/3 degree (approximately 10 meters), consistent with the SCAQMD guidance (SCAQMD 2021a).
Source Release Characterizations	Air dispersion modeling of DPM emissions was conducted assuming the off-road equipment would operate in accordance with the modeling scenario estimated in CalEEMod (Appendix A). The construction equipment and on-site truck travel DPM emissions were modeled as a line of adjacent volume sources across the project site to represent project construction with a release height of 5 meters, plume height of 10 meters, and plume width of 9 meters (SCAQMD 2008a; EPA 2021).

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

Regarding receptors, the construction scenario used a 1-kilometer by 1-kilometer Cartesian receptor grid with 50-meter spacing to establish the impact area and evaluate locations of maximum health risk impact (SCAQMD 2021a).

The health risk calculations were performed using HARP2 Air Dispersion and Risk Tool (dated 21081). AERMOD was run with all sources emitting unit emissions (1 gram per second) to obtain the necessary input values for HARP2. The line of volume sources was partitioned evenly based on the 1 gram per second emission rate. The ground-level concentration plot files were then used to estimate the long-term cancer

health risk to an individual, and the non-cancer chronic health indices. There is no reference exposure level (REL) for acute health impacts from DPM; thus, acute risk was not evaluated.

Cancer risk is defined as the increase in probability (chance) of an individual developing cancer due to exposure to a carcinogenic compound, typically expressed as the increased chances in one million. Maximum Individual Cancer Risk is the estimated probability of a maximally exposed individual potentially contracting cancer as a result of exposure to TACs over a period of 30 years for residential receptor locations. For the purposes of this construction HRA, given the less-than-lifetime exposure period and the higher breathing rates and sensitivity of children to TACs, the cancer risk calculation assumes that the exposure would affect children early in their lives. The 9-month exposure duration was assumed to start during the third trimester of pregnancy through 9 months of age based on the duration of construction. The exposure pathway for DPM is inhalation only.

The SCAQMD has also established non-carcinogenic risk parameters for use in HRAs since some TACs increase non-cancer health risk due to long-term (chronic) exposures and some TACs increase non-cancer health risk due to short-term (acute) exposures. No short-term, acute relative exposure level has been established for DPM; therefore, acute impacts of DPM are not addressed in the HRA. Chronic exposure is evaluated in the construction HRA. Non-carcinogenic risks are quantified by calculating a hazard index, expressed as the ratio between the ambient pollutant concentration and its toxicity or REL, which is a concentration at or below which health effects are not likely to occur. The chronic hazard index is the sum of the individual substance chronic hazard indices for all TACs affecting the same target organ system. A hazard index less of than one (1.0) means that adverse health effects are not expected.

The Maximum Individual Cancer Risk and the Chronic Hazard Index for residential receptors as a result of project construction are presented in Table 10.

Table 10. Construction Health Risk Assessment Results - Unmitigated

Impact Parameter	Units	Project Impact	CEQA Threshold	Level of Significance
Maximum Individual Cancer Risk–Residential	Per Million	6.73	10	Less than Significant
Maximum Individual Cancer Risk–Student (Head Start Preschool @ 5th and Central Avenue)	Per Million	1.00	10	Less than Significant
Chronic Hazard Index–Residential	Index Value	0.0089	1.0	Less than Significant

Source: SCAQMD 2019.

Notes: CEQA = California Environmental Quality Act.

As shown in Table 10, project construction activities would result in a Residential Maximum Individual Cancer Risk of 6.73 in 1 million and a Maximum Individual Cancer Risk to Students of 1 in 1 million, which do not exceed the significance threshold of 10 in 1 million. Project construction would result in a Chronic Hazard Index of 0.0089, which is below the 1.0 significance threshold. Impacts would be **less than significant**.

Operational Health Risk

An HRA was performed to evaluate potential health risk associated with operation of the project. The following discussion summarizes the dispersion modeling and HRA methodology.

CARB's Air Quality and Land Use Handbook: A Community Health Perspective encourages consideration of the health impacts of distribution centers that accommodate more than 100 trucks per day on sensitive receptors sited within 1,000 feet from the source in the land use decision-making process (CARB 2005). The proposed project would result in 83 daily truck trips per day; however, out of an abundance of caution an operational HRA was prepared. For the operational HRA, operational year 2024 was assumed, consistent with completion of project construction. Emissions from the operation of the project include truck trips and truck idling emissions. For risk assessment purposes, PM₁₀ in diesel exhaust is considered DPM, originating mainly from trucks traveling on site and off site and trucks idling at the loading docks. Truck idling emission rates were obtained from CARB's EMFAC2021. Emission factors representing the vehicle mix and emissions for 2024 were used to estimate emissions associated with operation of the project. Truck idling would be limited to 5 minutes in accordance with CARB's adopted Airborne Toxic Control Measure; however, truck idling was conservatively assumed to idle for 15 minutes. Therefore, the analysis conservatively overestimates DPM emissions from idling. Deliveries would occur every day of the week. A total of 22 forklifts were assumed to operate with the project loading dock areas. A total of 11 of the forklifts were modeled as diesel powered with Tier 4 Interim compliant engines.

Conservatively, a 2024 EMFAC2021 run was conducted and a constant 2024 emission factor data set was used for the entire duration of the analysis (i.e., 30 years). Use of the 2024 emission factors would overstate potential impacts since this approach does not include reductions in emissions due to fleet turnover or cleaner technology with lower emissions. The truck travel DPM emissions were calculated by applying the exhaust PM₁₀ emission factor from CalEEMod and the total truck trip number over the length of the distance traveled. In addition, the on-site truck idling exhaust emissions were calculated by applying the idle exhaust PM₁₀ emission factor from EMFAC2021 and total truck trip over the total idling time (i.e., 15 minutes). The truck traffic was modeled as a line of adjacent volume sources with 20% of the truck traffic entering and exiting the project site south via 3rd Street and an estimated 80% of the truck traffic would enter and exit the site from 5th Street. Trucks travel east on 3rd and 5th Streets, merging onto 5th and then onto SR-210. Truck idling was modeled as a line of adjacent volume source at the truck loading bays. Additionally, the forklifts were modeled as a line of adjacent volume sources operating within the truck loading bay area.

As previously described, health effects from carcinogenic air toxics are usually described in terms of cancer risk. The SCAQMD recommends a carcinogenic (cancer) risk threshold of 10 in one million. Some TACs increase noncancer health risk due to long-term (chronic) exposures. A hazard index less than one (1.0) means that adverse health effects are not expected. Within this analysis, noncarcinogenic exposures of less than 1.0 are considered less than significant. The exhaust from diesel engines is a complex mixture of gases, vapors, and particles, many of which are known human carcinogens. DPM has established cancer risk factors and relative exposure values for long-term chronic health hazard impacts. No short-term, acute relative exposure values are established and regulated and are therefore not addressed in this assessment.

The air dispersion modeling methodology was based on generally accepted modeling practices of SCAQMD (SCAQMD 2021a). Air dispersion modeling was performed using the EPA's AERMOD (Version 19191) modeling system with the Lakes Environmental Software implementation/user interface, AERMOD View Version 9.9.0. The HRA followed the OEHHA 2015 guidelines (OEHHA 2015) and SCAQMD guidance to

calculate the health risk impacts at all proximate receptors as further discussed below. The dispersion modeling included the use of standard regulatory default options. AERMOD parameters were selected consistent with the SCAQMD and EPA guidance and identified as representative of the project site and project activities. Principal parameters of this modeling are presented in Table 11.

Table 11. Operational Health Risk Assessment American Meteorological Society/U.S. Environmental Protection Agency Regulatory Model Operational Principal Parameters

Parameter	Details
Meteorological Data	AERMOD-specific meteorological data for the Riverside Airport air monitoring station (KRAL) was used for the dispersion modeling (SCAQMD 2021b). A 5-year meteorological data set from 2012 through 2016 was obtained from the SCAQMD in a preprocessed format suitable for use in AERMOD.
Urban versus Rural Option	Urban dispersion option was selected due to the developed nature of the project area and per SCAQMD guidelines.
Terrain Characteristics	The elevation of the site is 803.8 feet (247 meters) above sea level.
Emission Sources and Source Release Parameters	Air dispersion modeling of operational activities was conducted using emissions generated using CalEEMod. Off-site and on-site truck travel were modeled as a line of adjacent volume sources, and based on EPA methodology, the modeled sources would result in a release height of 3.4 meters, a plume height of 6.8 meters, and a plume width of 13.4 meters (SBCAPCD 2020). The truck idling emissions at loading docks were modeled as a line of adjacent volume sources with a release height of 4 meters a plume height of 8 meters, and a plume width of 8.6 meters (SBCAPCD 2020). Forklifts were modeled as a line of adjacent volume sources with a release height of 3.4 meters, a plume height of 6.8 meters, and a plume width of 8.6 meters (SBCAPCD 2020).

Notes: AERMOD = American Meteorological Society/Environmental Protection Agency Regulatory Model; SCAQMD = South Coast Air Quality Management District; EPA = U.S. Environmental Protection Agency.

Regarding receptors, the operational HRA scenario built from the construction HRA's 1-kilometer by 1-kilometer Cartesian receptor grid with 50-meter spacing to establish the impact area and evaluate locations of maximum health risk impact (SCAQMD 2021a). The operational scenario added receptors at 50-meter spacing at sensitive receptor areas adjacent to the truck routes discussed above.

The health risk calculations were performed using the HARP2 Air Dispersion and Risk Tool (dated 19121). AERMOD was run with all sources or source groups emitting unit emissions (1 gram per second) to obtain the necessary input values for HARP2. The line of volume sources was partitioned evenly based on the 1 gram per second emission rate. The ground-level concentration plot files were then used to estimate the long-term cancer health risk to an individual, and the non-cancer chronic health indices. There is no REL for acute health impacts from DPM; thus, acute risk was not evaluated.

Cancer risk is defined as the increase in probability (chance) of an individual developing cancer due to exposure to a carcinogenic compound, typically expressed as the increased chances in one million. Maximum Individual Cancer Risk is the estimated probability of a maximally exposed individual potentially contracting cancer as a result of exposure to TACs over a period of 30 years for residential receptor locations. The HRA assumes exposure would start in the third trimester of pregnancy through 30 years for all residential sensitive receptor locations. The exposure pathway for DPM is inhalation only.

The SCAQMD has also established non-carcinogenic risk parameters for use in HRAs since some TACs increase non-cancer health risk due to long-term (chronic) exposures and some TACs increase non-cancer health risk due to short-term (acute) exposures. No short-term, acute relative exposure level has been established for DPM; therefore, acute impacts of DPM are not addressed in the HRA. Chronic exposure is evaluated in the operational HRA. Non-carcinogenic risks are quantified by calculating a hazard index, expressed as the ratio between the ambient pollutant concentration and its toxicity or REL, which is a concentration at or below which health effects are not likely to occur. The chronic hazard index is the sum of the individual substance chronic hazard indices for all TACs affecting the same target organ system. A hazard index less of than one (1.0) means that adverse health effects are not expected.

The results of the health risk assessment during operation are provided in Table 12.

Table 12. Operational Health Risk Assessment Results

Impact Parameter	Units	Project Impact	CEQA Threshold	Level of Significance
Maximum Individual Cancer Risk- Residential	Per Million	9.48	10	Less than Significant
Maximum Individual Cancer Risk- Student (Head Start Preschool @ 5th and Central Avenue)	Per Million	0.21	10	Less than Significant
Chronic Hazard Index- Residential	Index Value	0.0026	1.0	Less than Significant

Source: SCAQMD 2019.

Notes: CEQA = California Environmental Quality Act.

As shown in Table 12, the results of the operational analysis demonstrate that the Maximum Individual Cancer Risk for the student and residential receptors are below the 10 in a million threshold and the Chronic Hazard Index is below the threshold of 1. The project operational TACs impact from DPM emissions would be less than significant.

Health Effects of Criteria Air Pollutants

Construction and operation of the project would generate criteria air pollutant emissions; however, estimated construction and operational emissions would not exceed the SCAQMD mass-emission daily thresholds as shown in Tables 6 and 7, respectively. As previously discussed, the SCAB has been designated as a federal nonattainment area for O₃ and PM_{2.5} and a state nonattainment area for O₃, PM₁₀, and PM_{2.5}.

Health effects associated with O₃ include respiratory symptoms, worsening of lung disease leading to premature death, and damage to lung tissue (CARB 2021). VOCs and NO_x are precursors to O₃, for which the SCAB is designated as nonattainment with respect to the NAAQS and CAAQS. The contribution of VOCs and NO_x to regional ambient O₃ concentrations is the result of complex photochemistry. The increases in O₃ concentrations in the SCAB due to O₃ precursor emissions tend to be found downwind from the source location to allow time for the photochemical reactions to occur. However, the potential for exacerbating excessive O₃ concentrations would also depend on the time of year that the VOC emissions would occur because exceedances of the O₃ ambient air quality standards tend to occur between April and October when solar radiation is highest. The holistic effect of a single project's emissions of O₃ precursors is speculative because of the lack of quantitative methods to assess this impact. Because construction and

operation of the project would not result in O₃ precursor emissions (i.e., VOCs or NO_x) that would exceed the SCAQMD thresholds (as shown in Tables 6 and 7), the project is not anticipated to substantially contribute to regional O₃ concentrations and their associated health impacts.

Health effects associated with NO_x include lung irritation and enhanced allergic responses (CARB 2021). Construction and operation of the project would not generate NO_x emissions that would exceed the SCAQMD mass daily thresholds; therefore, construction and operation of the project is not anticipated to contribute to exceedances of the NAAQS and CAAQS for NO₂ or contribute to associated health effects. In addition, the SCAB is designated as in attainment of the NAAQS and CAAQS for NO₂, and the existing NO₂ concentrations in the area are well below the NAAQS and CAAQS standards.

Health effects associated with CO include chest pain in patients with heart disease, headache, light-headedness, and reduced mental alertness (CARB 2021). CO tends to be a localized impact associated with congested intersections. CO hotspots were discussed previously as a less-than-significant impact. Thus, the project's CO emissions would not contribute to the health effects associated with this pollutant.

Health effects associated with PM₁₀ and PM_{2.5} include premature death and hospitalization, primarily for worsening of respiratory disease (CARB 2021). As with O₃ and NO_x, and as shown in Tables 6 and 7, the project would not generate emissions of PM₁₀ or PM_{2.5} that would exceed the SCAQMD's thresholds. Accordingly, the project's PM₁₀ and PM_{2.5} emissions are not expected to cause an increase in related health effects for this pollutant.

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

The Environmental Impact Report (EIR) must provide an adequate analysis to inform the public how its bare numbers translate to create potential adverse impacts or it must explain what the agency *does* know and why, given existing scientific constraints, it cannot translate potential health impacts further [*Italics in original*].

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

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

In requiring a health impact type of analysis for criteria air pollutants, it is important to understand how O₃ and particulate matter (PM) are formed, dispersed, and regulated. The formation of O₃ and PM in the

atmosphere, as secondary pollutants,¹¹ involves complex chemical and physical interactions of multiple pollutants from natural and anthropogenic sources. The O₃ reaction is self-perpetuating (or catalytic) in the presence of sunlight because NO₂ is photochemically reformed from nitric oxide. In this way, O₃ is controlled by both NO_x and VOC emissions (NRC 2005). The complexity of these interacting cycles of pollutants means that incremental decreases in one emission may not result in proportional decreases in O₃ (NRC 2005). Although these reactions and interactions are well understood, variability in emission source operations and meteorology creates uncertainty in the modeled O₃ concentrations to which downwind populations may be exposed (NRC 2005). Once formed, O₃ can be transported long distances by wind and due to atmospheric transport, contributions of precursors from the surrounding region can also be important (EPA 2008). Because of the complexity of O₃ formation, a specific tonnage of VOCs or NO_x emitted in a particular area does not equate to a particular concentration of O₃ in that area (SJVAPCD 2015).

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

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

In regard to regional concentrations and air basin attainment, the SJVAPCD emphasized that attempting to identify a change in background pollutant concentrations that can be attributed to a single project, even one as large as the entire Friant Ranch Specific Plan, is a theoretical exercise. The SJVAPCD brief noted that it “would be extremely difficult to model the impact on NAAQS attainment that the emissions from the Friant Ranch project may have” (SJVAPCD 2015). The situation is further complicated by the fact that

¹¹ Air pollutants formed through chemical reactions in the atmosphere are referred to as secondary pollutants.

background concentrations of regional pollutants are not uniform either temporally or geographically throughout an air basin, but are constantly fluctuating based upon meteorology and other environmental factors. SJVAPCD noted that the currently available modeling tools are equipped to model the impact of all emission sources in the San Joaquin Valley Air Basin on attainment (SJVAPCD 2015). The SJVAPCD brief then indicated that, “running the photochemical grid model used for predicting O₃ attainment with the emissions solely from the Friant Ranch project (which equate to less than 0.1% of the total NO_x and VOC in the Valley) is not likely to yield valid information given the relative scale involved” (SJVAPCD 2015).

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

Nonetheless, following the Supreme Court’s Friant Ranch decision, some EIRs where estimated criteria air pollutant emissions exceeded applicable air district thresholds have included a quantitative analysis of potential project-generated health effects using a combination of a regional photochemical grid model¹² and the EPA Benefits Mapping and Analysis Program (BenMAP or BenMAP–Community Edition).¹³ The publicly available health impact assessments (HIAs) typically present results in terms of an increase in health incidences and/or the increase in background health incidence for various health outcomes resulting from the project’s estimated increase in concentrations of O₃ and PM_{2.5}.¹⁴ To date, the five publicly available HIAs reviewed herein have concluded that the evaluated project’s health effects associated with the estimated project-generated increase in concentrations of O₃ and PM_{2.5} represent a small increase in incidences and a very small percent of the number of background incidences, indicating that these health impacts are negligible and potentially within the models’ margin of error. It is also important to note that while the results of the five available HIAs conclude that the project emissions do not result in a substantial increase in health incidences, the estimated emissions and assumed toxicity are also conservatively inputted into the HIA and thus overestimate health incidences, particularly for PM_{2.5}.

As explained in the SJVAPCD brief and noted previously, running the photochemical grid model used for predicting O₃ attainment with the emissions solely from an individual project like the Friant Ranch project or the proposed project is not likely to yield valid information given the relative scale involved. The five examples reviewed support the SJVAPCD’s brief contention that consistent, reliable, and meaningful results may not be provided by methods applied at this time. Accordingly, additional work in the industry and more

¹² The first step in the publicly available HIAs includes running a regional photochemical grid model, such as the Community Multiscale Air Quality model or the Comprehensive Air Quality Model with extensions to estimate the increase in concentrations of O₃ and PM_{2.5} as a result of project-generated emissions of criteria and precursor pollutants. Air districts, such as the SCAQMD, use photochemical air quality models for regional air quality planning. These photochemical models are large-scale air quality models that simulate the changes of pollutant concentrations in the atmosphere using a set of mathematical equations characterizing the chemical and physical processes in the atmosphere (EPA 2017).

¹³ After estimating the increase in concentrations of O₃ and PM_{2.5}, the second step in the five examples includes use of BenMAP or BenMAP-Community Edition to estimate the resulting associated health effects. BenMAP estimates the number of health incidences resulting from changes in air pollution concentrations (EPA 2018b). The health impact function in BenMAP-Community Edition incorporates four key sources of data: (i) modeled or monitored air quality changes, (ii) population, (iii) baseline incidence rates, and (iv) an effect estimate. All of the five example HIAs focused on O₃ and PM_{2.5}.

¹⁴ The following CEQA documents included a quantitative HIA to address Friant Ranch: (1) California State University Dominguez Hills 2018 Campus Master Plan EIR (CSU Dominguez Hills 2019), (2) March Joint Powers Association K4 Warehouse and Cactus Channel Improvements EIR (March JPA 2019), (3) Amendment to Norman Y. Mineta San Jose Airport Amendment to the Airport Master Plan EIR (City of San Jose 2020), (4) City of Inglewood Basketball and Entertainment Center Project EIR (City of Inglewood 2019), and (5) San Diego State University Mission Valley Campus Master Plan EIR (SDSU 2019).

importantly, air district participation, is needed to develop a more meaningful analysis to correlate project-level mass criteria air pollutant emissions and health effects for decision makers and the public. Furthermore, at the time of writing, no HIA has concluded that health effects estimated using the photochemical grid model and BenMAP approach are substantial provided that the estimated project-generated incidences represent a very small percent of the number of background incidences, potentially within the models' margin of error.

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

In addition, an analysis of the project's potential to exceed the SCAQMD LSTs is presented above. The SCAQMD developed the LST analysis in response to CARB Governing Board's Environmental Justice Enhancement Initiative I-4. LSTs represent the maximum emissions from a project that will not cause or contribute to an exceedance of the most stringent applicable NAAQS or CAAQS (which are health protective standards) at the nearest sensitive receptor, taking into consideration ambient concentrations in each source receptor area, project size, and distance to the nearest sensitive receptor. LSTs have been developed for NO₂, CO, PM₁₀, and PM_{2.5}. As presented above, the project's localized construction emissions would not exceed site-specific LSTs and impacts would be less than significant.

d) *Would the project result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?*

Less-than-Significant Impact. The project would result in emissions, including criteria air pollutant and TACs; however, those are addressed under Sections 3.3(b) and 3.3(c). Accordingly, the evaluation of other emissions is focused on the potential for the project to generate odors. The occurrence and severity of potential odor impacts depend on numerous factors. The nature, frequency, and intensity of the source; the wind speed and direction; and the sensitivity of receiving location each contribute to the intensity of the impact. Although offensive odors seldom cause physical harm, they can be annoying and cause distress among the public and generate citizen complaints.

Odors would be potentially generated from vehicles and equipment exhaust emissions during construction of the project. Potential odors produced during construction would be attributable to concentrations of unburned hydrocarbons from tailpipes of construction equipment, architectural coatings, and asphalt pavement application. Such odors would disperse rapidly from the project site and generally occur at magnitudes that would not affect substantial numbers of people. Therefore, impacts associated with odors during construction would be less than significant.

Land uses and industrial operations associated with odor complaints include agricultural uses, wastewater treatment plants, food-processing plants, chemical plants, composting, refineries, landfills, dairies, and fiberglass molding (SCAQMD 1993). The project entails operation of a warehouse and would not create any new sources of odors during operation. Therefore, project operations would result in an odor impact that is less than significant.

3.4 Biological Resources

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
IV. BIOLOGICAL RESOURCES – Would the project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The following analysis relies on a biological resources assessment conducted by Dudek (Appendix B, Biological Constraints Analysis). This assessment included a review of the latest available relevant literature, published research, maps, soil data, data on biological baselines, special-status habitats, and species distributions to determine those resources that have the potential to occur within the project site and surrounding 300-foot buffer (the biological study area). A field assessment was conducted to characterize the environmental conditions, vegetation communities/land covers, and any plants or wildlife (including their habitats) that could be impacted during project implementation. During the field survey, vegetation communities and land covers were catalogued and confirmed based on existing site conditions. Dudek compiled a general inventory of plant and wildlife species

and made a determination concerning the potential for special-status species to occur within the study area. Additionally, Dudek conducted an investigation of jurisdictional waters of the United States regulated by the U.S. Army Corps of Engineers, jurisdictional waters of the state regulated by the Regional Water Quality Control Board, and California Department of Fish and Wildlife jurisdictional streambed and associated riparian habitat. Field data and supporting documentation are included within this draft IS/MND as Appendix B.

- a) **Would the project have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?**

Less-than-Significant Impact with Mitigation Incorporated.

Special-Status Plant Species

The project site consists of areas dominated by disturbed habitat and developed/landscaped land. No special-status species were observed during the site visit (Appendix B). Due to the disturbed and developed conditions of the site and lack of suitable vegetation, microhabitat conditions, and topographic setting, no special-status species are expected to occur within the project site. Species that occur in similar soil types as the project site are not expected to occur due to the impacted and compacted conditions of the soil.

Special-Status Wildlife Species

Three species of wildlife were observed during the survey. Bird species observed were common raven (*Corvus corax*), house finch (*Haemorhous mexicanus*), and house sparrow (*Passer domesticus*). However, no special-status wildlife species were observed during the site visit. One special-status wildlife species has a moderate potential to occur: burrowing owl (*Athene cunicularia*), a California Department of Fish and Wildlife Species of Special Concern. Burrowing owl is a candidate for listing under the California Endangered Species Act, a USFWS Bird of Conservation Concern and a CDFW Species of Special Concern. The burrowing owl is an opportunistic species that can move onto a site once a suitable burrow is established and unoccupied. Grassland habitat within the disturbed area of the project site and small mammal burrows found during the site visit may provide suitable habitat for this species. While the grassland habitat is highly disturbed and regularly maintained, there is one known occurrence of this species less than 1 mile from the project site. All other mentioned special-status species are not expected to occur at the project site due to the disturbed habitat conditions and the lack of suitable habitat, soils, and vegetation.

Therefore, due to the potential for one special-status species to occur on the project site, impacts would be potentially significant and mitigation would be required (Mitigation Measure [MM] BIO-1). With implementation of MM-BIO-1, impacts to burrowing owl would be less than significant.

- MM-BIO-1 Focused Burrowing Owl Surveys: The project site contains potentially suitable habitat for burrowing owl and therefore a presence/absence survey should be conducted in accordance with the California Department of Fish and Wildlife's 2012 Staff Report on Burrowing Owl Mitigation. The burrowing owl presence/absence survey requires four crepuscular surveys, with a 500-foot buffer as legally able, using 7–20 meter transects. Four survey passes must be conducted with at least one site visit between February 15 and April 15, and a minimum of three survey visits, spaced at least 3 weeks apart, between April 15 and July 15, with at least one visit after June 15. If the project timeline does not allow for the breeding season

surveys to occur, then four surveys spread evenly through the non-breeding season (October 1 through February 1) should be conducted using the same methodology. A pre-construction survey of the project site for the burrowing owl shall also be conducted by a qualified biologist within 30 days of ground-disturbing activities, regardless of the results of the focused surveys. Surveys should be conducted in all portions of the project site and the 500-foot buffer that contain suitable habitat for the species, where legally accessible. If burrowing owl or diagnostic sign of the species (burrows with pellets, feathers, and whitewash) are observed during focused or pre-construction surveys, the applicant shall consult with CDFW to determine whether an ITP under the California Endangered Species Act is required. In the event an ITP is needed, mitigation for direct impacts to burrowing owl shall be fulfilled through compensatory mitigation at a minimum 1:1 habitat replacement of equal or better functions and values to those impacted by the project, or as otherwise determined through the ITP process. Mitigation shall be accomplished either through off-site conservation or through a CDFW-approved mitigation bank. If mitigation is not purchased through a mitigation bank, and lands are conserved separately, a cost estimate shall be prepared to estimate the initial start-up costs and ongoing annual costs of management activities for the management of the conservation easement area(s) in perpetuity. The funding source shall be in the form of an endowment to help the qualified natural lands management entity that is ultimately selected to hold the conservation easement(s). The endowment amount shall be established following the completion of a project-specific Property Analysis Record to calculate the costs of in-perpetuity land management. The Property Analysis Record shall take into account all management activities required in the ITP to fulfill the requirements of the conservation easement(s), which are currently in review and development. Alternatively, instead of conducting focused surveys, the project may also choose to assume presence of the species and prepare a burrowing owl translocation plan that would be implemented if burrowing owl are detected on the project site during the pre-construction survey.

b) *Would the project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?*

Less-than-Significant Impact. There are no jurisdictional aquatic resources or connectivity to any aquatic habitat within the project site. However, a flood control channel (City Creek Bypass) is located directly to the east of the project site. While construction and operational activities will not directly impact this channel, there is a potential for indirect impacts to occur to aquatic resources.

The project applicant would be required to obtain coverage under the Construction General Permit issued by the State Water Resources Control Board (SWRCB) prior to the start of construction within the project site. Specifically, the Construction General Permit requires that a stormwater pollution prevention plan (SWPPP) be enforced on site at all times. The SWPPP requires the construction contractor to implement water quality best management practices (BMPs) to ensure that water quality standards are met and that stormwater runoff from the construction work areas does not cause degradation of water quality in receiving water bodies. The SWPPP must describe the type, location, and function of stormwater BMPs to be implemented and must demonstrate that the combination of BMPs selected is adequate to meet the discharge prohibitions, effluent standards, and receiving water limitations contained in the Construction General Permit. Therefore, with implementation of the required SWPPP, impacts would be less than significant.

- c) ***Would the project have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?***

Less-than-Significant Impact. A formal delineation of aquatic resources was not conducted as part of the survey effort. There are no jurisdictional aquatic resources or connectivity to any aquatic habitat within the project site. However, a flood control channel (City Creek Bypass) is located directly to the east of the project site. While construction and operational activities will not directly impact this channel, there is a potential for indirect impacts to occur to aquatic resources. As previously stated, the project applicant would be required to prepare a SWPPP, which requires the construction contractor to implement water quality BMPs to ensure that water quality standards are met and that stormwater runoff from the construction work areas does not cause degradation of water quality in receiving water bodies. Therefore, with implementation of the required SWPPP, impacts would be less than significant.

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

Less-than-Significant Impact with Mitigation Incorporated. Wildlife corridors are linear features that connect large patches of natural open space and provide avenues for the migration of animals. Corridors can also be aquatic resources that provide passage for fish. Habitat linkages are small patches that join larger blocks of habitat and help reduce the adverse effects of habitat fragmentation; they may be continuous habitat or discrete habitat islands that function as steppingstones for wildlife dispersal.

On a regional level, the study area does not occur within any designated wildlife corridors or habitat linkages identified in the South Coast Missing Linkages analysis conducted by South Coast Wildlands (2008). The study area is not mapped as an area of essential habitat connectivity in California Department of Fish and Wildlife's California Essential Habitat Connectivity Project and is identified as an area with Limited Connectivity. Though no essential habitat occurs at the vicinity level, the study area is located 2.8 miles south of the foothills of the San Bernadino National Forest, which is mapped as an Essential Connectivity Area and Irreplaceable and Essential Corridors. The project site is surrounded by developed areas consisting of buildings, parking lots, and paved/asphalt roads. Due to the disturbed and developed nature of the project site and surrounding area, project activities are not expected to have any negative impacts on wildlife movement.

The study area lacks aquatic habitat and is isolated from streams that do support habitat. Therefore, the study area does not support fish or their movement. Three trees occur within the project site; however they are isolated from one another; therefore, it is unlikely for the project site to support large wildlife nursery sites. Nonetheless, the study area contains some vegetation that could provide nesting habitat for birds protected under the Migratory Bird Treaty Act and California Fish and Game Code Sections 3503, 3503.5, and 351. To avoid potential direct impacts to all nesting birds, the proposed project would implement MM-BIO-2. With implementation of MM-BIO-2, impacts to nesting birds from construction-related activities would be less than significant.

MM-BIO-2 Pre-Construction Nesting Bird Survey. Trees within the project site may provide nesting habitat for native migratory birds protected by the federal Migratory Bird Treaty Act (MBTA) and California Fish and Game Code Sections 3500 and 3513. Project construction should

be conducted in compliance with the conditions set forth in the MBTA and California Fish and Game Code to protect active bird/raptor nests. To the maximum extent feasible, construction of the warehouse facility and disturbance to the project site should occur during the non-breeding season for nesting birds (generally late September to early March) and nesting raptors (generally early July to late January) to avoid impacts to nesting birds and raptors. If the project requires that work be initiated during the breeding season for nesting birds (March 1–September 30) and nesting raptors (February 1–June 30), in order to avoid direct impacts on active nests, a pre-construction survey should be conducted in the study area by qualified Biologists (someone who has more than three years of experience of conducting nesting bird surveys in the project region) for nesting birds and/or raptors within three days prior to project activities. If the Biologist does not find any active nests within or immediately adjacent to the impact areas, the vegetation clearing/construction work should be allowed to proceed.

If the Biologist finds an active nest within or immediately adjacent to the construction area and determines that the nest may be impacted or breeding activities substantially disrupted, the Biologist should delineate an appropriate buffer zone around the nest depending on the sensitivity of the species and the nature of the construction activity. At the discretion of the biologist, a no-work buffer zone shall be established suitable to the particular bird species and location of the nest until the nest is vacated and juveniles have fledged, and there is no evidence of a second attempt at nesting. Limits of construction to avoid an active nest shall be established in the field with flagging, fencing, or other appropriate barriers, and construction personnel shall be instructed on the sensitivity of nest areas. The results of the surveys, showing the locations of any active nests detected, and documentation of any avoidance measures taken, shall be submitted to the City of Highland to document compliance with applicable state and federal laws.

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

Less-than-Significant Impact. The City's Municipal Code, Section 16.64.040, addresses the preservation of heritage trees and specifies required conditions and permits necessary for removal of heritage trees (City of Highland 2022). Section 16.06.080 defines heritage trees as any live tree, shrub, or plant that meets at least one for the following criteria: (1) A woody plant in excess of 15 feet in height and having a single trunk circumference of 24 inches or more, as measured 4.5 feet above ground level; (2) a multi-trunk tree having a total circumference of 30 inches or more, as measured 4.5 feet from the ground; (3) a stand of trees, the nature of which makes each dependent upon the others for survival; or (4) any other tree as may be deemed historically or culturally significant by the Community Development Director or designee because of size, condition, location, or aesthetic value (Title 16, Chapter 16 of the City's Municipal Code). Removal of heritage trees requires a permit application and approval by the City's Community Development Director. Any heritage tree removal subject to a tree removal permit shall require replacement at a ratio of 2:1, with size and species to be determined by the Community Development Director. Three trees potentially meeting this definition are located throughout the project site and are proposed to be removed as part of the project. None of these trees have been designated as historical landmarks. With the implementation of proper permitting and Municipal Code Section 16.06.080, when needed, the project would not conflict with any local policies or

ordinances protecting biological resources such as a tree preservation policy or ordinance. Therefore, impacts would be less than significant.

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

No Impact. The project site is not located within a habitat conservation plan, natural community conservation plan, or similar plan. The site is not located within or proximate to any Significant Ecological Area, Land Trust, or Conservation Plan. As such, no impact resulting from a conflict with an adopted conservation plan would occur.

3.5 Cultural Resources

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
V. CULTURAL RESOURCES – Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Disturb any human remains, including those interred outside of dedicated cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

The following analysis is based, in part, on the Cultural Resources Survey and the Built Environment Survey prepared by Dudek in January 2023 and December 2022, respectively, included as Appendix C and Appendix D, respectively.

a) Would the project cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?

Less-than-Significant Impact. As defined by the CEQA Guidelines, a “historical resource” is considered to be a resource that is listed in or eligible for listing in the National Register of Historic Places (NRHP) or California Register of Historic Resources (CRHR), has been identified as significant in a historical resource survey, or is listed on a local register of historical resources.

Prior to the demolition of abandoned structures onsite due to unsafe, substandard conditions, a built environment intensive-level survey was conducted by Dudek in December 2022. The intensive-level survey involved visiting each property and recording all buildings and structures with notes and photographs. Properties surveyed were fell into three categories: vacant and undeveloped, historic-age built environment resources, and non-historic-age built environment properties. Three properties, Parcel 1: 26530 3rd Street (APN 1192-551-04), Parcel 2: 26540 3rd Street (APN 1192-551-05), and Parcel 3: 26562 3rd Street (APN

1192-551-07), are developed with built environment resources over 45 years old and were identified as requiring recordation and evaluation for historical significance.

The property significance evaluation was prepared by architectural historians meeting the Secretary of the Interior's Professional Qualification Standards for architectural history. The evaluation considers NRHP, CRHR, and City of Highland significance criteria and integrity requirements. As defined by the CEQA Guidelines (14 CCR 15000 et seq.), a historical resource is considered to be a resource if it is listed in or eligible for listing in the NRHP or CRHR, has been identified as significant in a historical resource survey, or is listed on a local register of historical resources.

The criteria for listing resources in the CRHR were developed in accordance with previously established criteria developed for listing in the NRHP. Thus, the following criteria are expressed in accordance with the NRHP criteria. According to California Public Resources Code, Section 5024.1(c)(1-4), a resource is considered historically significant if it (i) retains "substantial integrity," and (ii) meets at least one of the following criteria:

1. Is associated with events that have made a significant contribution to the broad pattern of our history
2. Is associated with the lives of persons important in our past
3. Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values
4. Has yielded, or may be likely to yield, information important in prehistory or history

The City of Highland Cultural Resource Designation Criteria are listed under the Historic and Cultural Preservation Ordinance, adopted in 2021. An improvement, natural feature, or site may be nominated as a cultural resource by the historic and cultural preservation board pursuant to Municipal Code Section 16.32.060 if it meets the criteria for listing on the NRHP or the following:

- A. It exemplifies or reflects special elements of the city's cultural, social, economic, political, aesthetic, engineering, architectural, or natural history;
- B. It is identified with persons or events significant in local, state, or national history;
- C. It embodies distinctive characteristics of a style, type, period, or method of construction, or is a valuable example of the use of indigenous materials or craftsmanship;
- D. It is representative of the work of a notable builder, designer, or architect;
- E. It contributes to the significance of an historic area, being a geographically definable area possessing a concentration of historic or scenic properties or thematically related grouping of properties which contribute to each other and are unified aesthetically by plan or physical development;
- F. It has a unique location or singular physical characteristics or is a view or vista representing an established and familiar visual feature of a neighborhood, community, or the city of Highland;
- G. It embodies elements of architectural design, detail, materials, or craftsmanship that represent a significant structural or architectural achievement or innovation;
- H. It is similar to other distinctive properties, sites, areas, or objects based on a historic, cultural, or architectural motif.
- I. It reflects significant geographical patterns, including those associated with different eras of settlement and growth, particular transportation modes, or distinctive examples of park or community planning.

- J. It is one of the few remaining examples in the city, region, state, or nation possessing distinguishing characteristics of an architectural or historical type of specimen. (Ord. 171 § 8.50, 1994)

Under CEQA, a project may have a significant effect on the environment if it may cause “a substantial adverse change in the significance of an historical resource” (California Public Resources Code, Section 21084.1; 14 CCR 15064.5[b]). If a site is listed or eligible for listing in the CRHR, included in a local register of historic resources, or identified as significant in a historical resources survey (meeting the requirements of California Public Resources Code, Section 5024.1[q]), it is a “historical resource” and is presumed to be historically or culturally significant for the purposes of CEQA (California Public Resources Code, Section 21084.1; 14 CCR 15064.5[a]).

In compliance with CEQA, the following properties containing built-environment resources were evaluated under the four CRHR criteria previously outlined, as well as local landmark criteria to determine eligibility for listing in the CRHR or NRHP, and accordingly, their historical significance:

- **APN (1192-551-04):** One residential building constructed circa 1948. The building was utilitarian, with no architectural style and a flat roof with a combination of materials, including a hipped roof projection with red clay tiles on the west and south elevations. Its exterior walls were clad in stucco.
- **APN (1192-551-05):** One commercial building constructed circa 1948 (formerly Las Potrillas Bar/Cantina and Nightclub. L-shaped building, one story in height. The building was utilitarian, with no architectural style, with a flat roof at the south half and a shed roof at the north half of the building. The building’s exterior walls were clad in stucco. The building’s main (south) elevation displayed a raised, flat parapet lined with red clay tiles. The building lacked window fenestration openings. The east elevation displayed a replacement door under an addition of a shingled awning.
- **APN (1192-551-07):** One residential building and two ancillary buildings constructed circa 1940. The residence had an irregular plan with a side-gabled roof and exterior walls clad in stucco. The residence was utilitarian, with no architectural style. Fenestration included an irregular arrangement of aluminum sliding windows on all elevations and replacement doors on the primary and rear elevations. An addition of a metal awning extended out from the side (west) elevation.

East of the residence was a partially destroyed garage with a hipped roof and stucco cladding. The building had a square plan and an irregular arrangement of two garage door openings and one window opening on the primary (south) elevation. Fenestration openings were covered with plywood. East of the garage was a front-gabled, partially destroyed shed with corrugated metal cladding and no fenestration openings present; only structural beams were visible. The shed appeared to have been partially destroyed by fire. East of the shed, a rectangular concrete foundation and corrugated metal pieces appeared to be remnants of buildings destroyed by fire in 2022.

None of the properties appeared eligible for listing in the NRHP, CRHR, or City of Highland designation due to a lack of important historical associations, lack of architectural merit, and lack of integrity, nor did they appear eligible as contributors to an historic district. As such, the properties were not considered historical resources for the purposes of CEQA. These resources were assigned a California Historical Resource Status Code of 6Z (found ineligible for the NRHP, CRHR, or local designation through survey evaluation). A demolition permit was issued by the City due to unsafe, substandard conditions. The buildings have since been demolished.

No historical resources were identified within the project site as a result of extensive archival research, field survey, and property significance evaluation. Therefore, impacts associated with historical resources would be less than significant.

b) *Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?*

Less-than-Significant Impact with Mitigation Incorporated. A CHRIS database records search, Native American Heritage Commission (NAHC) Sacred Lands File (SLF) search, background research, including a review of a geotechnical report, and an archaeological pedestrian survey were conducted as part of an Archaeological Resources Assessment that was prepared for the proposed project (Appendix C).

The SLF record is maintained at a Public Land Survey System (PLSS) Section level meaning the negative or positive result is respective of a general area covering approximately one-square mile (640 acres) rather than the exact study area. Therefore, as part of the process of identifying cultural resources within or near the proposed project, Dudek referenced the results of an SLF search that was previously completed for another project within approximately 765 feet to the northwest of the present proposed project site (completed April 14, 2021). The NAHC's SLF search result was positive, however, as previously stated, the SLF record is maintained at a PLSS Section level, which indicates a recorded sacred site could be anywhere within this one square mile (640 acre) area and therefore, does not necessarily equate to the existence of resources within the specific area occupied by the proposed project site. A review of the CHRIS records search (completed May 10, 2022) indicates that seven (7) cultural resource studies have been conducted within the records search area of the proposed project site between 1984 and 2011. Of these studies, four (4) studies overlap the proposed project site and two (2) studies are adjacent. Less than 10 percent of the proposed project site has been subjected to previous archaeological investigations, including pedestrian surveys prior to the placement of fill soils or development of the proposed project site. South Central Coastal Information Center (SCCIC) records also indicate that 15 cultural resources, all of which are historic built environment resources, have been previously recorded within 0.5 miles of the proposed project site, none of which overlap or are adjacent to the proposed Project site. No record of previously recorded historic-period or prehistoric archaeological resources are on file with the SCCIC as being present within proposed project site.

A review of aerial photographs for all available years indicates that in general, the proposed project site has been subjected to consistent ground disturbance, shifting from undeveloped land in the late 1930s and transforming steadily to include the development and removal of buildings/structures between the late 1950s to the early 2010s. By 2020, the proposed Project site is shown to be consistent with the present site conditions.

The proposed project site is routinely subjected to disking for weed abatement. No cultural materials were observed within the proposed project site as a result of the pedestrian survey (completed September 22, 2022). However, of note, review of the geotechnical report (Appendix E) prepared for the proposed project site revealed that the proposed project site is predominately covered in fill soils at all locations investigated, from surface to between 2 inches and 3 feet below from surface to between 2 inches and 3 feet, although the origin of the soils was not mentioned. The presence of fill soils demonstrates that native soils within which cultural deposits might exist in context could not have been observed during the survey; this fact demonstrates that the survey findings are less than reliable. As such, any exposed soils observed during

the survey were likely fill soils and not a good representation of the native soils present prior to development/ground disturbing activities.

Current project design indicates that the minimum depth of ground disturbance is between 3 to 4 feet below the existing ground surface with a maximum depth of 16 feet below the existing ground surface for the installation of the infiltration basin within the western portion of the proposed project site.

In consideration of all these factors, the potential to encounter intact deposits containing archaeological resources within soils from the current grade and between 2 inches and 3 feet below existing ground surface is unlikely. However, the potential for intact cultural deposits to exist within native soils (below between 2 inches and 3 feet below existing ground surface) to the depths of proposed ground disturbance is unknown. For these reasons, the proposed project site should be treated as potentially sensitive for archaeological resources. In the event that unanticipated archaeological resources are encountered during project implementation, impacts to these resources would be potentially significant.

Thus, mitigation is required to address impacts related to the inadvertent discovery of archaeological resources during construction, as outlined in MM-CUL-1, MM-CUL-2, and MM-CUL-3. MM-CUL-1 requires that all project construction personnel participate in a Workers Environmental Awareness Program training for the proper identification and treatment of inadvertent discoveries. MM-CUL-2 requires the retention of an on-call qualified archaeologist and a survey of the proposed project site after the removal of fill soils. MM-CUL-3 requires construction work occurring within 100 feet of a cultural resource discovery and 100 feet of a human remains discovery be immediately halted until the qualified archaeologist, meeting the Secretary of Interior's Professional Qualification Standards for Archaeology, can assess and evaluate the discovery pursuant to CEQA. Additionally, MM-CUL-3 requires the inadvertent discovery clause be included on all construction plans. With implementation of MM-CUL-1, MM-CUL-2, and MM-CUL-3, potentially significant impacts to unknown archaeological resources would be reduced to less than significant with mitigation incorporated.

MM-CUL-1 Workers Environmental Awareness Program - Prior to the start of construction activities, all construction personnel and monitors shall be trained regarding identification and treatment protocol for inadvertent discoveries of cultural resources (archaeological and tribal) and human remains. A basic presentation and handout or pamphlet shall be prepared in order to ensure proper identification and treatment of inadvertent discoveries of cultural resources and human remains. The purpose of the Workers Environmental Awareness Program (WEAP) training is to provide specific details on the kinds of materials that may be identified during ground disturbing activities and explain the importance of and legal basis for the protection of human remains and significant cultural resources. Each worker shall also be trained in the proper procedures to follow in the event that cultural resources or human remains are uncovered during ground disturbing activities. These procedures include but are not limited to work curtailment or redirection, and the immediate contact of the site supervisor and archaeological monitoring staff.

MM-CUL-2 Retention of an On-Call Qualified Archaeologist - A qualified archaeologist shall be retained and on-call to respond and address any inadvertent discoveries identified project implementation. Additionally, in consideration of the potential to encounter intact cultural deposits beneath fill soils, the qualified archaeologist shall survey the Project site once fill soils have been removed to ensure no cultural deposits underly the fill layer. If is determined, based

on the aforementioned survey, that cultural resources are present or may be present and may be impacted during Project construction, monitoring may be warranted. Additionally, any identified cultural resources shall be assessed and evaluated pursuant to CEQA. If it is determined that monitoring is warranted, a qualified archaeological principal investigator, meeting the Secretary of the Interior’s Professional Qualification Standards, shall oversee and adjust monitoring efforts as needed (increase, decrease, or discontinue monitoring frequency) based on the observed potential for construction activities to encounter cultural deposits or material. The archaeological monitor will be responsible for maintaining daily monitoring logs.

MM-CUL-3 Inadvertent Discovery Clause - In the event that cultural resources are discovered during project activities, all work in the immediate vicinity of the find (within a 60-foot buffer) shall cease and a qualified archaeologist meeting Secretary of Interior standards shall be hired to assess the find. Work on the other portions of the project outside of the buffered area may continue during this assessment period. Additionally, the Yuhaaviatam of San Manuel Nation Cultural Resources Department (YSMN) shall be contacted, as detailed within TCR-1, regarding any pre-contact and/or historic-era finds and be provided information after the archaeologist makes his/her initial assessment of the nature of the find, so as to provide Tribal input with regards to significance and treatment.

If significant pre-contact and/or historic-era cultural resources, as defined by CEQA (as amended, 2015), are discovered and avoidance cannot be ensured, the archaeologist shall develop a Monitoring and Treatment Plan, the drafts of which shall be provided to YSMN for review and comment, as detailed within TCR-1. The archaeologist shall monitor the remainder of the project and implement the Plan accordingly.

If human remains or funerary objects are encountered during any activities associated with the project, work in the immediate vicinity (within a 100-foot buffer of the find) shall cease and the County Coroner shall be contacted pursuant to State Health and Safety Code §7050.5 and that code enforced for the duration of the project.

c) *Would the project disturb any human remains, including those interred outside of dedicated cemeteries?*

Less-than-Significant Impact. No prehistoric or historic period burials, including those interred outside of formal cemeteries, were identified within the proposed project site as a result of the CHRIS records search or pedestrian survey. In the event that human remains are inadvertently encountered during ground disturbing activities, they shall be treated consistent with state and local regulations including California Health and Safety Code Section 7050.5, California Public Resources Code Section 5097.98, and the California Code of Regulations Section 15064.5(e). In accordance with these regulations, if human remains are found, the County Coroner must be immediately notified of the discovery. No further excavation or disturbance of the project site or any nearby (no less than 100 feet) area reasonably suspected to overlie adjacent remains can occur until the County Coroner has determined if the remains are potentially human in origin. If the County Coroner determines that the remains are, or are believed to be, Native American, he or she is required to notify the NAHC that shall notify those persons believed to be the most likely descendant. The most likely descendant shall determine, in consultation with the property owner, the disposition of the human remains. Compliance with these regulations would ensure that impacts to human remains resulting from the proposed project would be less than significant.

3.6 Energy

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
VI. Energy – Would the project:				
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a) *Would the project result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?*

Less-than-Significant Impact. The electricity and natural gas used for construction of the proposed project would be temporary, would be substantially less than that required for project operation, and would have a negligible contribution to the project’s overall energy consumption. Although the project would see an increase in petroleum use during construction and operation, vehicles would use less petroleum due to advances in fuel economy and potential reduction in vehicle miles traveled (VMT) over time.

Construction

Electricity

Temporary electric power for as-necessary lighting and electronic equipment (such as computers inside temporary construction trailers) would be provided by Southern California Edison. The electricity used for such activities would be temporary, would be substantially less than that required for project operation, and would have a negligible contribution to the project’s overall energy consumption.

Natural Gas

Natural gas is not anticipated to be required during construction of the project. Fuels used for construction would primarily consist of diesel and gasoline, which are discussed below under the Petroleum subsection. Any minor amounts of natural gas that may be consumed as a result of project construction would be substantially less than that required for project operation and would have a negligible contribution to the project’s overall energy consumption.

Petroleum

Heavy-duty construction equipment associated with construction activities would rely on diesel fuel. Construction workers would travel to and from the project site throughout the duration of construction. It is assumed in this analysis that construction workers would travel to and from the site in gasoline-powered passenger vehicles.

Heavy-duty construction equipment of various types would be used during each phase of project construction. Appendix A lists the assumed equipment usage for each phase of construction.

Fuel consumption from construction equipment was estimated by converting the total carbon dioxide (CO₂) emissions from each construction phase to gallons using the conversion factors for CO₂ to gallons of gasoline or diesel. Construction is estimated to occur in 2023 based on the construction phasing schedule. The conversion factor for gasoline is 8.78 kilograms per metric ton CO₂ per gallon, and the conversion factor for diesel is 10.21 kilograms per metric ton CO₂ per gallon (The Climate Registry 2020). The estimated diesel fuel usage from construction equipment is shown in Table 13.

Table 13. Construction Equipment Diesel Demand

Phase	Pieces of Equipment	Equipment CO ₂ (MT)	kg/CO ₂ /Gallon	Gallons
Demolition	6	31.10	10.21	3,046
Site Preparation	7	24.00	10.21	2,351
Grading	6	40.30	10.21	3,947
Building Construction	9	91.30	10.21	8,942
Paving	6	13.70	10.21	1,342
Architectural Coating	1	1.21	10.21	119
Total				19,746

Sources: Pieces of equipment and equipment CO₂ (Appendix A); kg/CO₂/Gallon (The Climate Registry 2020).

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

Fuel consumption from worker and vendor trips is estimated by converting the total CO₂ emissions from each construction phase to gallons using the conversion factors for CO₂ to gallons of gasoline or diesel. Worker vehicles are assumed to be gasoline and vendor vehicles are assumed to be diesel. The project also includes haul truck trips for the export of demolition waste and import of earthwork materials. Calculations for total worker, vendor truck and haul truck fuel consumption are provided in Table 14.

Table 14. Construction Worker and Vendor Gasoline and Diesel Demand

Phase	No. of One-Way Trips per Day	Vehicle MT CO ₂	kg/CO ₂ /Gallon	Gallons
Worker (Gasoline)				
Demolition	16	1.98	8.78	226
Site Preparation	18	1.11	8.78	126
Grading	16	2.97	8.78	338
Building Construction	74	38.50	8.78	4,385
Paving	16	1.86	8.78	212
Architectural Coating	16	1.98	8.78	226
Vendor (Diesel)				
Demolition	0	0	10.21	0
Site Preparation	0	0	10.21	0
Grading	0	0	10.21	0
Building Construction	30	36.20	10.21	3,546
Paving	0	0	10.21	0

Table 14. Construction Worker and Vendor Gasoline and Diesel Demand

Phase	No. of One-Way Trips per Day	Vehicle MT CO ₂	kg/CO ₂ /Gallon	Gallons
Architectural Coating	0	0	10.21	0
Hauling (Diesel)				
Demolition	10	6.48	10.21	635
Site Preparation	0	0.00	10.21	0
Grading	58	56.40	10.21	5,524
Building Construction	0	0.00	10.21	0
Paving	0	0.00	10.21	0
Architectural Coating	0	0.00	10.21	0
On-Site Truck (Diesel)				
Demolition	4	0.13	10.21	13
Site Preparation	4	0.06	10.21	6
Grading	4	0.19	10.21	19
Building Construction	0	0	10.21	0
Paving	0	0	10.21	0
Architectural Coating	0	0	10.21	0
Total				15,256

Sources: Trips and vehicle CO₂ (Appendix A); kg/CO₂/Gallon (The Climate Registry 2020).

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

In summary, construction of the project is anticipated to consume 5,513 gallons of gasoline and 29,488 gallons of diesel over the course of 9 months. The project will be subject to CARB's In-Use Off-Road Diesel Vehicle Regulation that applies to certain off-road diesel engines, vehicles, or equipment greater than 25 horsepower. The regulation (1) imposes limits on idling, requires a written idling policy, and requires a disclosure when selling vehicles; (2) requires all vehicles to be reported to CARB (using the Diesel Off-Road Online Reporting System) and labeled; (3) restricts the adding of older vehicles into fleets starting on January 1, 2014; and (4) requires fleets to reduce their emissions by retiring, replacing, or repowering older engines, or installing Verified Diesel Emission Control Strategies (i.e., exhaust retrofits). The fleet must either show that its fleet average index was less than or equal to the calculated fleet average target rate, or that the fleet has met the Best Achievable Control Technology requirements. The project is also located in an urban area and worker, vendor, and haul truck trip lengths would be shorter compared to a suburban project location, resulting in less energy use. Therefore, impacts to energy resources during construction would be less than significant.

Operation

Electricity

The operation of the project would require electricity for multiple purposes, including cooling, lighting, appliances, and powering various equipment, such as electric forklifts. Additionally, the supply, conveyance, treatment, and distribution of water would indirectly result in electricity usage. Electricity consumption associated with project operation is based on the CalEEMod outputs and spreadsheet calculations for water, wastewater, and electric forklifts presented in Appendix A.

CalEEMod default values for energy consumption for each land use were applied for the project analysis. The energy use from non-residential land uses is calculated in CalEEMod based on the California Commercial End-Use Survey database. Energy use in buildings (both natural gas and electricity) is divided by the program into end use categories subject to Title 24 requirements (end uses associated with the building envelope, such as the heating, ventilation, and air conditioning [HVAC] system; water heating system; and integrated lighting) and those not subject to Title 24 requirements (such as appliances, electronics, and miscellaneous “plug-in” uses).

Title 24 of the California Code of Regulations serves to enhance and regulate California’s building standards. The most recent amendments to Title 24, Part 6, referred to as the 2019 standards, became effective on January 1, 2020. According to these estimations, the project would consume approximately 987,255 kilowatt-hours per year during operation (Appendix A).

Natural Gas

The operation would require natural gas for various purposes, including water heating and natural gas appliances and natural gas forklifts. Natural gas consumption associated with operation is based on the CalEEMod outputs in Appendix A.

CalEEMod default values for energy consumption for each land use were applied for the project analysis. The energy use from non-residential land uses is calculated in CalEEMod based on the California Commercial End-Use Survey database. Energy use in buildings (both natural gas and electricity) is divided by the program into end use categories subject to Title 24 requirements (end uses associated with the building envelope, such as the HVAC system, water heating system, and integrated lighting) and those not subject to Title 24 requirements (such as appliances, electronics, and miscellaneous “plug-in” uses).

Title 24 of the California Code of Regulations serves to enhance and regulate California’s building standards. The most recent amendments to Title 24, Part 6, referred to as the 2019 standards, became effective on January 1, 2020. According to these estimations, the project would consume approximately 3,347,134 thousand British thermal units per year.

Petroleum

During operations, the majority of fuel consumption resulting from the project would involve the use of forklifts and motor vehicles traveling to and from the project site.

Petroleum fuel consumption associated with motor vehicles traveling to and from the project site is a function of the VMT as a result of project operation. As shown in Appendix A (calculation spreadsheets) and as discussed in Section 3.3 and Section 3.8, the annual VMT attributable to the project is expected to be 1,342,566 miles for passenger vehicles and 1,211,800 miles for trucks. Similar to the construction worker and vendor trips, fuel consumption from worker and truck trips are estimated by converting the total CO₂ emissions from operation of the project to gallons using the conversion factors for CO₂ to gallons of gasoline or diesel. Mobile source emissions were estimated using CalEEMod. Calculations for annual mobile source fuel consumption are provided in Table 15.

Table 15. Operational Annual Mobile Source Petroleum Demand

Fuel	Source	Vehicle MT CO ₂	kg/CO ₂ /Gallon	Gallons
Gasoline	Vehicles	615.82	8.78	70,138.91
Diesel	Vehicles	1,412.20	10.21	138,315.35
Diesel	Forklifts	278	10.21	2,838.38
Total				211,292.64

Sources: Trips and vehicle CO₂ (Appendix A); kg/CO₂/Gallon (The Climate Registry 2020).

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

As shown in Table 15, total petroleum consumption for the project annually is estimated to be 211,292.64 gallons.¹⁵

Summary

In summary, although natural gas and electricity usage would increase due to the implementation of the project, the project would be subject to the State Building Energy Efficiency Standards. Although the project would see an increase in petroleum use during construction and operation, vehicles would use less petroleum due to advances in fuel economy and potential reduction in VMT over time. Therefore, impacts to energy resources during operation would be less than significant.

Over the lifetime of the project, the fuel efficiency of the vehicles being used by the visitors and employees of the project is expected to increase. As such, the amount of gasoline consumed as a result of vehicular trips to and from the project site during operation would decrease over time. There are numerous regulations in place that require and encourage increased fuel efficiency. For example, CARB has adopted a new approach to passenger vehicles by combining the control of smog-causing pollutants and GHG emissions into a single coordinated package of standards. The new approach also includes efforts to support and accelerate the number of plug-in hybrids and zero-emission vehicles in California (CARB 2017). Additionally, in response to SB 375, CARB has adopted the goal of reducing per-capita GHG emissions from 2005 levels by 8% by the year 2020 and 13% by the year 2035 for light-duty passenger vehicles in the SCAG planning area. This reduction would occur by reducing VMT through the integration of land use planning and transportation. As such, operation of the project is expected to use decreasing amounts of petroleum over time, due to advances in fuel economy.

The project would create additional electricity and natural gas demand by adding warehouse facilities. New facilities associated with the proposed project would be subject to the State Building Energy Efficiency Standards, embodied in Title 24 of the California Code of Regulations. The efficiency standards apply to new construction of non-residential buildings and regulate energy consumed for heating, cooling, ventilation, water heating, and lighting.

In summary, implementation of the project would increase the demand for electricity and natural gas at the project site and petroleum consumption in the region during construction and operation. However, as the project would be consistent with current regulations and policies, the project would not be wasteful, inefficient, and would not result in unnecessary energy resource consumption. The project's energy consumption demands during construction and operation would conform to the State's Title 24 standards such that the

¹⁵ For context, California is expected to consume approximately 18.5 billion gallons of petroleum per year by 2024 (CARB 2021). Countywide total petroleum use by vehicles is expected to be 1220.99 million gallons per year by 2024 (CARB 2021).

project would not be expected to wastefully use gas and electricity. Since the proposed project would comply with Title 24 conservation standards, the proposed project would not directly require the construction of new energy generation or supply facilities or result in wasteful, inefficient, or unnecessary consumption of energy. Moreover, vehicle usage associated with the project would use less petroleum due to advances in fuel economy and potential reduction in VMT over time. Therefore, impacts would be less than significant.

b) Would the project conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

Less-than-Significant Impact. The project would be subject to and would comply with, at a minimum, the California Building Energy Efficiency Standards (24 CCR, Part 6). Part 6 of Title 24 establishes energy efficiency standards for non-residential buildings constructed in California to reduce energy demand and consumption. As such, the project would comply with the California code requirements for energy efficiency.

Part 11 of Title 24 sets forth voluntary and mandatory energy measures that are applicable to the project under the California Green Building Standards. The California Green Building Standards institute mandatory minimum environmental performance standards for all ground-up, new construction of commercial, low-rise residential, high-rise residential, state-owned buildings, schools, and hospitals, as well as certain residential and non-residential additions and alterations. On this basis, the project would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency. Therefore, impacts would be less than significant.

3.7 Geology and Soils

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
VII. GEOLOGY AND SOILS – Would the project:				
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i) ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii) iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii) iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

a) Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:

i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.

No Impact. The Alquist-Priolo Zones Special Studies Act defines active faults as those that have experienced surface displacement or movement during the last 11,000 years. As shown in Figure 6-2 of the General Plan, the City of Highland is traversed by the San Andreas Fault System (City of Highland 2006). The Alquist-Priolo Earthquake Fault Zone, as identified in the General Plan, is located 3.2 miles east of the project site (City of Highland 2006). The proposed development lies outside of any Alquist Priolo Special Studies Zone and the potential for damage due to direct fault rupture is considered unlikely (Appendix E, Geotechnical Investigation). Additionally, based on a review of the California Department of Conservation regulatory maps, the project site is not located in a designated Fault Hazard Zone (CDOC 2021). Therefore, no impacts associated with fault rupture would occur.

ii) Strong seismic ground shaking?

Less-than-Significant Impact. Similar to other areas located in the seismically active Southern California region, the City is susceptible to strong ground shaking during an earthquake. However, as previously addressed in Section 3.7(a)(i), the project site is located approximately 3.2 miles west of the San Andreas Fault Zone which is capable of producing a 7.4 magnitude earthquake. Pursuant to Title 15, Buildings and Construction, of the Highland Municipal Code, the project would incorporate

the design recommendations included in its geotechnical report, which will be subject to review and approval by City staff prior to issuance of a grading permit. The project's geotechnical report provides specific design recommendations to ensure the structural integrity of the project in the event that seismic ground shaking is experienced at the project site. These recommendations include performing remedial grading, over-excavating existing soils, and recompacting these soils with structured fill, among other technical design recommendations (Appendix E). Additionally, the project's structures would be designed consistent with the most recent version of the California Building Code, which includes universal standards relating to seismic load requirements. With implementation of the recommendations of the project's geotechnical report, impacts associated with strong seismic ground shaking would be less than significant.

iii) *Seismic-related ground failure, including liquefaction?*

Less-than-Significant Impact. Liquefaction occurs when partially saturated soil loses its effective stress and enters a liquid state, which can result in the soil's inability to support structures above. Liquefaction can be induced by ground-shaking events and is dependent on soil saturation conditions. As shown in Figure 6-3 of the General Plan, the project site is not within a High Liquefaction Susceptibility Area (City of Highland 2006). In addition, as stated in Appendix E, based on review of local groundwater maps, the depth to groundwater is in excess of 100 feet.

The project would involve the installation of an underground water quality infiltration basin to capture, treat, and infiltrate stormwater flows on the site. Based on the characteristics of soils on site, the site is suitable for stormwater infiltration without increasing the potential for settlement of proposed structures. Therefore, impacts associated with seismic-related ground failure, including liquefaction, would be less than significant.

iv) *Landslides?*

No Impact. The project site is relatively flat and is not within an area susceptible to landslides as shown in General Plan Figure 6-3 (City of Highland 2006). Therefore, no impact associated with landslides would occur on the project site.

b) *Would the project result in substantial soil erosion or the loss of topsoil?*

Short-Term Construction Impacts

Less-than-Significant Impact. Ground surfaces that would be temporarily exposed during construction could result in erosion or loss of soil during storm events. Construction projects that involve the disturbance of 1 or more acres of soil, including clearing, grading, and disturbances to the ground such as stockpiling or excavation, are required to obtain coverage under the SWRCB General Permit for Discharges of Stormwater Associated with Construction Activity (Construction General Permit). The Construction General Permit requires the development and implementation of a SWPP (SWRCB 2021). Implementation of a Construction General Permit, including preparation of a SWPPP and installation of BMPs, would reduce the potential for both stormwater runoff and soil erosion impacts. Therefore, short-term construction impacts associated with soil erosion would be less than significant.

Long-Term Operational Impacts

Less-than-Significant Impact. Following construction of the project, ground surfaces would be covered by the proposed warehouse building or otherwise stabilized with landscaping and paving. The stormwater generated on site, along with any sediments contained within the stormwater, will be directed into an on-site corrugated metal pipe infiltration system to be treated on site. Therefore, the potential for substantial soil erosion or the loss of topsoil is considered less than significant.

- c) ***Would the project be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?***

Less-than-Significant Impact. The site is underlain by alluvium generally composed of gravels, cobbles and boulders in a silty sand matrix. As previously discussed, the potential for the project to result in or be affected by landslides and liquefaction is low, and these issues are not anticipated at the project site. The project would be designed consistent with the specific design recommendations of the project's geotechnical report, which provides recommendations to perform remedial grading, over-excavate existing soils, and recompact these soils with structured fill, among other technical design recommendations (Appendix E). Implementation of these recommendations would address these potentially hazardous conditions and ensure structural integrity in the event that seismic-related issues are experienced at the project site. With implementation of the recommendations of the project's geotechnical report, impacts would be less than significant.

- d) ***Would the project be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?***

Less-than-Significant Impact. Expansive soils are characterized by their potential shrink/swell behavior. Shrink/swell is the change in volume (expansion and contraction) that occurs in certain fine-grained clay sediments from the cycle of wetting and drying. Much of the damage to building foundations, roads, and other structures can be caused by the swelling and shrinking of soils as a result of wetting and drying. The upper soils at the project site are very low (Expansion Index = 0–20) in expansion potential (Appendix E). Further, compliance with California Building Code requirements would reduce the potential risk to people and structures due to unstable and expansive soils. Therefore, impacts associated with expansive soils would be less than significant.

- e) ***Would the project have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?***

No Impact. The proposed project would connect directly to the municipal sanitary sewer system and would not require septic tanks or any other alternative wastewater disposal system. Therefore, no impacts associated with the ability of soils to support septic tanks would occur.

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

Less-than-Significant Impact with Mitigation Incorporated. The geologic units underlying the project site as primarily fill soils encountered at the ground surface. The fill soils generally consist of silty sand with

some gravel, rocks, and minor debris. Native soils generally consisting of silty sand with some gravel and occasional cobbles were encountered beneath the upper fill soils (Appendix E). As is the case with most development projects that involve earthwork activity, there is always a possibility that subsurface construction activity could unearth a potentially significant paleontological resource. MM-GEO-1 would be required to ensure that subsurface construction activity complies with the standard procedures for treatment of unanticipated discovered of paleontological resources; therefore, with incorporation of mitigation, impacts associated with paleontological resources would be less than significant.

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

3.8 Greenhouse Gas Emissions

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
VIII. GREENHOUSE GAS EMISSIONS – Would the project:				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a) **Would the project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?**

Less-than-Significant Impact. Climate change refers to any significant change in measures of climate (e.g., temperature, precipitation, or wind patterns) lasting for an extended period of time (i.e., decades or longer). The Earth’s temperature depends on the balance between energy entering and leaving the planet’s system, and many factors (natural and human) can cause changes in Earth’s energy balance. The greenhouse effect is the trapping and buildup of heat in the atmosphere near the Earth’s surface (the troposphere). The greenhouse effect is a natural process that contributes to regulating the Earth’s temperature, and it creates a livable environment on Earth. Human activities that emit additional GHGs to the atmosphere increase the amount of infrared radiation that gets absorbed before escaping into space,

thus enhancing the greenhouse effect and causing the Earth's surface temperature to rise. Global climate change is a cumulative impact; a project contributes to this impact through its incremental contribution combined with the cumulative increase of all other sources of GHGs. Thus, GHG impacts are recognized exclusively as cumulative impacts (CAPCOA 2008).

A GHG is any gas that absorbs infrared radiation in the atmosphere; in other words, GHGs trap heat in the atmosphere. As defined in California Health and Safety Code Section 38505(g) for purposes of administering many of the state's primary GHG emissions reduction programs, GHGs include CO₂, methane (CH₄), nitrous oxide (N₂O), hydrofluorocarbons, perfluorocarbons, sulfur hexafluoride, and nitrogen trifluoride (see also CEQA Guidelines Section 15364.5).¹⁶

The Intergovernmental Panel on Climate Change developed the global warming potential (GWP) concept to compare the ability of each GHG to trap heat in the atmosphere relative to another gas. The reference gas used is CO₂; therefore, GWP-weighted emissions are measured in metric tons (MT) of CO₂ equivalent (CO_{2e}). Consistent with CalEEMod Version 2022, this GHG emissions analysis assumed the GWP for CH₄ is 25 (i.e., emissions of 1 MT of CH₄ are equivalent to emissions of 25 MT of CO₂), and the GWP for N₂O is 298, based on the Intergovernmental Panel on Climate Change's Fourth Assessment Report (IPCC 2007).

As discussed in Section 3.3, the project is located within SCAQMD jurisdictional boundaries. In October 2008, the SCAQMD proposed recommended numeric CEQA significance thresholds for GHG emissions for lead agencies to use in assessing GHG impacts of residential and commercial development projects as presented in its Draft Guidance Document – Interim CEQA Greenhouse Gas (GHG) Significance Threshold (SCAQMD 2008b). This guidance document, which builds on the previous guidance prepared by the California Air Pollution Control Officers Association, explored various approaches for establishing a significance threshold for GHG emissions. The draft interim CEQA thresholds guidance document was not adopted or approved by the Governing Board. However, in December 2008, the SCAQMD adopted an interim 10,000 MT CO_{2e} per-year screening level threshold for stationary source/industrial projects¹⁷ for which the SCAQMD is the lead agency (see SCAQMD Resolution No. 08-35).

The SCAQMD formed a GHG CEQA Significance Threshold Working Group to work with SCAQMD staff on developing GHG CEQA significance thresholds until statewide significance thresholds or guidelines are established. From December 2008 to September 2010, the SCAQMD hosted working group meetings and revised the draft threshold proposal several times, although it did not officially provide these proposals in a subsequent document. The SCAQMD has continued to consider adoption of significance thresholds for residential and general land use development projects. The most recent proposal, issued in September 2010, uses the following tiered approach to evaluate potential GHG impacts from various uses (SCAQMD 2010):

Tier 1 Determine if CEQA categorical exemptions are applicable. If not, move to Tier 2.

¹⁶ Climate-forcing substances include GHGs and other substances such as black carbon and aerosols. This discussion focuses on the seven GHGs identified in the California Health and Safety Code Section 38505; impacts associated with other climate-forcing substances are not evaluated herein.

¹⁷ The SCAQMD 10,000 MT CO_{2e} screening threshold is intended to apply to land use categories that typically contain large stationary source equipment whose emissions are largely permitted or regulated by the SCAQMD. (SCAQMD 2008b).

- Tier 2** Consider whether or not the proposed project is consistent with a locally adopted GHG reduction plan that has gone through public hearing and CEQA review, that has an approved inventory, includes monitoring, etc. If not, move to Tier 3.

- Tier 3** Consider whether the project generates GHG emissions in excess of screening thresholds for individual land uses. The 10,000 MT CO₂e per year threshold for industrial uses would be recommended for use by all lead agencies. Under option 1, separate screening thresholds are proposed for residential projects (3,500 MT CO₂e per year), commercial projects (1,400 MT CO₂e per year), and mixed-use projects (3,000 MT CO₂e per year).¹⁸ Under option 2, a single numerical screening threshold of 3,000 MT CO₂e per year would be used for all non-industrial projects. If the project generates emissions in excess of the applicable screening threshold, move to Tier 4.

- Tier 4** Consider whether the project generates GHG emissions in excess of applicable performance standards for the project service population (population plus employment). The efficiency targets were established based on the goal of AB 32 to reduce statewide GHG emissions to 1990 levels by 2020. The 2020 efficiency targets are 4.8 MT CO₂e per service population per year (MT CO₂e/SP/year) for project level analyses and 6.6 MT CO₂e/SP/year for plan level analyses. The 2035 efficiency targets are 3.0 MT CO₂e/SP/year for project level analyses and 4.1 MT CO₂e/SP/year for plan level analyses. If the project generates emissions in excess of the applicable efficiency targets, move to Tier 5.

- Tier 5** Consider the implementation of CEQA mitigation (including the purchase of GHG offsets) to reduce the project efficiency target to Tier 4 levels.

To determine the project’s potential to generate GHG emissions that would have a significant impact on the environment, the project’s GHG emissions were estimated and then compared to the project quantitative threshold of 3,000 MT CO₂e per year under Tier 3, Option 1. Per the SCAQMD guidance, construction emissions should be amortized over the operational life of the project, which is assumed to be 30 years (SCAQMD 2008).

Construction Greenhouse Gas Emissions

Construction of the project would result in GHG emissions, which are primarily associated with the use of off-road construction equipment, on-road haul and vendor trucks, and worker vehicles. The SCAQMD Draft Guidance Document – Interim CEQA Greenhouse Gas (GHG) Significance Threshold (SCAQMD 2008b) recommends that “construction emissions be amortized over a 30-year project lifetime, so that GHG reduction measures will address construction GHG emissions as part of the operational GHG reduction strategies.” Thus, the total construction GHG emissions were calculated, amortized over 30 years, and added to the total operational emissions for comparison with the GHG significance threshold of 10,000 MT CO₂e per year. The determination of significance, therefore, is addressed in the operational emissions discussion following the estimated construction emissions.

CalEEMod was used to calculate the annual GHG emissions based on the construction scenario described in Section 3.3. Construction of the project is anticipated to commence in February 2023, lasting a total of

¹⁸ The SCAQMD found that the 3,000 MT CO₂e screening threshold would implement the SCAQMD’s policy objective of capturing 90% of all GHG emissions in the region. Therefore, staff recommends that this value be used by lead agencies for residential and commercial developments, including industrial parks, warehouses, etc. (SCAQMD 2008b)

9 months and reaching completion in October 2023. On-site sources of GHG emissions include off-road equipment and off-site sources include haul trucks, vendor trucks, and worker vehicles. Table 16 presents construction GHG emissions for the project from on-site and off-site emission sources.

Table 16. Estimated Annual Construction Greenhouse Gas Emissions

Year	CO ₂	CH ₄	N ₂ O	R	CO ₂ e
	Metric Tons per Year				
2022	350	0.02	0.02	0.20	356
Total					356
Amortized Emissions (over 30 years)					12

Source: Appendix A.

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

As shown in Table 16, the estimated total GHG emissions during construction of the project would be approximately 356 MT CO₂e. Estimated project-generated construction emissions amortized over 30 years would be approximately 12 MT CO₂e per year. As with project-generated construction air quality pollutant emissions, GHG emissions generated during construction of the project would be short-term in nature, lasting only for the duration of the construction period, and would not represent a long-term source of GHG emissions. Because there is no separate GHG threshold for construction, the evaluation of significance is discussed in the operational emissions analysis in the following text.

Operational Greenhouse Gas Emissions

CalEEMod Version 2022 was used to estimate potential project-generated operational GHG emissions from mobile, area sources (landscape maintenance), natural gas combustion, electrical generation, water supply and wastewater treatment, solid waste, and off-road equipment (forklifts). Emissions from each category—mobile, area sources, energy sources, mobile sources, solid waste, water supply and wastewater treatment, and off-road equipment—are discussed in the following text with respect to the project. For additional details, see Section 3.3 for a discussion of operational emission calculation methodology and assumptions, specifically for area, energy (natural gas), and mobile sources. Operational year 2024 was assumed to be the first full year of operation following completion of construction.

Area Sources

CalEEMod was used to estimate GHG emissions from the project’s area sources, including operation of gasoline-powered landscape maintenance equipment, which produce minimal GHG emissions. It was assumed that 100% of the landscaping equipment would be gasoline powered. Consumer product use and architectural coatings result in VOC emissions, which are analyzed in air quality analysis only, and low to no GHG emissions.

Energy Sources

The estimation of operational energy emissions was based on CalEEMod land use defaults and square footage of the project’s land uses. For non-residential buildings, CalEEMod energy intensity value (electricity or natural gas usage per square foot per year) assumptions were based on the California Commercial End-Use Survey database. Emissions are calculated by multiplying the energy use by the utility carbon intensity

(pounds of GHGs per kilowatt-hour for electricity or 1,000 British thermal units for natural gas) for CO₂ and other GHGs.

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

The CalEEMod default energy intensity factor (CO₂, CH₄, and N₂O mass emissions per kilowatt-hour) for Southern California Edison is based on the value for Southern California Edison's energy mix projected for 2024 as reported in CalEEMod Appendix G, Table G-3. SB X1 2 established a target of 33% from renewable energy sources for all electricity providers in California by December 31, 2020, and SB 100 calls for further development of renewable energy, with a target of 44% by December 31, 2024; 52% by December 31, 2027; and 60% by December 31, 2030. As such, GHG emissions associated with project electricity demand would continue to decrease over time.

Mobile Sources

All details for criteria air pollutants discussed in Section 3.3 are also applicable for the estimation of operational mobile source GHG emissions. It was assumed that the warehouse would operate 7 days per week; therefore, 365 days of vehicle emissions were assumed. Regulatory measures related to mobile sources include Assembly Bill (AB) 1493 (Pavley) and related federal standards. AB 1493 required that CARB establish GHG emission standards for automobiles, light-duty trucks, and other vehicles determined by CARB to be vehicles that are primarily used for noncommercial personal transportation in the state. In addition, the National Highway Traffic Safety Administration and EPA have established corporate fuel economy standards and GHG emission standards, respectively, for automobiles and light-, medium-, and heavy-duty vehicles. Implementation of these standards and fleet turnover (replacement of older vehicles with newer ones) will gradually reduce emissions from the project's motor vehicles. The effectiveness of fuel economy improvements was evaluated to the extent it was captured in CalEEMod emission factors for motor vehicles in 2024.

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

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

Solid Waste

The project would generate solid waste and therefore would result in CO₂e emissions associated with landfill off-gassing. CalEEMod default values for solid waste generation were used to estimate GHG emissions associated with solid waste.

Water and Wastewater

Supply, conveyance, treatment, and distribution of water for the project require the use of electricity, which would result in associated indirect GHG emissions. Similarly, wastewater generated by the project requires the use of electricity for conveyance and treatment, along with GHG emissions generated during wastewater treatment. Water consumption estimates for both indoor and outdoor water use and associated electricity consumption from water use and wastewater generation were estimated using CalEEMod default values.

Refrigerants

Refrigerants are substances used in equipment for air conditioning and refrigeration. Most of the refrigerants used today are HFCs or blends thereof, which can have high GWP values. All equipment that uses refrigerants has a charge size (i.e., quantity of refrigerant the equipment contains), and an operational refrigerant leak rate, and each refrigerant has a GWP that is specific to that refrigerant. CalEEMod quantifies refrigerant emissions from leaks during regular operation and routine servicing over the equipment lifetime, and then derives average annual emissions from the lifetime estimate. The CalEEMod default values for the land use were used.

Off-Road Equipment

The SCAQMD published a summary of operational survey results from 34 operating high-cube warehouses (SCAQMD 2014). The SCAQMD survey reported an average of 0.12 forklifts/pallet jacks per 1,000 square feet of building area, which was applied to the project. Note that this estimate is for total forklifts and pallet jacks. Pallet jacks are small as they are primarily used to lift small loads in tight quarters (and are electric or manual); therefore, assuming all pieces of equipment are forklifts is conservative. For the project, a total of 22 forklifts were assumed. Of the total 22 forklifts, 11 of the forklifts were modeled as diesel powered with Tier 4 Interim compliant engines. The remaining 11 forklifts are assumed to be electric-operated. All 22 forklifts are assumed to operate 8 hours per day and 7 days per week at the project site. CalEEMod was used to estimate emissions from forklifts.

The estimated operational (year 2024) project-generated GHG emissions from area sources, energy usage, motor vehicles, solid waste generation, water usage and wastewater generation, and off-road equipment are shown in Table 17.

Table 17. Estimated Annual Operational Greenhouse Gas Emissions

Emission Source	CO ₂	CH ₄	N ₂ O	R	CO ₂ e
		metric tons per year			
Area	3.57	<0.005	<0.005	—	3.58
Energy	373	0.03	<0.005	—	374
Mobile	2,027	0.14	0.25	2.78	2,108
Solid waste	14.8	1.48	0.00	—	51.7

Table 17. Estimated Annual Operational Greenhouse Gas Emissions

Emission Source	CO ₂	CH ₄	N ₂ O	R	CO ₂ e
		metric tons per year			
Water supply and wastewater	57.4	1.33	0.03	—	100
Off-road equipment (Forklifts)	278	0.01	<0.005	—	279
Project Total					2,916
<i>Amortized Construction Emissions</i>					<i>12</i>
Operation + Amortized Construction Total					2,928

Source: Appendix A.

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

As shown in Table 17, estimated annual generated GHG emissions would be approximately 2,916 MT CO₂e per year as a result of project operation. Estimated annual project-generated operational emissions in 2024 and amortized project construction emissions of approximately 12 MT CO₂e per year would be approximately 2,928 MT CO₂e per year. Annual operational GHG emissions with amortized construction emissions would not exceed the SCAQMD recommended threshold of 3,000 MT CO₂e per year.

b) *Would the project generate conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?*

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

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

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

Potential to Conflict with the State Reduction Targets and CARB’s Scoping Plan

The Climate Change Scoping Plan, approved by CARB in 2008 and updated in 2014, 2017, and most recently 2022 provides a framework for actions to reduce California’s GHG emissions and requires CARB and other

state agencies to adopt regulations and other initiatives to reduce GHGs. While the Scoping Plan is not directly applicable to specific projects, nor is it intended to be used for project-level evaluations, it is the official framework for the measures and regulations that will be implemented to reduce California's GHG emissions in alignment with the adopted targets. Therefore, a project would be found to not conflict with the statutes if it would meet the Scoping Plan policies and would not impede attainment of the goals therein.

Under the Scoping Plan, however, several state regulatory measures aim to identify and reduce GHG emissions. CARB and other state agencies have adopted many of the measures identified in the Scoping Plan. Most of these measures focus on area-source emissions (e.g., energy usage and high-GWP GHGs in consumer products) and changes to the vehicle fleet (e.g., hybrid, electric, and more fuel-efficient vehicles) and associated fuels, among others. Nonetheless, the project would comply with various GHG emission reduction regulations to the extent they apply to the project's emissions sources including CARB's tractor-trailer GHG regulations and Heavy-Duty Greenhouse Gas Standards for New Vehicle and Engines.

The 2045 carbon neutrality goal required CARB to expand proposed actions in the Third Update to include those that capture and store carbon in addition to those that reduce only anthropogenic sources of GHG emissions. The proposed project would support the state's carbon neutrality goals, as implementation includes addition of urban-tree and native plantings throughout the project site, which represent opportunities for potential carbon removal and sequestration over the project life-time. However, the Third Update emphasizes that reliance on carbon sequestration in the state's natural and working lands will not be sufficient to address residual GHG emissions, and achieving carbon neutrality will require research, development, and deployment of additional methods to capture atmospheric GHG emissions (e.g., mechanical direct air capture). Given that the specific path to neutrality will require development of technologies and programs that are not currently known or available, the project's role in supporting the statewide goal would be speculative and cannot be wholly identified at this time.

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

The SCAG 2020–2045 RTP/SCS (Connect SoCal) is a regional growth management strategy that targets per capita GHG reduction from passenger vehicles and light trucks in the Southern California Region pursuant to SB 375. In addition to demonstrating the Region's ability to attain the GHG emission-reduction targets set forth by CARB, the 2020-2045 RTP/SCS outlines a series of actions and strategies for integrating the transportation network with an overall land use pattern that responds to projected growth, housing needs, changing demographics, and transportation demands. Thus, successful implementation of the 2020-2045 RTP/SCS would result in more complete communities with various transportation and housing choices while reducing automobile use.

The following strategies are intended to be supportive of implementing the 2020-2045 RTP/SCS and reducing GHGs: focus growth near destinations and mobility options; promote diverse housing choices; leverage technology innovations; support implementation of sustainability policies; and promote a green region (SCAG 2020). The strategies that pertain to residential development and SCAG's support of local jurisdiction sustainability efforts would not apply to the project. The project's potential to conflict with the remaining applicable strategies is presented in the following text.

Focus Growth Near Destinations and Mobility Options. One of the strategies within the 2020–2045 RTP/SCS focuses on growth near existing transit and implementation of first/last mile strategies. The

project would not conflict with this strategy of the 2020–2045 RTP/SCS as the project is located within 4.6 miles to the San Bernardino Transit Center. Omnitrans provides public transportation throughout the San Bernardino Valley and would serve as the nearest transit service to the project site. The nearest Omnitrans bus stop serves Route 15, located approximately 0.51 miles north of the project site at the intersection of Victoria Avenue/9th Street. Route 15 operates between the Fontana Metrolink Transit Center and the City of Redlands via the Cities of Rialto, San Bernardino, and Highland, with a peak service frequency of 60 minutes throughout the week.

Leverage Technology Innovations. One of the technology innovations identified in the 2020–2045 RTP/SCS that would apply to the project is the promotion and support of low emission technologies for transportation, such as alternative fueled vehicles to reduce per capita GHG emissions. The project would not conflict with SCAG’s ability to implement this strategy.

Promote a Green Region. The third applicable strategy within the 2020–2045 RTP/SCS, for individual developments, such as the project, involves promoting a green region through efforts such as supporting local policies for renewable energy production and promoting more resource efficient development (e.g., reducing energy consumption) to reduce GHG emissions. The project would support this measure by complying with the 2019 title 24 building standards.

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

3.9 Hazards and Hazardous Materials

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
IX. HAZARDS AND HAZARDOUS MATERIALS – Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Be located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a) ***Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?***

Short-Term Construction Impacts

Less-than-Significant Impact. Potentially hazardous materials would likely be handled on the project site as part of project construction. These materials would include gasoline, diesel fuel, lubricants, and other petroleum-based products required to operate and maintain construction equipment. Handling of these potentially hazardous materials would be temporary and would coincide with the short-term construction phase of the project.

Although these materials would likely be stored on the project site, storage would be required to comply with the guidelines set forth by each product’s manufacturer and with all applicable federal, state, and local regulations pertaining to the storage of hazardous materials. Consistent with federal, state, and local requirements, the transport of hazardous materials to and from the project site would be conducted by a licensed contractor. Any handling, transport, use, or disposal of hazardous materials would comply with all relevant federal, state, and local agencies and regulations, including EPA, the California Department of Toxic Substances Control, Occupational Safety and Health Administration, the California Department of Transportation, the Resource Conservation and Recovery Act, and the SCAQMD. Therefore, with compliance with applicable regulations, short-term construction impacts related to the transport, use or disposal of hazardous materials would be less than significant.

Long-Term Operational Impacts

Less-than-Significant Impact. Potentially hazardous materials associated with project operations would include materials used during typical cleaning and maintenance activities. Although these potentially hazardous materials would vary, they would generally include household cleaning products, paints, fertilizers, and herbicides and pesticides. Many of these materials are considered household hazardous

wastes, common wastes, and/or universal wastes by EPA, which considers these types of wastes to be common to businesses and households and to pose a lower risk to people and the environment than other hazardous wastes when properly handled, transported, used, and disposed of (EPA 2021). Federal, state, and local regulations typically allow these types of wastes to be handled and disposed of with less stringent standards than other hazardous wastes, and many of these wastes do not have to be managed as hazardous waste. Additionally, any potentially hazardous material handled on the project site would be limited in both quantity and concentrations, consistent with other similar industrial uses located in the City, and any handling, transport, use, and disposal would comply with applicable federal, state, and local agencies and regulations. Further, as mandated by the Occupational Safety and Health Administration (OSHA n.d.), all hazardous materials stored on the project site would be accompanied by a Material Safety Data Sheet, which would inform employees and first responders as to the necessary remediation procedures in the case of accidental release. Therefore, long-term operational impacts associated with hazardous materials would be less than significant.

- b) *Would the project create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?***

Less-than-Significant Impact. Refer to response provided in Section 3.9(a).

- c) *Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?***

No Impact. The nearest school to the project site is Cypress Elementary School (26825 Cypress St.), which is located 0.9 miles northeast of the project site. Therefore, no impacts associated with emitting or handling hazardous materials within 0.25 miles of a school would occur.

- d) *Would the project be located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?***

No Impact. The project site is not included on any hazardous waste site lists, including the California Department of Toxic Substances Control's EnviroStor database, the State Water Resources Control Board's GeoTracker site, the Cortese List, or other lists compiled pursuant to Section 65962.5 of the Government Code (CalEPA 2021; DTSC 2023; SWRCB 2023). The closest hazardous site to the project site is the former landfill at the Norton Air Force Base, which is designated as a Military Cleanup Site (DTSC Case No. CA4570024345). It accepted general refuse, demolition debris, and industrial waste. It encompassed 35 acres in the northeastern corner of the former base. The landfill was operated as a trench and fill type landfill and received an estimated 1,000,000 cubic yards of waste (SWRCB 2024). In May 2017 an Air Force contractor sampled groundwater to determine the presence or absence of PFAS. PFOA and PFOS were detected in groundwater sample at concentrations below USEPA Health Advisory of 70 parts per trillion. Following construction, the project site would contain landscape areas and other pervious surfaces that would allow for water to percolate into the subsurface soils. The project would include a detention/infiltration basin on the west side of the property to capture and infiltrate runoff. The WQMP's Infiltration BMP Feasibility section concludes that the proposed project, including the infiltration/detention basin, would not pose a significant risk for groundwater and/or increase the risk of geologic hazards. In addition, infiltration on the project site would not negatively affect the hazardous materials cleanup site located at the Norton Air Force Base. Therefore, no impacts associated with hazardous materials sites would occur.

- e) **For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?**

Less-than-Significant Impact. The SBIA is located immediately south of the project site. The SBIA includes two distinct components: (1) the airport portions (and related facilities) of the former Norton Air Force Base and (2) the Trade Center, which encompasses the non-airport related portions of the former base. The project site is located within the Airport Influence Area (General Plan Figure 6-7) outlined in the City's General Plan (City of Highland 2006). As required by state law for real estate transactions within the Airport Influence Area, notification/disclosure statements are required to alert potential buyers and tenants of the presence of and potential impacts from the SBIA. The San Bernardino Airport Land Use Plan is currently being drafted and was not available at the time of this report. Nonetheless, the Federal Aviation Administration Regulations Title 14 Part 77 determines restrictions to obstructions and height limitations for structures taller than 200 feet or within 20,000 feet of an airport. The proposed project would be consistent with the general land use of the area. Therefore, a less-than-significant impact would occur.

- f) **Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?**

Less-than-Significant Impact. The City has an Emergency Operations Plan to ensure the most effective and economical allocation of resources for the maximum benefit and protection of the City in times of emergency. No revisions to this plan would occur as a result of the project. The project does not propose any changes to the geometry of evacuation route roadways to the extent that these roadways' ability to serve as emergency evacuation routes would be compromised. As a result, the project would not significantly affect emergency response or evacuation activities. Therefore, impacts would be less than significant.

- g) **Would the project expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires?**

No Impact. The City's General Plan does not designate the project site as an area that would be at risk from wildland fires. Although there are currently some isolated vacant lots in the vicinity of the project site, the area surrounding the project site is largely developed and would not likely aid the spread of wildfire. Therefore, no direct or indirect impacts due to wildfire would occur.

3.10 Hydrology and Water Quality

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
X. HYDROLOGY AND WATER QUALITY – Would the project:				
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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;	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on or off site;	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv) impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a) *Would the project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?*

Short-Term Construction Impacts

Less-than-Significant Impact. Construction of the project would include earthwork activities that could potentially result in erosion and sedimentation, which could subsequently degrade downstream receiving waters and violate water quality standards. Stormwater runoff during the construction phase may contain silt and debris, resulting in a short-term increase in the sediment load of the municipal storm drain system. Substances such as oils, fuels, paints, and solvents may be inadvertently spilled on the project site and subsequently conveyed via stormwater to nearby drainages, watersheds, and groundwater.

For stormwater discharges associated with construction activity in the State of California, the SWRCB has adopted the General Permit for Storm Water Discharges Associated with Construction and Land

Disturbance Activities (Construction General Permit) to avoid and minimize water quality impacts attributable to such activities. The Construction General Permit applies to all projects in which construction activity disturbs more than one acre or more of soil. Construction activity subject to this permit includes clearing, grading, and disturbances to the ground, such as stockpiling and excavation. The Construction General Permit requires the development and implementation of a SWPPP, which would include and specify water quality BMPs designed to prevent pollutants from contacting stormwater and keep all products of erosion from moving off site into receiving waters (in this case, the City Creek Bypass Channel, the Santa Ana River, and its discharge into the Pacific Ocean). Routine inspection of all BMPs is required under the provisions of the Construction General Permit, and the SWPPP must be prepared and implemented by qualified individuals as defined by the SWRCB (SWRCB 2021).

The City is a co-permittee under San Bernardino County's National Pollution Discharge Elimination System (NPDES) Permit (No. CAS618036), and as such is required to adhere to the County-wide NPDES permit requirements. Because land disturbance for project construction activities would exceed 1 acre, the project Applicant would be required to obtain coverage under the Construction General Permit issued by the SWRCB prior to the start of construction within the project site. Specifically, the Construction General Permit requires that the following be kept on site at all times: (1) a copy of the Notice of Intent to Comply with Terms of the General Permit to Discharge Water Associated with Construction Activity; (2) a waste discharge identification number issued by the SWRCB; (3) a SWPPP and Monitoring Program Plan for the construction activity requiring the construction permit; and (4) records of all inspections, compliance and non-compliance reports, evidence of self-inspection, and good housekeeping practices.

The SWPPP requires the construction contractor to implement water quality BMPs to ensure that water quality standards are met, and that stormwater runoff from the construction work areas does not cause degradation of water quality in receiving water bodies. The SWPPP must describe the type, location, and function of stormwater BMPs to be implemented and must demonstrate that the combination of BMPs selected is adequate to meet the discharge prohibitions, effluent standards, and receiving water limitations contained in the Construction General Permit. Therefore, short-term construction impacts associated with water quality, stormwater drainage, and stormwater runoff would be less than significant.

It should be noted, that due to the proximity of the San Bernardino County Flood Control District's facility (City Creek Bypass Channel) and right-of-way, in the event encroachments would be necessary for grading access, utility crossings, fence removal/installation, a permit would be required from the San Bernardino County Flood Control District.

Long-Term Operational Impacts

Less-than-Significant Impact. The project would be subject to the municipal stormwater permit, the Municipal Separate Storm Sewer System (MS4) Permit, issued to San Bernardino County and incorporated cities within the County by the Santa Ana Regional Water Quality Control Board. The MS4 Permit requires implementation of low impact development BMPs to prevent pollutants from being discharged off site by mimicking pre-development site hydrology and feasible source control. The Low Impact Development Ordinance is designed to reduce runoff from impervious surfaces, including new development, through landscape design that promotes water retention, permeable surface design, natural drainage systems, and on-site retention where feasible (RWQCB 2010). These project-specific designs would reduce impacts to water quality associated with redevelopment.

As required by the San Bernardino County MS4 NPDES Permit, a preliminary Water Quality Management Plan (WQMP) was prepared for the project in November 2022 (Appendix F). The WQMP is a post-construction management program that outlines implementation measures to ensure water quality standards are met, including implementation of source control and operational BMPs such as designing landscape to minimize irrigation and runoff, utilizing covered and leak proof trash dumpsters, and sweeping and litter control of loading areas in order to prevent pollutants from entering runoff. The WQMP would be implemented prior to the issuance of grading/building permits as required by the San Bernardino County MS4 NPDES Permit. The project would not violate any water quality standards or waste discharge requirements during long-term operation through compliance with the WQMP. Therefore, long-term operational impacts associated with water quality, stormwater drainage, and stormwater runoff would be less than significant.

In summary, project grading and construction would be completed in accordance with an NPDES-mandated SWPPP, which would include standard BMPs to reduce potential off-site water quality impacts related to erosion and incidental spills of petroleum products and hazardous substances from equipment. Surface water runoff during project operations would be managed through the use of a proposed underground infiltration/detention system on the west side of the project site. Therefore, the project would not violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality and water quality impacts would be less than significant.

- b) ***Would the project substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?***

Groundwater Supplies

Less-than-Significant Impact. The project site is located within the service area of the EVWD. EVWD's main water supply is from the Bunker Hill Basin, which has the capacity to provide 70,000 acre-feet per year from groundwater and surface water resources. A new 2-inch water line would be installed on the western side of the project site to connect to the existing 6-inch water line within the public ROW along Victoria Avenue to provide domestic and irrigation water service to the site. The proposed project also includes the construction of an on-site underground infiltration/detention basin on the west side of the project site for treatment. During a 100-year storm event, the underground system would be able to capture 100% of the storm event (Appendix G, Preliminary Drainage Report).

Additionally, according to the geotechnical investigation (Appendix E), groundwater was not encountered during test excavations. As such, the project's subsurface construction activities, which would only extend a few feet below grade, are highly unlikely to encounter groundwater, and dewatering activities are not anticipated to be necessary. Therefore, impacts associated with groundwater supplies would be less than significant.

Groundwater Recharge

Less-than-Significant Impact. While not fully developed, the project site is highly disturbed and does not contain a groundwater recharge basin or other facilities that promote groundwater recharge. Thus, under the existing condition, the project site is not considered an important location for groundwater recharge.

Following construction, the project site would contain landscape areas and other pervious surfaces that would allow for water to percolate into the subsurface soils. The project would include a detention/infiltration basin on the west side of the property to capture and infiltrate runoff. The WQMP's Infiltration BMP Feasibility section concludes that the proposed project, including the infiltration/detention basin, would not pose a significant risk for groundwater and/or increase the risk of geologic hazards. In addition, infiltration on the site would not negatively affect the hazardous materials (soils/water) contamination located at the Norton Air Force Base to the southeast of this site. Therefore, impacts associated with groundwater recharge would be less than significant.

c) ***Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:***

i) ***result in substantial erosion or siltation on or off site;***

Less-than-Significant Impact. Under the existing conditions, the project site consists of vacant land. The project would construct new paved surfaces, a warehouse building, and landscape areas.

The project would also include a new engineered storm drainage system that would feature structural BMPs, including an infiltration/detention system to treat and manage on-site stormwater flows. The proposed infiltration/detention system would be designed to capture 100% of a 100-year storm event and would minimize the potential for siltation or erosion on or off site. The project's proposed storm drain system would be designed to conform with all applicable federal, state and local requirements related to drainage, hydrology, and water quality, including the current MS4 Permit adopted by the Santa Ana Regional Water Quality Control Board. Storm drains would also be subject to the San Bernardino County Flood Control District's Comprehensive Storm Drain Plan No. 6 (August 2001). Additionally, the project's structural BMPs would be designed such any potential sediments collected on site are captured in retention facilities so that they would not be conveyed to downstream waters and result in siltation.

As such, altering the on-site drainage pattern would be conducted in a manner consistent with all applicable standards related to the collection and treatment of stormwater, such that they would not result in substantial erosion or siltation on or off site. Therefore, impacts associated with altering the existing drainage pattern of the project site would be less than significant.

ii) ***substantially increase the rate or amount of surface runoff in a manner which would result in flooding on or off site;***

Less-than-Significant Impact. The project would increase the amount of impervious surfaces on the project site. The project site slopes down by approximately 0.7% from the northwest corner to the southwest corner and has about 6 feet of fall from upstream to downstream. Existing runoff sheet flows in a southwesterly direction onto the 3rd Street and Victoria Avenue intersection where it is intercepted by existing catch basins. The collected flow discharges to the 3rd Street storm drain system, followed by the City Creek Bypass Channel, Santa Ana River, and finally enters the Prado Basin (Figure 8).

The project would involve the construction of a new engineered storm drain system to collect and treat on-site stormwater runoff. Storm drains would be subject to the San Bernardino County Flood Control District's Comprehensive Storm Drain Plan No. 6 (August 2001). The existing drainage pattern would be preserved in post-developed conditions (Figure 9). On-site stormwater will be collected via a series of roof drains, curbs, gutters, and catch basins before being conveyed to an on-site underground infiltration/detention basin located in the western portion of the site. The infiltration/detention basin would be designed to allow for stormwater flows to infiltrate into the soils. The infiltration basin would be sized to capture and infiltrate flows for a 100-year design storm, consistent with the San Bernardino County Hydraulics Manual. However, if the proposed underground infiltration/retention chamber system reaches capacity, overflow from the infiltration system would be directed through a proposed 24-inch outlet connecting to the back of the existing catch basin on Victoria Avenue, which discharges to the 3rd Street storm drain system.

The development of the existing site into the proposed project would not create any adverse impacts downstream for storm events up to the 100-year storm. There would not be an increase in the existing discharge from the site in both the 10-year and 100-year events due to the proposed infiltration basin that would be sized to capture and infiltrate the 100-year rainfall event. Discharge from the site would greatly decrease from the existing condition. As such, the proposed project would not increase the amount of surface runoff and impacts would be less than significant.

iii) *create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or*

Less-than-Significant Impact. The project would increase the amount of impervious surfaces on the project site; however, runoff would be routed to the proposed underground infiltration/detention system on the western side of the project site through a combination of roof drains, storm drains, curbs, and gutters.

The proposed on-site underground infiltration/detention system was designed to infiltrate 100% of the 100-year storm event. However, if the proposed underground infiltration/retention chamber system reaches capacity, overflow from the infiltration system would be directed through a proposed 24-inch outlet connecting to the back of the existing catch basin on Victoria Avenue, which discharges to the 3rd Street storm drain system. According to the Preliminary Drainage Report (Appendix G) prepared for the project, the underground infiltration/detention system has the capacity to retain 27,766 cubic feet of stormwater before any stormwater is allowed to discharge from the project site, which is large enough to accommodate a 100-year storm event. The analysis concluded that the drainage and storm drain facilities are adequately sized to handle a 100-year design storm event, consistent with the methodology outlined in the San Bernardino County Flood Control District Hydrology Manual. Therefore, impacts associated with the project creating or contributing runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff would be less than significant.

iv) *impede or redirect flood flows?*

No Impact. According to the Federal Emergency Management Agency Flood Insurance Rate Map No. 06071C8701J (FEMA 2016), a majority of the project site is located in Zone X, which is

located outside of the 0.2% Annual Chance Flood Hazard Zone (500-year floodplain). However, there is a portion of the site (less than 3% of the overall site) at the southeast corner that is located in Zone AE, which is a Special Flood Hazard Area subject to inundation by the 1% annual chance flood. The building footprint would be located outside the limits of the AE Zone. Uses within the AE Zone would be parking and driveway access and would be kept free of structure encroachments. In addition, the adjacent grade near the floodplain will be 2-ft lower than the building finish floor. The project's on-site storm drain systems would adequately provide flood protection for the 100-year storm event and there would not be a substantial increase in flood heights. Implementation of the project would not substantially impede or redirect flood flows. Therefore, no impacts associated with flooding would occur.

d) *In flood hazard, tsunami, or seiche zones, would the project risk release of pollutants due to project inundation?*

Less-than-Significant Impact. The project site is located approximately 70 miles east of the Pacific Ocean. Because of the project site's inland location, the project would not be subject to tsunami. Additionally, due to the lack of a larger adjacent perennial waterbody such as a reservoir or lake, the project site would not be susceptible to seiche. Further, the project site's relatively flat topography and lack of nearby hillside would eliminate any impact-related mudflow. However, the project site, along with most of the City, is within the limit of flooded area with that would result from dam failure of the Seven Oaks Dam and/or a 500-year flood (City of Highland 2006). The Seven Oaks Dam has been designed to resist an earthquake measuring 8.0 on the Richter scale and is designed to provide flood protection during 350-year storm events. Based on these design characteristics and ongoing maintenance of the dam's structural integrity, it is highly unlikely that the project site would be subject to inundation due to a failure of the Seven Oaks Dam. Therefore, due to the low likelihood that the Seven Oaks Dam would be subject to failure and because the project would not involve the uncontained storage of pollutants outside of the proposed building, the project would not risk release of pollutants due to inundation associated with these natural phenomena, and impacts would be less than significant.

e) *Would the project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?*

Less-than-Significant Impact. Refer to responses provided in Section 3.10(a) and 3.10(b). The project would comply with regional and local regulations requiring preparation of a SWPPP and would not obstruct existing water quality control plans or groundwater sustainable management plans. In addition, the project applicant would comply with the project specific WQMP during operation activities. The proposed project would provide an on-site infiltration/detention basin, which would help the City sustainably manage groundwater levels. Therefore, impacts associated with conflict with a water quality control plan or sustainable groundwater management plan would be less than significant.

3.11 Land Use and Planning

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
XI. LAND USE AND PLANNING – Would the project:				
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a) Would the project physically divide an established community?

No Impact. The physical division of an established community is typically associated with the construction of a linear feature, such as a major highway or railroad tracks, or removal of a means of access, such as a local road or bridge, which would impair mobility within an existing community or between a community and an outlying area. Currently, the project site is located within an area of the City that is primarily zoned for business park uses, and thus, is not used as a connection between two established communities.

Instead, connectivity in the surrounding project area is facilitated via local roadways and pedestrian facilities. Despite the nearby scattered residential uses, the project would not impede movement between these residences within the project area, within an established community, or from one established community to another. Therefore, no impacts associated with division of an existing community would occur.

Additionally, the proposed annexation will create a more cohesive community by taking an outlier parcel from the City of San Bernardino, which is currently in an island of Highland properties, and bringing it into the corporate boundaries. This will make cohesive development attainable. The entire project can be achieved without carving out small portions that are within the City of San Bernardino.

b) Would the project cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?

Less-than-Significant Impact. The City’s Zoning Map designates the project site as BP, with the exception of parcel 1192-551-01 within the City of San Bernardino which is zoned Commercial General 1. Parcel 1192-551-01 would be annexed into the City of Highland as part of the proposed project and would be Pre-Zoned BP through Zone Change Application (ZC 23-001). According to Section 16.24.020(A), the primary purpose of the BP district is to provide appropriate regulations and suitable locations for light industrial, research and development, and office-based firms seeking pleasant and attractive working environments, as well as for business support services and commercial uses requiring large parcels (City of Highland 2021). The City’s Municipal Code identifies Warehousing and Wholesaling as permitted, subject to a conditional use permit application (City of Highland 2021). As part of the City’s site-plan review process,

the City would thoroughly review all plans for the proposed project to ensure compliance with all applicable development standards set forth in the Municipal Code and other relevant land use plans, policies, and regulations. As part of the City’s site-plan review process, the City has determined that the project would be consistent with all development standards required for the BP zone, with the exception of Section 16.24.040. Employment District Development Standards, of the City’s Municipal Code, which states that building heights are not to exceed 35 feet within the BP district. The project proposes a building height of 45 feet. However, the procedures outlined in Section 16.08.870 states that the City may permit such modification of the height regulations as are necessary to secure an appropriate improvement on a lot. As such, upon approval of Variance No. 22-006, the project’s height could be allowed within in the BP district.

The City’s General Plan Land Use Map designates the project site as BP within the Victoria Avenue Corridor (City of Highland 2006). Parcel 1192-551-01 within the City of San Bernardino has a General Plan land use of Commercial General 1. Parcel 1192-551-01 would be annexed into the City of Highland as part of the proposed project and would the land use designation would be revised to BP through General Plan Amendment (GPA 23-001). The BP land use permits a variety of light industrial, research and development, and office uses. The maximum floor area ratio permitted within the BP designation is 0.6 (City of Highland 2006). The proposed project would include construction of an industrial warehouse with a floor area ratio of 0.56. As such, the proposed project is consistent with the permitted land use and maximum density permitted by the City.

To entitle the project as proposed, the City of San Bernardino parcel must be annexed into the City of Highland. This process will include a Sphere of Influence adjustment by LAFCO followed by an Annexation by City of Highland and a detachment by City of San Bernardino. The project’s entitlements include applications to Pre-Zone and amend the General Plan land use designation of the site to ensure conformance with the surrounding properties as it transitions between jurisdictions.

The Victoria Avenue Corridor is located along Victoria Avenue from Highland Avenue to 3rd Street. The purpose of the Victoria Avenue Corridor is to establish new land use patterns to take advantage of future commercial opportunities, improve traffic, and provide future development opportunities along Victoria Avenue (City of Highland 2006). Development of a light industrial warehouse would introduce additional processing and distribution opportunities in close proximity to the SBIA.

As such, the project would be consistent with local plans, policies, and regulations governing land use decisions. Therefore, impacts associated with applicable land use plans, policies, and regulations would be less than significant.

3.12 Mineral Resources

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
XII. MINERAL RESOURCES – Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a) Would the project result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?

Less-than-Significant Impact. According to the City’s General Plan, the project site is within an MRZ-2, meaning significant mineral deposits or likelihood of significant mineral deposits exist; however, the significance of the deposit is undetermined.

The project site is located in an urbanized portion of the City and is bound by existing residential, commercial, and industrial development in all directions. Mineral resource mining is not a compatible use with these land uses. The project site is not large enough to effectively extract mineral resources. Considering the existing surrounding land uses and the incompatibility of mineral resource extraction activities in the project area, potential significant mineral resources within the project area are considered unavailable for extraction. Therefore, impacts associated with mineral resources would be less than significant.

b) Would the project result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?

Less-than-Significant Impact. Refer to the response provided in Section 3.11(a).

3.13 Noise

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
XIII. NOISE – Would the project result in:				
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Noise is defined as unwanted sound. Sound may be described in terms of level or amplitude (measured in decibels [dB]), frequency or pitch (measured in hertz or cycles per second), and duration (measured in seconds or minutes). The standard unit of measurement of the amplitude of sound is the decibel. Because the human ear is not equally sensitive to sound at all frequencies, a special frequency-dependent rating scale is used to relate noise to human sensitivity. The A-weighted decibel (dBA) scale performs this compensation by discriminating against low and very high frequencies in a manner approximating the sensitivity of the human ear. Several descriptors of noise (noise metrics) exist to help predict average community reactions to the adverse effects of environmental noise, including traffic-generated noise, on a community. These descriptors include the equivalent noise level over a given period (L_{eq}), the statistical sound level, the day-night average noise level (L_{dn}), and the Community Noise Equivalent Level (CNEL). Each of these descriptors uses units of dBA. Table 18 provides examples of A-weighted noise levels from common sounds. In general, human sound perception is such that a change in sound level of 3 dBA is barely noticeable, a change of 5 dBA is clearly noticeable, and a change of 10 dBA is perceived as doubling or halving the sound level.

Table 18. Typical Sound Levels in the Environment and Industry

Common Outdoor Activities	Noise Level (dBA)	Common Indoor Activities
–	110	Rock band
Jet flyover at 300 meters (1,000 feet)	100	–
Gas lawn mower at 1 meter (3 feet)	90	–
Diesel truck at 15 meters (50 feet), at 80 kilometers per hour (50 mph)	80	Food blender at 1 meter (3 feet) Garbage disposal at 1 meter (3 feet)
Noisy urban area, daytime gas lawn mower at 30 meters (100 feet)	70	Vacuum cleaner at 3 meters (10 feet)
Commercial area Heavy traffic at 90 meters (300 feet)	60	Normal speech at 1 meter (3 feet)
Quiet urban daytime	50	Large business office Dishwasher, next room
Quiet urban nighttime	40	Theater, large conference room (background)
Quiet suburban nighttime	30	Library
Quiet rural night time	20	Bedroom at night, concert hall (background)
–	10	Broadcast/recording studio

Table 18. Typical Sound Levels in the Environment and Industry

Common Outdoor Activities	Noise Level (dBA)	Common Indoor Activities
Lowest threshold of human hearing	0	Lowest threshold of human hearing

Source: Caltrans 2013.

Note: dBA = A-weighted decibel.

L_{eq} is a sound energy level averaged over a specified period (typically no less than 15 minutes for environmental studies). L_{eq} is a single numerical value that represents the amount of variable sound energy received by a receptor during a time interval. For example, a 1-hour L_{eq} measurement would represent the average amount of energy contained in all the noise that occurred in that hour. L_{eq} is an effective noise descriptor because of its ability to assess the total time-varying effects of noise on sensitive receptors.

Unlike the L_{eq} metrics, L_{dn} and CNEL metrics always represent 24-hour periods, usually on an annualized basis. L_{dn} and CNEL also differ from L_{eq} because they apply a time-weighted factor designed to emphasize noise events that occur during the evening and nighttime hours (when speech and sleep disturbance is of more concern). “Time weighted” refers to the fact that L_{dn} and CNEL penalize noise that occurs during certain sensitive periods. In the case of CNEL, noise occurring during the daytime (7:00 a.m.–7:00 p.m.) receives no penalty. Noise during the evening (7:00 p.m.–10:00 p.m.) is penalized by adding 5 dB, while nighttime (10:00 p.m.–7:00 a.m.) noise is penalized by adding 10 dB. L_{dn} differs from CNEL in that the daytime period is defined as 7:00 a.m.–10:00 p.m., thus eliminating the evening period. L_{dn} and CNEL are the predominant criteria used to measure roadway noise affecting residential receptors. These two metrics generally differ from one another by no more than 0.5 dB to 1 dB and, as such, are often treated as equivalent to one another.

Vibration

Vibration is an oscillatory motion through a solid medium in which the motion’s amplitude can be described in terms of displacement, velocity, or acceleration. Vibration can be a serious concern, causing buildings to shake and rumbling sounds to be heard. In contrast to noise, vibration is not a common environmental problem. It is unusual for vibration from sources such as buses and trucks to be perceptible, even in locations close to major roads. Some common sources of vibration are trains, buses on rough roads, and construction activities, such as blasting, pile driving, and heavy earthmoving equipment.

Several different methods are used to quantify vibration. Peak particle velocity is defined as the maximum instantaneous peak of the vibration signal. Peak particle velocity is most frequently used to describe vibration impacts to buildings and is usually measured in inches per second. The root mean square amplitude is most frequently used to describe the effect of vibration on the human body and is defined as the average of the squared amplitude of the signal. Decibel notation is commonly used to measure root mean square. The decibel notation acts to compress the range of numbers required to describe vibration.

High levels of vibration may cause physical personal injury or damage to buildings. However, vibration levels rarely affect human health. Instead, most people consider vibration to be an annoyance that can affect concentration or disturb sleep. In addition, high levels of vibration can damage fragile buildings or interfere with equipment that is highly sensitive to vibration (e.g., electron microscopes). Most perceptible indoor vibration is caused by sources within buildings, such as operation of mechanical equipment, movement of people, or slamming of doors. Typical outdoor sources of perceptible vibration are construction equipment, steel-wheeled trains, and traffic on rough roads. If the roadway is smooth, the vibration from traffic is rarely perceptible.

Sensitive Receptors

Noise- and vibration-sensitive land uses are locations where people reside or where the presence of unwanted sound could adversely affect the use of the land. Residences, schools, hospitals, guest lodging, libraries, and some passive recreation areas would be considered noise and vibration sensitive and may warrant unique measures for protection from intruding noise. Sensitive receptors in the vicinity of the project site consist of legal non-conforming residential uses (i.e., non-residentially zoned) located to the north of the project site. These sensitive receptors represent the nearest sensitive land uses with the potential to be impacted by construction and/or operation of the project.

Existing Noise Conditions

Noise measurements were conducted in the vicinity of the project site on September 27, 2022, to characterize the existing noise levels. Table 19 provides the locations, dates, and times the noise measurements were taken. The noise measurements were taken using a Soft dB Piccolo sound level meter equipped with a 0.5-inch, pre-polarized condenser microphone with pre-amplifier. The sound level meter meets the current American National Standards Institute standard for a Type 2 (General Use) sound level meter. The accuracy of the sound level meter was verified using a field calibrator before and after the measurements, and the measurements were conducted with the microphone positioned approximately 5 feet above the ground.

Table 19. Measured Noise Levels

Receptor	Location	Date	Time	L _{eq} (dBA)	L _{max} (dBA)
ST1	Adjacent to the single-family residence at 7977 Victoria Ave.	09/27/2022	12:49 p.m.–1:04 p.m.	66.8	79.5
ST2	Adjacent to the multi-family residences at 26604 W. 5th St.	09/27/2022	12:34 p.m.–12:49 p.m.	64.7	80.3
ST3	Adjacent to the single-family residence at 26811 W. 5th St.	09/27/2022	12:16 p.m.–12:31 p.m.	71.2	93.7

Source: Appendix H.

Notes: L_{eq} = equivalent continuous sound level (time-averaged sound level); dBA = A-weighted decibels; L_{max} = maximum sound level during the measurement interval.

Three short-term noise measurement locations (ST1–ST3) were conducted in the vicinity of the project site. The measured L_{eq} and maximum noise levels are provided in Table 19. The field noise measurement data sheets are provided in Appendix H, Noise Modeling. The primary noise sources at the sites identified in Table 19 consisted of traffic on local roadways; other, secondary noise sources included traffic, distant traffic, birdsong, sirens, HVAC noise, rustling leaves, distant aircraft, and distant barking dogs. As shown in Table 19, the measured sound levels ranged from approximately 65 dBA L_{eq} at ST2 to approximately 71 dBA L_{eq} at ST3.

Regulatory Setting

Federal

There are no federal noise standards that would directly regulate environmental noise during construction and operation of the project. The following is provided because guidance summarized herein is used or pertains to the analysis.

Federal Transit Administration

In its Transit Noise and Vibration Impact Assessment guidance manual, the Federal Transit Administration (FTA) recommends a daytime construction noise level threshold of 80 dBA L_{eq} over an 8-hour period (FTA 2018) when detailed construction noise assessments are performed to evaluate potential impacts to community residences surrounding a project. Although this FTA guidance is not a binding regulation, it is provided here for comparison purposes in the absence of such limits at the state and local jurisdictional levels.

Federal Interagency Committee on Noise

Some guidance regarding the determination of a substantial permanent increase in ambient noise levels in the project vicinity above existing levels is provided by the 1992 findings of the Federal Interagency Committee on Noise (FICON) (FICON 1992), which assessed the annoyance effects of changes in ambient noise levels resulting from aircraft operations. The FICON recommendations are based upon studies that relate aircraft and traffic noise levels to the percentage of persons highly annoyed by the noise. Annoyance is a qualitative measure of the adverse reaction of people to noise that generates speech interference, sleep disturbance, or interference with the desire for a tranquil environment.

The rationale for the FICON recommendations is that it is possible to consistently describe the annoyance of people exposed to transportation noise in terms of L_{dn} . The changes in noise exposure that are shown in Table 20 are expected to result in equal changes in annoyance at sensitive land uses. Although the FICON recommendations were specifically developed to address aircraft noise impacts, they are used in this analysis to define a substantial increase in community noise levels related to all transportation noise sources and permanent non-transportation noise sources.

Table 20. Measures of Substantial Increase for Community Noise Sources

Ambient Noise Level Without Project (L_{dn})	Significant Impact Assumed to Occur if the Project Increases Ambient Noise Levels by:
<60 dBA	+ 5 dBA or more
60–65 dBA	+ 3 dBA or more
>65 dBA	+ 2 dBA or more

Source: FICON 1992.

Notes: L_{dn} = day-night average noise level; dBA = decibels.

State

California Government Code

California Government Code Section 65302(f) mandates that the legislative body of each county and city adopt a noise element as part of its comprehensive general plan. The local noise element must recognize the land use compatibility guidelines established by the State Department of Health Services. The guidelines rank noise land use compatibility in terms of “normally acceptable,” “conditionally acceptable,” “normally unacceptable,” and “clearly unacceptable” noise levels for various land use types. Single-family homes are “normally acceptable” in exterior noise environments up to 60 dBA CNEL and “conditionally acceptable” up to 70 dBA CNEL.¹⁹ Multiple-

¹⁹ A “conditionally acceptable” designation implies new construction or development should be undertaken only after a detailed analysis of the noise reduction requirements for each land use is made and needed noise insulation features are incorporated in the design. By comparison, a “normally acceptable” designation indicates that standard construction can occur with no special noise reduction requirements.

family residential uses are “normally acceptable” up to dBA 65 CNEL and “conditionally acceptable” up to dBA 70 CNEL. Schools, libraries, and places of worship are “normally acceptable” up to 70 dBA CNEL, as are office buildings and business, commercial, and professional uses.

Local

City of Highland Municipal Code

Operational Noise Standards

Pursuant to Chapter 8.50 (Noise Control) of the Highland Municipal Code, allowable daytime (between the hours of 7:00 a.m. and 10:00 p.m.) and nighttime (between the hours of 10:00 p.m. and 7:00 a.m.) noise levels are as follows:

- Residential – 60 dBA daytime, 55 dBA nighttime
- Commercial – 70 dBA daytime, 65 dBA nighttime
- Industrial Zone – 75 dBA at any time

Construction Noise Standards

Pursuant to Section 8.50.060 (Exemptions), noise associated with “construction, repair, or excavation work performed pursuant to a valid written agreement with the city or any of its political subdivisions, which agreement provides for noise mitigation measures,” is exempt. Because the proposed project does not include a Development Agreement or other agreement with the City or any of its political subdivisions, it is not exempt from performing a construction noise analysis and providing adequate mitigation measures. The following includes an analysis of the project’s construction noise impacts. In addition to General Plan policy, Building & Safety Division policy limits construction hours from 7:00 am to 7:00 pm.

City of Highland General Plan

The City’s General Plan Noise Element (City of Highland 2006) references the Municipal Code’s noise standards as guidelines to evaluate the acceptability of noise impacts. These standards are used to assess long-term noise impacts on land uses. The Noise Element identifies noise problems in the community, quantifies existing and projected noise levels, addresses excessive noise exposure, and provides regulations to control noise. The General Plan Noise Element contains the following goals and policies that address noise and are applicable to the project:

Goal 7.1. Protect sensitive land uses and the citizens of Highland from annoying and excessive noise through diligent planning and regulation.

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.

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.

Policy 3. Require mitigation where sensitive uses are to be placed along transportation routes to ensure compliance with interior and exterior noise standards.

Policy 4. Consider the compatibility of proposed land uses with the noise environment when preparing, revising or reviewing development proposals.

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.

Action 3. When site and architectural design features cannot sufficiently reduce adverse noise levels, or cannot be economically provided, require the provision of noise barriers/berms, provided that noise barriers:

- are sufficiently massive to prevent significant noise transmission and high enough to shield receiver from noise source;
- noise barriers exhibit a minimum acceptable density of four pounds per square foot (equivalent to 3/4-inch plywood);
- contain no cracks or openings; and
- minimize the effect of flanking by bending the barrier back from the noise source at the end of the barrier.

Action 4. Require landscaping treatment to be provided in conjunction with noise barriers to provide visual relief and to reduce aesthetic impacts.

Action 6. Maintain a noise complaint file to document areas of excessive noise in the City.

Goal 7.3. Protect residents from the effects of “spill over” or nuisance noise.

Policy 1. Enforce the City’s Noise Control Ordinance so that new projects located in commercial or entertainment areas do not exceed stationary-source noise standards at the property line of proximate residential or commercial uses, as appropriate.

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.)

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.

Policy 4. Require that the hours of truck deliveries to commercial properties abutting residential uses be limited unless there is no feasible alternative or there are overriding transportation benefits by scheduling deliveries at another hour.

Policy 5. Ensure that buildings are constructed to prevent adverse noise transmission between differing uses located in the same structure and individual residences in multi-family buildings.

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. Monday through Saturday unless otherwise approved by the Building Official on an emergency basis.

Action 2. Ensure that the design and placement of air conditioning units and pool equipment within residential areas is accomplished in a manner that does not intrude upon the peace and quiet of adjacent noise-sensitive uses.

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.

- a) ***Would the project result in generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?***

Short-Term Construction Noise

Less-than-Significant Impact. Construction noise is considered a short-term impact and would be considered significant if construction activities were to exceed the allowable hours of operation, as permitted by the City. Noise-sensitive land uses in the vicinity of the project include residences to the north (within approximately 75 feet of the construction boundary). The construction noise assessment focused on noise levels that would occur at the nearest residences; construction noise levels at greater distances from the site would be lower. Modeling assumptions and output calculations are provided in Appendix H.

Project-generated construction noise will vary depending on the construction process, the type of equipment involved, the location of the construction site with respect to sensitive receptors, the schedule proposed to carry out each task (e.g., hours and days of the week), and the duration of the construction work. A likely worst-case construction noise scenario using information provided by the project applicant and equipment identified by CalEEMod (see Section 3.3) for this type and size of project was calculated using the Federal Highway Administration’s Roadway Construction Noise Model (FHWA 2008). Table 5 in Section 3.3 presents the equipment list used for the construction noise analysis.

Using the provided construction information, the Roadway Construction Noise Model was used to predict noise from on-site construction activities. The results are summarized in Table 21 (see Appendix H for model results). Table 21 provides construction noise estimates for both a “typical worst-case” 1-hour average scenario in which construction equipment may be operating in proximity to any one receiver for extended periods, as well as an 8-hour average workday in which it is assumed that typically the equipment would be in motion and working both near and far from any one receiver, equating to approximately twice as far compared to the 1-hour scenario. The resulting 8-hour levels are thus 6 decibels lower than the 1-hour levels, based upon a noise attenuation rate of 6 decibels per doubling of distance.

As shown, the highest noise levels from construction are predicted to range from approximately 76 dBA L_{eq} 1-hour (during the architectural coating phase) to 87 dBA L_{eq} 1-hour (during demolition) at the nearest receivers. These maximum noise levels are considered to be a peak exposure, applicable to not more than 10%–15%

of the total construction period, only while the construction activity is taking place along the property boundary closest to these nearest off-site receivers. In terms of a typical 8-hour workday, the highest noise levels from construction are predicted to range from approximately 67 dBA L_{eq} 8-hour (during the architectural coating phase) to 78 dBA L_{eq} 8-hour (during demolition) at the nearest receivers.

The average construction noise levels (for construction taking place at a range of locations on site and modeled at the acoustical center for analysis purposes) range from approximately 58 dBA L_{eq} 1-hour (during architectural coating) to approximately 72 dBA L_{eq} 1-hour (during grading and site preparation) at the closest residences, as shown in Table 21. The average noise levels (based upon the acoustic center)²⁰ are considered a better representation of the overall noise exposure experience for adjacent receivers over the duration of each construction phase.

Noise levels, while relatively high when equipment is operating near the project boundaries, would not exceed the FTA’s 80 dBA L_{eq} 8-hour threshold.

Table 21. Construction Noise Summary of Results (dBA L_{eq} 1-hour/dBA L_{eq} 8-hour)

Receiver Location (Distance)/Description	Zoning Designation	Construction Noise Level by Construction Phase ¹					
		Demo.	Site Prep.	Grading	Building Const.	Paving	Arch. Coating
North Neighbor (75 feet)/Legal Non-Conforming Residence	Residential	87/78	84/75	86/77	84/75	82/73	76/67
Acoustic Center North Neighbor (425 feet)/Legal Non-Conforming Residence	Residential	72/63	73/64	73/64	71/62	69/60	58/49

Source: Appendix H.

Notes: dBA = A-weighted decibels; L_{eq} 1-hour = equivalent continuous sound level (time-averaged sound level) during a 1-hour period near the project boundary; L_{eq} 8-hour = equivalent continuous sound level (time-averaged sound level) during an 8-hour construction workday; Demo. = Demolition; Site Prep. = Site Preparation; Building Const. = Building Construction; Arch. Coating = Architectural Coating.

¹ See Section 3.3.

Based on the Roadway Construction Noise Model analysis (FHWA 2008; Appendix H), average noise levels from construction activities are calculated to create noise levels at sensitive residential receivers that would equal but would not exceed the FTA construction noise threshold of 80 dBA L_{eq} 8-hour at nearby sensitive receiver locations. The project would be required to adhere to City of Highland General Plan limitations on construction noise through restrictions on allowable construction hours (City of Highland 2006, Goal 7.3, Action 1):

As a condition of approval, limit non-emergency construction activities adjacent to existing noise-sensitive uses to daylight hours between 7:00 a.m. and 6:00 p.m. Monday through Saturday unless otherwise approved by the Building Official on an emergency basis.

²⁰ The acoustic center is the combination of all construction work occurring on site, near and far, and is considered to be equivalent to the geometric center, for the purposes of this analysis.

Thus, with incorporation of the City's standard conditions, impacts associated with short-term construction noise would be less than significant and no mitigation measures would be required.

Long-Term Operational Noise

Less-than-Significant Impact. Operation of the project would result in the generation of noise both on and off site. Consistent with similar warehouse and light industrial uses, business operations supported by the project would primarily be conducted within the enclosed buildings, except for traffic movement, parking, and loading and unloading of trucks at designated loading bays. As such, on-site operational noise sources are expected to include roof-top air conditioning units, parking lot activity, and truck loading dock activity. Off-site noise could be generated by vehicles, including heavy trucks, accessing the project site and contributing to vehicular roadway noise. As detailed below, these operational project activities would not result in the generation of a substantial temporary or permanent increase in ambient noise levels in excess of standards established in the local general plan or noise ordinance or applicable standards of other agencies.

On-Site Operational Noise

Implementation of the project would result in changes to existing noise levels on and around the project site by developing new stationary sources of noise, including introduction of outdoor HVAC equipment. These sources may affect noise-sensitive vicinity land uses off the project site.

The proposed warehouse space overall would not be served by heating or air conditioning equipment. However, the floor plan includes an office with an associated mezzanine space at the northwest building corner and at the southeast building corner. For the analysis of noise from HVAC equipment operation, a York Model ZF-048 package HVAC unit was used as a reference. Based upon the square footage of the office and mezzanine spaces (12,000 square feet total), it was assumed that two such units would be required for each of the office/mezzanine locations. The York Model ZF-048 package HVAC unit has a sound power rating of 80 dBA (Johnson Controls 2015). Based on the warehouse roof design provided, there will be a 2.8-foot-high parapet extending along the perimeter of the roof, which would minimize sound from the HVAC unit at nearby noise-sensitive land uses.

The aggregate noise emission from these outdoor-exposed HVAC sound sources has been predicted with the Datakustik CadnaA sound propagation program. CadnaA is a commercially available software program for the calculation, presentation, assessment, and prediction of environmental noise based on algorithms and reference data per International Organization of Standardization Standard 9613-2, Attenuation of Sound During Propagation Outdoors, Part 2: General Method of Calculation. The CadnaA computer software allows one to position sources of sound emission in a simulated three-dimensional space atop rendered "blocks" of project building masses having heights and footprints consistent with project architectural plans and elevations. In addition to the above-mentioned sound source inputs and building-block structures that define the three-dimensional sound propagation model space, the following assumptions and parameters are included in this CadnaA-supported stationary noise source assessment:

- Ground effect acoustical absorption coefficient equal to 0.5, which intends to represent an average or blending of ground covers that are characterized largely by hard reflective pavements and existing building surfaces across the project site and the surroundings;

- Reflection order of 1, which allows for a single reflection of sound paths on encountered structural surfaces such as the modeled building masses;
- Off-site residential structures and the commercial buildings have not been rendered in the model;
- Calm meteorological conditions (i.e., no wind) with 68 degrees Fahrenheit and 50% relative humidity; and
- For purposes of impact assessment as evaluated herein, all of the modeled HVAC equipment are operating concurrently and continuously for a minimum period of 1 hour.

The maximum hourly noise level for all the HVAC equipment operating at each examined point along the property would range from 23 to 31 dBA L_{eq} , which is well below the City's noise standard for both commercial zoning (70 dBA L_{eq} daytime, 65 dBA L_{eq} nighttime) and residences (60 dBA L_{eq} daytime, 55 dBA L_{eq} nighttime). The noise level results are tabulated in Table 22.

Table 22. Mechanical Equipment Operation Noise Summary of Results

Equipment	Noise Level at Property Boundary	
	Receiver Location	Average Noise Level (dBA L_{eq})
HVAC	N1 (northern property boundary)	31
HVAC	W1 (western property boundary)	31
HVAC	E1 (eastern property boundary)	22
HVAC	S1 (southern property boundary)	27

Note: dBA = A-weighted decibels; L_{eq} = equivalent continuous sound level (time-averaged sound level); HVAC = heating, ventilation, and air conditioning.

¹ Assumes 8:00 a.m. to 5:00 p.m. operation of HVAC unit for office occupancy.

The results of the mechanical equipment operations noise analysis indicate that the project would comply with City and State of California noise standards.

Parking Lot Activity

A comprehensive study of noise levels associated with surface parking lots was published in the Journal of Environmental Engineering and Landscape Management (Baltrėnas et al. 2004). The study found that average noise levels during the peak period of use of the parking lot (generally in the morning with arrival of commuters and in the evening with the departure of commuters) were 47 dBA at 1 meter (3.3 feet) from the outside boundary of the parking lot. The parking area would function as a point source for noise, which means that noise would attenuate at a rate of 6 dBA with each doubling of distance. The employee parking lots are proposed to be situated on the northeast, southeast, and west sides of the warehouse, no closer than 33 feet from the property line of the project site (from center of drive-aisle to fence) on the western side. At a distance of 33 feet, parking lot noise levels would be approximately 37 dBA L_{eq} at the western property boundary. At a distance of 40 feet, parking lot noise levels would be approximately 36 dBA L_{eq} at the eastern property boundary. At a distance of 45 feet, parking lot noise levels would be approximately 36 dBA L_{eq} at the northern property boundary. At a distance of 60 feet, parking lot noise levels would be approximately 34 dBA L_{eq} at the southern property boundary. This noise level is slightly higher than the noise levels from the HVAC equipment operation along the northern and western property boundaries (approximately 31 dBA L_{eq}). Adding together the parking lot noise (37 dBA L_{eq}) and HVAC equipment noise levels (31 dBA L_{eq}), the combined noise level would be approximately 38 dBA L_{eq} , at the boundary to the west of the project site, which is still well below the

City’s noise standards for both commercial and residential land uses. Parking lot activity noise levels are summarized in Table 23.

Truck Loading Dock Activity

The parking lot study (Baltrėnas et al. 2004) also examined noise levels associated with cargo truck delivery activity, including noise produced by backup alarms and forklift/yard hostler operations. The study concluded that average noise levels from truck loading/unloading areas was 96 dBA at 1 meter (3.3 feet) from the boundary of the truck activity area. The truck loading dock area (i.e., the truck court) would be located on the eastern side of the proposed warehouse building. The loading docks would be located approximately 100 feet from the northern property line and over 185 feet from the eastern property line. At the southern property line, the noise and view of the loading docks would be entirely obstructed by the warehouse building and would be more than 160 feet away. At the western property line, the noise and view of the loading docks would similarly be obstructed by the warehouse building and would be more than 415 feet away.

Using the outdoor attenuation rate of 6 dBA with each doubling of distance, truck loading activity along the northern property line would produce noise levels of approximately 66 dBA L_{eq} , noise levels along the eastern property boundary would average approximately 61 dBA L_{eq} , noise levels along the western property boundary would average approximately 54 dBA L_{eq} , and noise levels along the southern boundary would average approximately 62 dBA L_{eq} not accounting for the shielding effects from the proposed warehouse building for the northern, southern, and western boundaries and an 8-foot-tall shielding wall on the eastern boundary. Accounting for this acoustical shielding, the truck loading dock noise at the northern property line is estimated to be 54 dBA L_{eq} at the eastern property boundary, 51 dBA L_{eq} at the northern property boundary, 47 dBA L_{eq} at the southern property boundary, and 39 dBA L_{eq} at the western property boundary. Truck loading dock activity noise levels are summarized in Table 23, along with the other on-site noise sources.

Table 23. Combined On-Site Noise Summary of Results - Noise Levels (dBA L_{eq}) at Property Boundaries

Receiver Location	Zoning/Use	Applicable Noise Standard - Daytime/Nighttime	HVAC	Parking Lot Activity	Truck Loading Dock Activity	Combined HVAC, Parking Lot and Truck Loading Dock Activities Noise	Applicable Noise Standard Exceeded?
N1 (northern property boundary)	Residential	60/55	31	36	51	51	No
W1 (western property boundary)	Business Park	70/65	31	37	39	42	No
E1 (eastern property boundary)	Business Park	70/65	22	36	54	54	No

Table 23. Combined On-Site Noise Summary of Results - Noise Levels (dBA L_{eq}) at Property Boundaries

Receiver Location	Zoning/Use	Applicable Noise Standard - Daytime/Nighttime	HVAC	Parking Lot Activity	Truck Loading Dock Activity	Combined HVAC, Parking Lot and Truck Loading Dock Activities Noise	Applicable Noise Standard Exceeded?
S1 (southern property boundary)	Business Park	70/65	27	34	47	47	No

As shown in Table 23, on-site noise sources associated with the proposed project would not exceed applicable noise standards. Thus, on-site operational noise would be less than significant.

Project-Generated Off-Site Traffic Noise

The project is expected to generate 416 daily trips to the roadway system; in terms of passenger car equivalent (PCE), which accounts for truck percentages, the project would generate 582 daily trips. The project would not result in a doubling of trips on any particular road segment, per existing (Year 2023) and future (Year 2040) traffic data provided by the project’s transportation engineers (Appendix H). Typically, a doubling of the energy of a noise source, such as a doubling of traffic volume, would increase noise levels by 3 dBA.²¹ Given that it would result in only a modest increase in traffic on local and regional roadways, the project is not expected to result in an increase of 3 dBA or greater on roadways in the study area. The change in noise level due to the project would not be audible. Therefore, impacts associated with off-site project-generated traffic noise would be less than significant.

b) Would the project result in generation of excessive groundborne vibration or groundborne noise levels?

Less-than-Significant Impact. The main concern associated with groundborne vibration is annoyance; however, in extreme cases, vibration can cause damage to buildings, particularly those that are old or otherwise fragile. Some common sources of groundborne vibration are trains and construction activities such as blasting, pile-driving, and heavy earth-moving equipment. The primary source of groundborne vibration occurring as part of the proposed project is construction activity.

Groundborne vibration information related to construction/heavy equipment activities has been collected by California Department of Transportation. Information from California Department of Transportation indicates that transient vibrations (such as from construction activity) with approximately 0.035 inches per second peak particle velocity (PPV) may be characterized as barely perceptible, and vibration levels of 0.24 inches per second PPV may be characterized as distinctly perceptible (Caltrans 2020). The heavier pieces of construction equipment, such as large bulldozers or hoe rams, would register up to approximately 0.089

²¹ Under normal circumstances (i.e., outside of a controlled setting such as a listening laboratory), a 3 dBA increase in noise levels is considered to be the smallest increase that is audible to the human ear; whereas a less than 3 dBA increase in noise levels is considered to be a barely or non-audible increase.

inches per second PPV at a distance of 25 feet, and a clam shovel drop would measure up to approximately 0.202 inches per second PPV at a distance of 25 feet (FTA 2018).

Groundborne vibration is typically attenuated over relatively short distances. At the nearest existing noise/vibration-sensitive use, distance to the nearest construction area (approximately 75 feet) and with the anticipated construction equipment, the vibration level would be approximately 0.017 inches per second PPV. This vibration level would be below the threshold of “distinctly perceptible” of 0.24 inches per second PPV.

Therefore, the major concern with construction vibration is related to building damage. Construction vibration as a result of the proposed project would not result in structural building damage, which typically occurs at vibration levels of 0.5 inches per second PPV or greater for buildings of reinforced-concrete, steel, or timber construction. There would be no impacts related to groundborne vibration.

- c) ***For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?***

Less-than-Significant Impact No private airstrips are located in the project vicinity. The SBIA is located approximately 1.3 miles south of the project site. The project site is located within the Airport Influence Area (General Plan Figure 6-7) outlined in the City’s General Plan (City of Highland 2006). As required by state law for real estate transactions within the Airport Influence Area, notification/disclosure statements are required to alert potential buyers and tenants of the presence of and potential impacts from the SBIA. According to Exhibit 4H (Existing and Ultimate Noise Contours) of the Airport Layout Plan Narrative Report for SBIA (San Bernardino International Airport Authority 2010), the SBIA’s 65 dBA CNEL ultimate noise contour would be located more than 0.3 miles south of the project site.

Policy 1 of Goal 11.1 (Reduce exposure of people to aircraft noise and overflights, and ensure adequate public notification through buyer awareness measures) within the City’s General Plan (City of Highland 2006) states: “Limit the development of sensitive land uses located within the 65 decibel (dB) Community Noise Equivalent Level (CNEL).” The City considers residential dwellings and institutional uses such as hospitals, convalescent homes and churches to be sensitive noise receptors, while retail and office uses are considered to be relatively insensitive land uses. Other land use types, including industrial and manufacturing, are considered to be least impacted by noise. Because the proposed project is not noise-sensitive, and because the project site is located well outside the 65 dBA CNEL noise contour, the proposed project would not expose people residing or working in the project area to excessive noise levels. Thus, aircraft and airport-related noise would be less than significant.

3.14 Population and Housing

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
XIV. POPULATION AND HOUSING – Would the project:				
a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

- a) ***Would the project induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?***

Less-than-Significant Impact. The project would require a temporary construction workforce and a permanent operational workforce, both of which could potentially induce population growth in the project area. The temporary workforce would be needed to construct the proposed warehouse building and associated improvements. The number of construction workers needed during any given period would largely depend on the specific stage of construction but would likely average a few dozen workers at any given time throughout the workday. These short-term positions are anticipated to be filled primarily by workers who reside in the project area vicinity. Therefore, construction of the project would not generate a permanent increase in population within the project area.

In terms of operational employees, because the future tenant is not yet known, the number of jobs that the project would generate cannot be precisely determined, but it can be estimated. For purposes of analysis, employment estimates are calculated using average employment density factors reported by SCAG. SCAG reports that for every 1,195 square feet of warehouse space in San Bernardino County, the average numbers of jobs supported is one (SCAG 2001). The proposed warehouse would be 173,976square feet, and as such, the estimated number of employees required for operation would be approximately 147 people.

According to the SCAG Demographics and Growth Forecast, employment in the City is anticipated to grow from 6,900 employees in 2016 to 11,100 employees in 2045 (SCAG 2020). The project-related increase in employment would be minimal in comparison to the anticipated increase in the SCAG Demographics and Growth Forecast.

Additionally, as of July 2022, the California Employment Development Department found that the unemployment rate for Riverside-San Bernardino-Ontario Metropolitan Statistical Area, including the City of Highland, is at 3.9%, which is the same as the state average (3.9%) and higher than the national average

(3.5%) for the same period (EDD 2022). Therefore, the project’s temporary and permanent employment requirements could likely be met by the City’s existing labor force without the need for people to relocate to the project region. The project would not stimulate population growth or a population concentration above what is assumed in local and regional land use plans. Therefore, impacts associated with population growth would be less than significant.

b) Would the project displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?

Less-than-Significant Impact. The southern portion of the project site contained three single-family residences demolished in 2023 due to unsafe, substandard conditions. The remainder of the project site consisted of commercial and industrial uses also demolished in 2023.. Although it is speculative where the previous on-site residents would have ultimately relocated, assuming that they would be relocated in the project area, vacant housing opportunities are available within the City. The City has approximately 16,845 housing units with a vacancy rate of 5.7% (DOF 2020). As such, there are approximately 959 vacant housing units in the City. Therefore, impacts associated with displacement of housing would be less than significant.

3.15 Public Services

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

a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services:

iv) Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
v) Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
vi) Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
vii) Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
viii) Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services:

Fire protection?

Less-than-Significant Impact. The California Department of Forestry and Fire Protection (CAL FIRE) provides fire protection and emergency medical services to the City, including the project site, through a cooperative agreement that provides for CAL FIRE employees to staff City-owned facilities and apparatus (City of Highland 2006). The City also has available fire protection services from other area agencies such as the Cities of

Redlands and Yucaipa and the U.S. Forest Service (City of Highland 2022). The City also participates in the Statewide Master Mutual Aid Agreement, which provides additional assistance from San Bernardino City and County Fire Departments and the San Manuel Fire Department (City of Highland 2022).

The closest fire station to the project is Highland Fire Department Station No. 543 (7649 Sterling Ave), located approximately 1.1 miles northwest of the project site. Considering the proximity of the project site to Station No. 543, and given the fact that the project site is already located within CAL FIRE's service area, the project could be adequately served by the various fire departments without adversely effecting personnel-to-resident ratios, response times, or other performance objectives.

In addition, the project would not directly or indirectly induce population growth in the City. Although the project could potentially result in a slight, incremental increase in calls for service to the project site in comparison to the existing conditions, this increase is expected to be nominal and would not result in the need for new CAL FIRE facilities. Nonetheless, similar to other development projects in the City, the project applicant would still be required to pay their fair share of development impact fees to help offset incremental impacts to fire protection services. Payment of the fees would comply with the California Fire Code for industrial development. The City will be responsible for the operations and maintenance costs through the General Fund to provide fire and emergency services to the project site, including the annexation area (0.56 acre). Therefore, impacts associated with CAL FIRE facilities and response times would be less than significant.

The project's LAFCO Fiscal Analysis Report notes that, "The subject Analysis identifies the project's valuation and taxable income in addition to costs related to the General Fund, police services, fire services and special districts. The Analysis shows that the annexation will result in nominal fees and costs to the City of Highland given its small size and ultimate industrial build out." The corresponding Plan for Service identifies the proposed public facility improvements and services related to roads, fire and emergency medical services, police, libraries, domestic water, wastewater, storm drainage, parks and open space, public utilities, schools, and solid waste management. The Plan shows how public facilities and infrastructure improvements will be implemented following the annexation. (see Appendices K1 and K2)

Police protection?

Less-than-Significant Impact. The City contracts with the San Bernardino County Sheriff's Department (SBSD) to provide police protection to the City, including the project site (City of Highland 2022). The SBSB has one patrol station in the City, located at 26985 East Base Line Street, approximately 1.1 miles northeast of the site.

The project would not directly or indirectly induce population growth in the City. While the project would potentially result in a slight, incremental increase in calls to the SBSB for service to the project site in comparison to the existing conditions, this increase is expected to be nominal and would not result in the need for new SBSB facilities. In addition, the project site is already located within SBSB's service area and would not require an expansion of service area, which could otherwise result in longer response time. Overall, it is anticipated that the project would be adequately served by existing SBSB facilities, equipment, and personnel. Nonetheless, similar to other development projects in the City, the project applicant would still be required to pay their fair share of development impact fees to help offset incremental impacts to police protection services. Therefore, impacts associated with SBSB facilities and response times would be less than significant. In addition, the applicant will be required to follow the City's Development Impact Fee Ordinance. The Fee Ordinance requires

the applicant submit a fee payable to the City that will apply to the funding of public facilities, including law enforcement facilities. The City will provide the operations and maintenance costs to provide service to the project site and annexation area (0.56 acre) through its General Fund. Therefore, impacts to police protection resources resulting from the proposed project would be less than significant.

Schools?

No Impact. The project site is located within the San Bernardino City Unified School District. It is not anticipated that people would relocate to the City as a result of the project, and an increase in school-age children requiring public education is not expected to occur as a result of the project. Nonetheless, all residential and non-residential development projects are subject to SB 50, which requires payment of mandatory impact fees to offset any impact to school services or facilities. The provisions of SB 50 are deemed to provide full and complete mitigation of school facilities impacts, notwithstanding any contrary provisions in CEQA or other state or local laws (Government Code Section 65996). These impact fees are required of most residential, commercial, and industrial development projects in the City. Therefore, no impacts associated with school facilities would occur.

Parks?

No Impact. Given the lack of population growth as a result of the project, neither construction nor operation of the project would generate new residents to the extent that new or expanded park facilities would be required. Therefore, no impacts associated with park facilities would occur.

Other public facilities?

No Impact. The project would not directly or indirectly induce substantial population growth in the City. As such, it is unlikely that the project would increase the use of other public facilities such as libraries. Therefore, no impacts associated with libraries and other public facilities would occur.

.3.16 Recreation

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
XVI. RECREATION				
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

- a) **Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?**

No Impact. The project would construct a new warehouse building and associated improvements. The project does not propose any residential uses and would not directly or indirectly result in a substantial and unplanned increase in population growth within the project area. As such, the project would not increase the use of existing neighborhood parks or regional parks in the City and surrounding area. Therefore, no impacts associated with the use of existing residential facilities would occur.

- b) **Does the project include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment?**

No Impact. The project would construct a new warehouse building and associated improvements. The project does not propose any recreational facilities. As an industrial use, the project would not require the construction or expansion of recreational facilities. Therefore, no impacts associated with the construction of new or expansion of existing recreational facilities would occur.

3.17 Transportation

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
XVII. TRANSPORTATION – Would the project:				
a) Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

The following analysis prepared consistent with the requirements of the City of Highland Public Works Policies, Procedures and Standards for traffic studies (Traffic Study Guidelines) (September 2016), as well as SB 743 and the current CEQA Guidelines for potential impacts to VMT. Appendix I includes the project’s Traffic Scoping Form and Appendix J1 includes the 5th Street Vehicle Miles Traveled Analysis, prepared by Urban Crossroads Inc. (September 30, 2022). Appendix J2 includes the Parking Study (Dudek 2023).

Trip Generation Analysis

Trip generation estimates for the project are based on daily and AM and PM peak hour trip generation rates obtained from the Institute of Transportation Engineers Trip Generation Handbook, 11th Edition (ITE 2021), using the warehousing land use (ITE Code 150). No trip credits for the existing land uses have been assumed in this analysis; therefore, the project’s trip generation estimates are conservative.

PCE factors were also applied to the trip generation estimates to account for truck traffic. The City indicates that projects with high truck percentages should convert project trips to PCE. A 1.5 PCE factor was applied to 2-axle trucks, a 2.0 PCE was applied for 3-axle trucks, and a 3.0 PCE factor was applied to 4-axle trucks per the San Bernardino County CMP. Table 24 presents the project’s daily, AM, and PM peak hour trip generation estimates.

Table 24. Project Trip Generation Summary

Land Use		Daily	AM Peak Hour			PM Peak Hour			
			In	Out	Total	In	Out	Total	
Trip Rates¹									
Warehousing (ITE Code 150)		1.71	0.13	0.04	0.17	0.05	0.13	0.18	
Trip Generation		Thousand Square Feet	Daily	AM Peak Hour			PM Peak Hour		
5th and Victoria Avenue Warehouse (ITE Code 150)		176.066 ⁴	301	23	7	30	9	23	32
Trip Generation (PCE Adjustments)		Percent Vehicle Mix ²	Daily	AM Peak Hour			PM Peak Hour		
Warehousing Vehicle Mix ²				In	Out	Total	In	Out	Total
Passenger Vehicles		72.5%	218	17	5	22	6	17	23
2-Axle Trucks		4.6%	14	1	0	1	0	1	1
3-Axle Trucks		5.7%	17	1	1	2	1	1	2
4+-Axle Trucks		17.2%	52	4	1	5	2	4	6
Project Trip Generation (Non-PCE)		PCE Factor ³	Daily	AM Peak Hour			PM Peak Hour		
Passenger Vehicles		1.0	218	17	5	22	6	17	23
2-Axle Trucks		1.5	21	2	0	2	0	2	2
3-Axle Trucks		2.0	34	2	2	4	2	2	4
4+-Axle Trucks		3.0	156	12	3	15	6	12	18
Project Trip Generation (PCE)			429	33	10	43	14	33	47

Notes: TSF = Thousand Square Feet; PCE = Passenger Car Equivalent

¹ Trip rates from ITE 2021.

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

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

⁴ During preparation of this MND, the square footage of the building was reduced to 173,976 square-feet; however, calculations were not revised, thus results provided herein are more conservative than what would actually occur.

As detailed above, the project would generate 301 daily trips, 30 AM peak hour trips (23 inbound and 7 outbound), and 32 PM peak hour trips (9 inbound and 23 outbound). Applying PCE factors for truck traffic, the project would

generate 429 daily trips, 43 AM peak hour trips (33 inbound and 10 outbound), and 47 PM peak hour trips (14 inbound and 33 outbound).

a) *Would the project conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?*

Less-than-Significant Impact. As detailed in the following text, the project would not conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities.

Roadway Facilities

The project is located within the jurisdiction of the City of Highland; therefore, the following consistency requirements would apply.

San Bernardino Associated Governments Congestion Management Plan

The City is located in San Bernardino County and therefore, the San Bernardino County Transportation Authority (SBCTA) CMP applies to the City. To address the increasing public concern that traffic congestion is impacting the quality of life and economic vitality of the State of California, Proposition 111 created the CMP in 1990. The intent of the CMP is to provide the analytical basis for transportation decisions through the State Transportation Improvement Program process. In 1990, the San Bernardino Associated Governments was designated the Congestion Management Agency for San Bernardino County. Although implementation of the CMP was made voluntary by the passage of AB 2419 (Bowler 1996), the CMP requirement has been retained in San Bernardino County.

The LOS at each CMP location is monitored by local jurisdictions in order to implement the statutory requirements of the CMP. If LOS standards deteriorate, then local jurisdictions must prepare a deficiency plan to meet conformance standards outlined by the countywide plan. The local CMP requires that a TIA report be prepared when a project's trip generation exceeds 250 two-way peak hour trips and expects to add at least 50 two-way peak hour trips to a state highway facility. For the CMP roadway system, the LOS standard shall be E for all segments and intersections except those designated LOS F, as listed in Table 2-1 of the CMP (SANBAG 2016). The nearest CMP facility is the intersection of Victoria Avenue and 5th Street.

Based on the project's trip generation estimates as described above, development of the proposed project would not be likely to result in degradation of the nearby CMP facilities due to the low volume of vehicular traffic (less than 250 peak hour trips, and less than 50 peak hour trips to a State highway facility, per the CMP). Therefore, impacts associated with project-related traffic on both the local and regional circulation system would be less than significant.

City of Highland

Traffic Study Guidelines

The City of Highland Traffic Study Guidelines are included in Chapter 9 of the City's Public Works Policies, Procedures and Standards Manual. Although changes in CEQA regarding SB 743 implementation shifts the primary metric for traffic analyses from LOS to VMT, the City has not yet adopted updated guidelines or thresholds related to VMT. As such, the City continues to require a traffic report to analyze the surrounding

transportation network to evaluate the project's effect on the City's transportation infrastructure and identify improvements required to maintain consistency with the City's LOS standards. Per the Traffic Study Guidelines, a traffic report would be required if a project exceeds the CMP thresholds (250 two-way peak hour trips) or generates more than 1,000 new two-way daily trips or 100 two-way peak hour trips. Additionally, the City may require a traffic report if there are concerns regarding access, roadway structural impacts or level of service on intersection or roadway segments adjacent to the project. Trip generation estimates for the project are summarized above.

Based on the project's trip generation estimates as described above, development of the proposed project would likely not result in degradation of the nearest intersection of Victoria Avenue and 5th Street or other nearby intersections due to the low volume of vehicular traffic (less than 100 peak hour trips). However, the scoping of a focused traffic report is in progress with the City and is subject to review and approval by the City prior to project approval. By proceeding with scoping of a traffic report, the project complies with and would not conflict with the City's Traffic Study Guidelines. Therefore, impacts would be less than significant.

General Plan Circulation Element

The City adopted its most recent version of the General Plan in March 2006. The General Plan Circulation Element takes into consideration transit, bicycle, pedestrian, and other multimodal uses. The Circulation Element primarily utilizes volume-to-capacity LOS as a measurement in the rating of the performance of streets. The Circulation Element establishes the following LOS criteria:

- LOS D or better for major intersections in the City.
- LOS D is considered acceptable for peak operating periods.
- Any City of Highland intersection operating at LOS E or F is considered deficient.

As the proposed project is forecast to generate 43 AM peak hour trips and 47 PM peak hour trips (PCE-adjusted), the proposed project would not exceed the 250 two-way peak hour trip threshold for requiring the preparation of a TIA per the CMP or the 100 two-way peak hour trip threshold for requiring preparation of a traffic report per the City's Traffic Study Guidelines. Therefore, a TIA and further LOS analysis would not be required, unless requested by the City for a focused analysis of specific facilities as noted above.

Additionally, the project site is bordered by 3rd Street to the south, Victoria Avenue to the west, and 5th Street to the north. 3rd Street, Victoria Avenue, and 5th Street are all designated as Major Highways. The project would not conflict with the ROW along any of the streets it borders.

Per the Circulation Element, a Major Highway is generally designed as a four-lane roadway intended to provide nonlocal through trips and limited local access, with an 88-foot curb-to-curb width (with a 12-foot median), within a 104-foot ROW. Although Victoria Avenue is not currently built out to its ultimate ROW and does not include a 12-foot center median, the Circulation Element notes that Victoria Avenue is designated as a Major Highway to preserve adequate ROW for entry to the SBIA and to accommodate future traffic. Additionally, the Circulation Element notes the potential for a new interchange for I-210 at Victoria Avenue to the north, as Victoria Avenue is identified as the "major entryway into the San Bernardino International Airport and [serves] as a linkage between the Airport and San Manuel Indian Casino and Bingo facility." The project would provide the required 52-foot half-width required to satisfy the ultimate ROW and would not conflict with future build-out of the roadway. Therefore, impacts related to project consistency with the General Plan Circulation Element would be less than significant.

Pedestrian and Bicycle Facilities

Although the General Plan Circulation Element includes several bicycle classifications, the City of Highland Active Transportation Plan, adopted February 2021, provides a more comprehensive and updated overview of the City's current and future recommendations to enhance multi-modal facilities:

Class I Shared-Use Paths are paths completely separated from motor vehicle traffic used by people for walking and biking. These paths are typically located immediately adjacent and parallel to a roadway or in its own independent ROW, such as within a park or along a body of water.

Class II Bicycle Lanes are dedicated lanes for bicycle travel adjacent to traffic. A painted white line separates the bicycle lane from motor vehicle traffic.

Class IIB Buffered Bicycle Lane are dedicated lanes for bicycle travel separated from vehicle traffic by a painted buffer. The buffer provides additional comfort for users by providing space from motor vehicles or parked cars.

Class III Bicycle Routes are signed bike routes that people biking share with motor vehicles, which can include pavement markings.

Class IIIB Bicycle Boulevards are calm, local streets where bicycles have priority but share roadway space with motor vehicles. These boulevards include shared roadway bicycle markings on the pavement as well as traffic calming features such as speed humps and traffic diverters to keep these streets more comfortable for bicycles.

There are existing Class II bicycle lanes adjacent to the project site along 5th Street and 3rd Street. Proposed facilities would include a Class II bicycle lane along Victoria Avenue, extending from 5th Street to Sparks Street, and a Class II bicycle lane along 3rd Street, which extends throughout the entire length of the City. The proposed project would provide the frontage required of the ultimate classification of Victoria Avenue, designated as a Major Highway in the Circulation Element. The Major Highway roadway cross section allocates 8 feet to bike lanes on both sides of the roadway. As such, the project would not conflict with existing or proposed bicycle facilities, and impacts would be less than significant.

Site analysis of the project area does not indicate existing sidewalk and pedestrian facilities along the full extents of Victoria Avenue and 5th Street in the vicinity of the project site. There is sidewalk on project frontage along 3rd Street. The project would be responsible for constructing frontage improvements, including sidewalks along Victoria Avenue, and 5th Street. As such, development of the project would improve the existing pedestrian facilities and impacts would be less than significant.

Transit Facilities

Omnitrans provides public transportation throughout the San Bernardino Valley and would serve as the nearest transit service to the project site. The nearest Omnitrans bus stop serves Route 15, located approximately 0.50 miles north of the project site at the intersections of Central Avenue and 5th Street and Victoria Avenue and 9th Street. Route 15 operates between the Fontana Metrolink Transit Center and the City of Redlands via the Cities of Rialto, San Bernardino, and Highland, with a peak service frequency of 60

minutes throughout the week. Development of the proposed project would not conflict with the existing bus routes or bus stops. Therefore, impacts to transit would be less than significant.

b) *Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?*

Less-than-Significant Impact. As shown in the analysis below, based on City's recommended thresholds, the project generated VMT and the project's effect on VMT would result in a less than significant impact.

On September 27, 2013, SB 743 was signed into law, which created a process to change the way that transportation impacts are analyzed under CEQA. SB 743 required the Governor's Office of Planning and Research to amend the CEQA Guidelines to provide an alternative to LOS for evaluating transportation impacts. Under the transportation guidelines, LOS, or vehicle delay, will no longer be considered an environmental impact under CEQA. The updates to the CEQA Guidelines required under SB 743 were approved on December 28, 2018. These guidelines identify VMT as the most appropriate measure of transportation impacts under CEQA as of July 1, 2020.

VMT Screening

The following screening criteria were analyzed per the SBCTA Recommended Traffic Impact Analysis Guidelines for Vehicle Miles Traveled and Level of Service Assessment, per direction from the City in lieu of formally adopted City VMT guidelines. Any one of the following criteria would need to be satisfied in order to screen out of significant VMT impacts:

- **Projects generating less than 110 daily trips:** The proposed project is the construction and development of 173,976 square feet of warehousing buildings, estimated to generate 301 average daily trips as shown in Table 24. Therefore, the project would not fall under the threshold for projects generating less than 110 average daily trips.
- **Local serving retail less than 50,000 SF:** The proposed project does not include retail components. Therefore, the project is not considered a local serving retail project and cannot be screened out from further VMT analysis using this criterion.
- **Local Serving Projects:** The proposed project would not be categorized as a local serving land use. Therefore, the project cannot be screened out from further VMT analysis using this criterion.
- **Affordable Housing (100% of units):** The proposed project does not include affordable housing units. Therefore, the project cannot be screened out from further VMT analysis using this criterion.
- **Transit Priority Area Screening:** The proposed project is not located within a Transit Priority Area²² as determined by the most recent RTP/SCS. Therefore, it cannot be screened out using this criterion.
- **Low VMT Area Screening:** Per the SBCTA Guidelines, "Residential and office projects located within a low VMT-generating area may be presumed to have a less than significant impact absent substantial evidence to the contrary. In addition, other employment-related and mixed-use land use projects may qualify for the use of screening if the project can reasonably be expected to generate

²² Per California Public Resources Code, Section 21099(a)(7), a Transit Priority Area means an area within 0.5 miles of a major transit stop that is existing or planned, if the planned stop is scheduled to be completed within the planning horizon included in a Transportation Improvement Program adopted pursuant to Section 450.216 or 450.322 of Title 23 of the Code of Federal Regulations. For purposes of SB 743, a transit priority area also includes major transit stops that are scheduled to be completed within the planning horizon of the RTP/SCS.

VMT per resident, per worker, or per service population (SP) that is similar to the existing land uses in the low VMT area.”

The SBCTA VMT Screening Tool was used to determine whether the proposed project would be in a low VMT-generating area. The City’s recommend guidance defines a low VMT generating area as one in which the proposed project is located within a Traffic Analysis Zone where the VMT per SP is lower than City of Highland future buildout VMT per SP. Traffic Analysis Zones are geographic polygons similar to census block groups used to represent areas of homogenous travel behavior. Based on the Screening Tool results included in Traffic Scoping Form (Appendix I), the project is not located within a low VMT generating zone as compared to the City recommended threshold.

As the proposed project would not meet the City’s recommended screening criteria, a project level detailed VMT analysis is required.

VMT Analysis

The City requires the evaluation of project generated VMT and the project’s effect on VMT to be analyzed in detail for projects that do not meet any of their screening criteria. The calculation of VMT for land use projects is based on the total number of trips generated and the average trip length of each vehicle. The SBCTA Guidelines identify the San Bernardino Transportation Analysis Model (SBTAM) as the appropriate tool to conduct a detailed VMT analysis for land use projects. The technical memorandum describing the SBTAM model run for VMT by sub-consultant Urban Crossroads is included in Appendix J.

Project VMT

The SBTAM is trip-based regional travel demand model that considers interaction between different land uses based on socio-economic data such as population, households, and employment. Project VMT has been calculated using the most current version of SBTAM. Adjustments in socio-economic data (i.e., employment) were made to the appropriate Traffic Analysis Zone within the SBTAM model to reflect the project’s proposed warehousing land use. The project’s socio-economic data are consistent with the employment density factors for San Bernardino County from the SCAG Employment Density Survey (2001). Based on number of employees estimated using Table II-B of the SCAG study (1 employee per 1,195 square feet), the project was coded with 147 employees.

The project generated VMT is defined as the VMT attributed to vehicle trips to and from the project zone or zones. Based on the City’s recommended thresholds, if a project generated VMT per SP exceeds the City’s future buildout VMT per SP, the project would create a significant impact under CEQA.

Project generated VMT is extracted from the SBTAM model using the production attraction trip matrices. The production attraction matrices are then multiplied by the final assignment (distance) skims. Project generated baseline VMT was calculated from the baseline travel forecasting model, which was also used to establish the City’s VMT threshold. Additionally, the project generated VMT was calculated in the cumulative travel forecasting model to estimate VMT in cumulative conditions. Project VMT was then normalized by dividing by the project’s SP (i.e., estimated number of employees for industrial type uses) for their respective baseline and cumulative conditions. This calculation changes the raw VMT value into an efficiency metric for ease of comparison. As the project does not contain residential land uses, the SP consists entirely of the project’s employment. Project generated VMT was calculated for baseline (2022) and cumulative year model (2040) and is summarized in Table 25.

Table 25. Summary of Project VMT per Service Population

	Baseline (2022)	Cumulative (2040)
Service Population	147	147
VMT	2,865	2,589
VMT/Service Population	19.45	17.57
City's VMT Baseline and Threshold	22.54	22.54
Below City's Threshold/(%)	Yes/(-13.71%)	Yes/(-22.05%)
Potentially Significant?	No	No

Note: VMT = vehicle miles traveled

Source: SBTAM Model Results; Appendix J.

VMT Impact Determination

As noted above, the City has not adopted VMT-specific guidelines or thresholds as of June 2021. In lieu of available guidelines, City staff have identified the following recommended threshold for findings of less than significant:

- The baseline project-generated VMT per SP is below future buildout City of Highland VMT per SP, or
- The cumulative project-generated VMT per SP is below future buildout City of Highland VMT per SP

As shown in Table 25 above, the City average VMT is 22.54 VMT/SP under future buildout (Year 2040) conditions. As shown, the project's VMT per SP would be 13.71% below the City's impact threshold for baseline conditions and 22.05% below the City's impact threshold for cumulative conditions. Because the project generated VMT per SP would not exceed the future buildout City of Highland VMT per SP in either the baseline or cumulative conditions, the project generated VMT impact would be less than significant.

While the project's VMT impacts would be less than significant, several regulatory requirements, project design features, and existing conditions would further facilitate a reduction in project VMT. First, the project would provide bicycle facilities (i.e., permanently anchored bike racks) on the project site and along Victoria Avenue (i.e., dedication of land for the future construction of an 8-foot bike lane) to facilitate bike travel to and from the project site in lieu of single-passenger automobile trips. The project would also facilitate carpooling and vanpooling by providing parking spaces designated for low-emitting, fuel-efficient, and carpool/van pool vehicles, as required by Title 24 of the California Code of Regulations. Additionally, the project site is located along Omnitrans Route 15. Together, these measures would provide future employees of the project several alternative modes to using single-passenger vehicles to access the project site.

c) *Would the project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?*

Less-than-Significant Impact. Access to the project site would be provided by four driveways: two driveways on the western portion of the site on Victoria Avenue, one driveway on the northern portion of the site on 5th street Avenue, and one driveway on the southern portion of the site on 3rd Street. The driveways along 3rd Street and 5th Street would be full-access and allow for both passenger car and truck access. The two driveways along Victoria Avenue would allow passenger vehicle access only and were assumed to provide right-in/right-out only access due to their proximity to the Victoria Avenue/3rd Street intersection and future plans for a center median along Victoria Avenue.

As discussed previously, Victoria Avenue is not yet built to its ultimate ROW and does not have an existing 12-foot center median along the project frontage.

The project would construct frontage improvements of existing segments of 5th Street, 3rd Street, Victoria Avenue, and new driveways for project access.

During site plan review, the internal roadway and driveway widths and curb radii to facilitate passenger car and truck turning and movement would be reviewed, designed, and constructed per City standards and applicable street design requirements.

For on-site construction and any improvements required within the public ROW, the proposed project would be required to comply with standards set forth by the City to ensure that the project does not introduce an incompatible design feature that would impede traffic flow on roadway facilities. There would be no incompatible or hazardous uses associated with the proposed project and impacts would be less than significant.

d) Would the project result in inadequate emergency access?

Less-than-Significant Impact. Access to the project site would be provided by four driveways: two driveways (right-in and -out only) on the western portion of the site on Victoria Avenue, one driveway (full-access) on the northern portion of the site on 5th street Avenue, and one driveway (full-access) on the southern portion of the site on 3rdStreet. Emergency vehicle access will be available at all driveways and facilitated within the entirety of the project site. The project site would be accessible to emergency responders during construction and operation of the project. Therefore, impacts associated with an emergency response plan or emergency evacuation plan would be less than significant.

3.18 Tribal Cultural Resources

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
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XVIII. TRIBAL CULTURAL RESOURCES

Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:

a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

The evaluation of potential impacts to Tribal Cultural Resources is based on the findings resulting from tribal consultation conducted by the City, as the lead agency, as well as the findings of the Cultural Resources Survey conducted by Dudek in 2022 (Appendix C). Background research conducted to inform this analyses and provide data upon request of interested Native American representatives included a NAHC SLF search, ethnographic research, archival research and CHRIS database records search all of which are briefly provided in this section.

Existing Setting – Ethnohistoric

The history of the Native American communities prior to the mid-1700s has largely been reconstructed through later mission-period and early ethnographic accounts. The first records of the Native American inhabitants of the region come predominantly from European merchants, missionaries, military personnel, and explorers. These brief, and generally peripheral, accounts were prepared with the intent of furthering respective colonial and economic aims and were combined with observations of the landscape. They were not intended to be unbiased accounts regarding the cultural structures and community practices of the newly encountered cultural groups. The establishment of the missions in the region brought more extensive documentation of Native American communities, though these groups did not become the focus of formal and in-depth ethnographic study until the early twentieth century. The principal intent of these researchers was to record the precontact and culturally specific practices, ideologies, and languages that had survived the destabilizing effects of missionization and colonialism. This research, often understood as “salvage ethnography,” was driven by the understanding that traditional knowledge was being lost due to the impacts of modernization and cultural assimilation. Alfred Kroeber applied his “memory culture” approach by recording languages and oral histories within the region. Ethnographic research by Dubois, Kroeber, Harrington, Spier, and others during the early twentieth century seemed to indicate that traditional cultural practices and beliefs survived among local Native American communities.

It is important to note that even though there were many informants for these early ethnographies who were able to provide information from personal experiences about native life before the Europeans, a significantly large proportion of these informants were born after 1850; therefore, the documentation of precontact, aboriginal culture was being increasingly supplied by individuals born in California after considerable contact with Europeans. This is an important issue to note when examining these ethnographies, since considerable culture change had undoubtedly occurred by 1850 among the Native American survivors of California.

Based on ethnographic information, it is believed that at least 88 different languages were spoken from Baja California Sur to the southern Oregon state border at the time of Spanish contact. The distribution of recorded Native American languages has been dispersed as a geographic mosaic across California through six primary language families.

Golla contended that one can interpret the amount of variability within specific language groups as being associated with the relative “time depth” of the speaking populations. A large amount of variation within the language of a group represents a greater time depth than a group’s language with less internal diversity. One method that he has employed is by drawing comparisons with historically documented changes in Germanic and Romantic language groups. Golla observed that the “absolute chronology of the internal diversification within a language family” can be correlated with archaeological dates. This type of interpretation is modeled on concepts of genetic drift and gene flows that are associated with migration and population isolation in the biological sciences.

The tribes of this area have traditionally spoken Takic languages that may be assigned to the larger Uto–Aztecan family. These groups include the Gabrielino, Cahuilla, and Serrano. Golla interpreted the amount of internal diversity within these language-speaking communities to reflect a time depth of approximately 2,000 years. Other researchers have contended that Takic may have diverged from Uto–Aztecan ca. 2600 BC–AD 1, which was later followed by the diversification within the Takic speaking tribes, occurring approximately 1500 BC–AD 1000 (Appendix C).

Serrano

Traditionally, the Serrano lived in an area east of the Gabrielino and north of the Cahuilla, near present-day western San Bernardino County and northeastern Los Angeles County. The Serrano occupied an area in and around the San Bernardino Mountains between approximately 1,500 and 11,000 feet above mean sea level. Their territory extended west along the northern slope of the San Gabriel Mountains, east as far as Twentynine Palms, north along the Mojave River, and south to the San Jacinto area. Kroeber (1925) divided the Serrano into four distinct groups within the western Mojave Desert: the Kitanemuk, Tataviam, Serrano, and Vanyume. Each group held a distinct territory within the region (Kroeber 1925). According to Bean and Smith (1978a, p. 570), “the Serrano resided in an area that extended east of the Cajon Pass, located in the San Bernardino Mountains, to Twenty-nine Palms, the north foothills of the San Bernardino Mountains and south to include portions of the Yucaipa Valley.”

Serrano social organization was based on patrilineal and patrilocal lineages. Exogamy rules required that a man could not marry a woman related to them within five generations. Women moved to their husband’s village, but kept their identity as a member of their natal lineage. The Serrano were mainly hunters and gatherers who occasionally fished. Game hunted included mountain sheep, deer, antelope, rabbits, small rodents, and various birds, particularly quail. Vegetable staples consisted of acorns, piñon nuts, bulbs and tubers, shoots and roots, berries, mesquite, barrel cacti, and Joshua tree. A variety of materials was used for hunting, gathering, and processing food, as well as for shelter, clothing, and luxury items. Shells, wood, bone, stone, plant materials, and animal skins and feathers were used for making baskets, pottery, blankets, mats, nets, bags and pouches, cordage, awls, bows, arrows, drills, stone pipes, musical instruments, and clothing.

The majority of the Serrano lived in small villages, close to sources of fresh water. Houses and ramadas were round, dome-shaped, and constructed of poles covered with bark and tule mats. The Serrano also had sweat houses and ceremonial houses for religious activities. Further, according to Benedict (1924), a typical Serrano settlement was a village with multiple small satellite camps surrounding it. Most Serrano villages also had a ceremonial house used as a religious center. Other structures within the village might include granaries and sweathouses. According to

DeBarros (2004), one of the more prominent Serrano villages was called Guapiabit, and it was located in Summit Valley (Appendix C).

Gabrielino/Tongva

The archaeological record indicates that the Gabrielino arrived in the Los Angeles Basin around 500 B.C. Surrounding native groups included the Chumash and Tataviam to the northwest, the Serrano and Cahuilla to the northeast, and the Juaneño and Luiseño to the southeast.

The names by which Native Americans identified themselves have, for the most part, been lost and replaced by those derived by the Spanish people administering the local Missions. These names were not necessarily representative of a specific ethnic or tribal group, and traditional tribal names are unknown in the post-Contact period. The name “Gabrielino” or “Gabrieleno” was first established by the Spanish from the San Gabriel Mission and included people from the established Gabrielino area as well as other social groups. Many contemporary Gabrielino identify themselves as descendants of the indigenous people living across the plains of the Los Angeles Basin and refer to themselves as the Tongva. This term is used in the remainder of this section to refer to the precontact inhabitants of the Los Angeles Basin and their descendants.

The Tongva established large, permanent villages along rivers and streams, and lived in sheltered areas along the coast. Tongva lands included the greater Los Angeles Basin and three Channel Islands—San Clemente, San Nicolas, and Santa Catalina—and stretched from the foothills of the San Gabriel Mountains to the Pacific Ocean. Archaeological sites composed of villages with various sized structures have been identified through the Los Angeles Basin. A total tribal population has been estimated of at least 5,000, but recent ethnohistoric work suggests a number approaching 10,000 seems more likely (O’Neil 2002). At least one Tongva village was located near Glendora: Ashuukshanga (also Azucsagna), located near the mouth of the San Gabriel River in present-day Azusa. Within the permanent village sites, the Tongva constructed large, circular, domed houses made of willow poles thatched with tule, each of which could hold upwards of 50 people. Other structures constructed throughout the villages probably served as sweathouses, menstrual huts, ceremonial enclosures, and communal granaries. Cleared fields for races and games, such as lacrosse and pole throwing, were created adjacent to Tongva villages.

The Tongva subsistence economy was centered on gathering and hunting. The surrounding environment was rich and varied, and the tribe exploited mountains, foothills, valleys, and deserts as well as riparian, estuarine, and open and rocky coastal eco-niches. Like most native Californians, acorns were the staple food (an established industry by the time of the early Intermediate Horizon). Acorns were supplemented by the roots, leaves, seeds, and fruits of a variety of flora (e.g., islay, cactus, yucca, sages, and agave). Freshwater and saltwater fish, shellfish, birds, reptiles, and insects, as well as large and small mammals, were also consumed.

The Tongva participated in an extensive exchange network, trading coastal goods for inland resources. They exported Santa Catalina Island steatite products, roots, seal and otter skins, fish and shellfish, red ochre, and lead ore to neighboring tribes, as well as to people as far away as the Colorado River. In exchange, they received ceramic goods, deerskin shirts, obsidian, acorns, and other items. This burgeoning trade was facilitated by the use of craft specialists, a standard medium of exchange (Olivella bead currency), and the regular destruction of valuables in ceremonies, which maintained a high demand for these goods (Appendix C).

Assembly Bill 52

AB 52 of 2014 amended PRC Section 5097.94 and added PRC Sections 21073, 21074, 21080.3.1, 21080.3.2, 21082.3, 21083.09, 21084.2, and 21084.3. AB 52 established that tribal cultural resources must be considered under CEQA and also provided for additional Native American consultation requirements for the lead agency. PRC Section 21074 describes a tribal cultural resource as a site, feature, place, cultural landscape, sacred place, or object that is considered of cultural value to a California Native American Tribe. A tribal cultural resource (TCR) is either:

- On the CRHR or a local historic register;
- Eligible for the CRHR or a local historic register; or
- A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of PRC Section 5024.1.

AB 52 formalizes the lead agency–tribal consultation process, requiring the lead agency to initiate consultation with California Native American groups that are traditionally and culturally affiliated with the project area, including tribes that may not be federally recognized. Lead agencies are required to begin consultation prior to the release of a negative declaration, mitigated negative declaration, or environmental impact report by contacting those tribal groups who have previously provided formal written request for notification of projects under the agency’s jurisdiction.

Section 1 (a)(9) of AB 52 establishes that “a substantial adverse change to a tribal cultural resource has a significant effect on the environment.” Effects on TCRs should be considered under CEQA. Section 6 of AB 52 adds Section 21080.3.2 to the PRC, which states that parties may propose mitigation measures “capable of avoiding or substantially lessening potential significant impacts to a tribal cultural resource or alternatives that would avoid significant impacts to a tribal cultural resource.” Further, if a California Native American tribe requests consultation regarding project alternatives, mitigation measures, or significant effects to TCRs, the consultation shall include those topics (PRC Section 21080.3.2[a]). Finally, the environmental document, for which the tribal consultation is focused, and the mitigation monitoring and reporting program (where applicable), developed in consideration of information provided by tribes during the formal consultation process, shall include any mitigation measures that are adopted (PRC Section 21082.3[a]).

Assembly Bill 52 Consultation

The project is subject to compliance with AB 52 (PRC 21074), which requires consideration of impacts to TCRs as part of the CEQA process, and that the lead agency notify California Native American Tribal representatives (that have requested notification) who are traditionally or culturally affiliated with the geographic area of the proposed project. All NAHC-listed California Native American Tribal representatives that have requested project notification pursuant to AB 52 were sent letters by the City on January 18, 2023, via United States Postal Service mail and email. The notification letters contained a project description, outline of AB 52 timing, an invitation to consult, a Project site plan, and contact information for the appropriate lead agency representative. Table 26 summarizes the results of the AB 52 process for the project.

Table 26. Assembly Bill 52 Native American Heritage Commission-Listed Native American Contacts

Native American Tribal Representatives	Response Received
Andrew Salas, Chairman Gabrieleno Band of Mission Indians – Kizh Nation	No response received.
Joseph Ontiveros, Cultural Resources Director Soboba Band of Luiseno Indians	No response received.
Ryan Nordness, Cultural Resources Management Department Yuhaaviatam San Manuel Nation (YSMN) (formerly known as the San Manuel Band of Mission Indians)	Comments were provided on January 31, 2023. The comments indicated that the project site is within the Serrano ancestral territory and is of interest to the Tribe. However, due to the nature and location of the project, and given the Tribes present state of knowledge, YSMN does not have any concerns with the project’s implementation, as planned. YSMN requested inclusion of mitigation measures which have been incorporated herein (MM-CUL-3 and MM-TCR-1).

- a) *Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:*
- 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)?*
 - 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?*

As stated above in Section 3.5(a), none of the properties onsite appear eligible for listing in the NRHP, CRHR, or City of Highland designation due to a lack of important historical associations, lack of architectural merit, and lack of integrity, nor do they appear eligible as contributors to an historic district. As such, these properties are not considered historical resources for the purposes of CEQA. These resources have been assigned a California Historical Resource Status Code of 6Z (found ineligible for the NRHP, CRHR, or local designation through survey evaluation). No historical resources were identified within the project site as a result extensive archival research, field survey, and property significance evaluation.

All NAHC-listed California Native American Tribal representatives that have requested project notification pursuant to AB 52 were sent letters by the City on January 18, 2023, via United States Postal Service mail and e-mail. One tribe responded and provided commentary on the project. The responding tribe was the Yuhaaviatam San Manuel Nation (YSMN) (formerly known as the San Manuel Band of Mission Indians). As stated in Table 26, the Tribe indicated that the project site is within the Serrano ancestral territory and is of interest to the Tribe. However, due to the nature and location of the project, and given the Tribes present state of knowledge, YSMN does not have any concerns with the project’s implementation, as planned. YSMN

requested inclusion of mitigation measures which have been incorporated herein (MM-CUL-3 and MM-TCR-1). With implementation of MM-CUL-3 and MM-TCR-1, impacts would be less than significant.

MM-TCR-1 Discovery of Tribal Cultural Resources. The Yuhaaviatam of San Manuel Nation Cultural Resources Department (YSMN) shall be contacted, as detailed in CR-1, of any pre-contact and/or historic-era cultural resources discovered during project implementation, and be provided information regarding the nature of the find, so as to provide Tribal input with regards to significance and treatment. Should the find be deemed significant, as defined by CEQA (as amended, 2015), a cultural 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.

3.19 Utilities and Service Systems

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
XIX. UTILITIES AND SERVICE SYSTEMS – Would the project:				
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment, or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a) *Would the project require or result in the relocation or construction of new or expanded water, wastewater treatment, or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?*

Less-than-Significant Impact. The proposed project involves the construction of a warehouse building, as well as paved parking areas and landscape areas. The project site currently consists of single-family residences, industrial uses, and vacant land. As such, the proposed project would increase demand for water supply compared to existing land uses.

As part of the project, utility service lines, including those for water, wastewater, stormwater drainage, electric power, natural gas, and telecommunications services, would be extended from their current locations in the public ROW surrounding the project site for operation of the proposed warehouse building. The project developer would coordinate with the applicable agency regarding the location of existing utility lines and hookups in order to finalize improvement plans. Funding of the regional utility facilities is provided to the project by the individual utility company. The developer is responsible for the costs of extending utilities from the backbone facilities to the project site. Funding for the operation and maintenance for specific utilities is the responsibility of the individual utility through user charges. There are no financial cost impacts to the City's General Fund for these utility services.

The proposed project would include the addition of a 2-inch domestic water line and a 6-inch sewer line connecting to existing utility lines within Victoria Avenue, as well as various underground pipes to convey stormwater to the underground infiltration/detention system. EVWD will provide for the necessary operations and maintenance of the water systems needed to serve the project area. EVWD collects no property tax revenues. The operations and maintenance costs are covered primarily through monthly service charges that will be paid by future users within the project development.

Given that the activity of connecting utilities from their current locations within the public ROW would require ground disturbance and the use of heavy machinery associated with trenching, the connection of these utility services to the proposed warehouse building could potentially result in environmental effects. However, the extension of these utility lines is part of the proposed project analyzed herein. As such, any potential environmental impacts related to these components of the project are already accounted for in this IS/MND as part of the impact assessment conducted for the entirety of the project. No adverse physical effects beyond those already disclosed in this IS/MND would occur as a result of implementation of the project's utility system connections.

Additionally, the project would constitute a nominal increase in utility usage, which has already been accounted for in growth projections for the City and by each utility provider. No modifications to utility

infrastructure would be necessary outside of the immediate project area. As such, impacts associated with the construction or expansion of utility line connections would be less than significant.

b) Would the project have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years?

Less-than-Significant Impact. Domestic water would be provided to the project site by EVWD. EVWD provides domestic water for the City and for portions of both the City of San Bernardino and San Bernardino County. The primary water source for EVWD is groundwater from the Bunker Hill Basin. The Bunker Hill Basin has the capacity to provide 70,000 acre-feet per year of water from groundwater and surface water sources (City of San Bernardino 2005). The San Bernardino Valley Regional Urban Water Management Plan contains existing and projected water supplies for the region, including EVWD. Table 27 shows projected water supplies during single- and multiple-dry year conditions, which represents “worst-case” conditions during extended periods of drought when supplies would be reduced.

Table 27. Projected Multiple Dry Year Supply and Demand Comparison (Acre-Feet)

Multiple Dry Year Scenario	2020	2025	2030	2035	2040
First Year					
Supply Totals	37,270	42,050	42,050	42,050	42,050
Demand Totals	25,060	27,006	29,000	29,616	29,900
Difference (supply minus demand)	12,210	15,044	13,050	12,434	12,150
Second Year					
Supply Totals	37,270	42,050	42,050	42,050	42,050
Demand Totals	25,060	27,006	29,000	29,616	29,900
Difference (supply minus demand)	12,210	15,044	13,050	12,434	12,150
Third Year					
Supply Totals	37,270	42,050	42,050	42,050	42,050
Demand Totals	25,060	27,006	29,000	29,616	29,900
Difference (supply minus demand)	12,210	15,044	13,050	12,434	12,150

Source: SBVMWD 2017.

Table 27 demonstrates that EVWD anticipates adequate supplies for years 2020 to 2040 under multiple-dry year conditions based on current land use projections. However, in the unlikely event of a drought, natural disaster such as earthquake, or a regional power outage, the San Bernardino Valley Municipal Water District has prepared a water shortage contingency plan for the region (SBVMWD 2017). This plan provides specific actions that should be taken to ensure critical water needs of the region are met during a period in which water supplies are cut by 50%. Based on the future and existing capacity and water management measures, it is anticipated there are sufficient water supplies to serve the proposed project. Therefore, impacts associated with water supplies would be less than significant.

- c) **Would the project result in a determination by the wastewater treatment provider, which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?**

Less-than-Significant Impact. Highland's sewer system is maintained by EVWD, which has joint powers with the City of San Bernardino to accept all sewage generated within EVWD's boundaries. The project would coordinate with EVWD to meet sewer requirements established by the Department of Health Services to ensure the continued sewer services in Highland, which has the potential to be impacted with continued growth within the City. However, water recycling programs, such as the project's corrugated metal pipe infiltration system, assist in reducing the amount of wastewater conveyed to the sewage system. The sewage from Highland is treated at the San Bernardino WRP, operated by the San Bernardino City Municipal Water District (City of Highland 2006). The WRP treats residential and industrial wastewater generated in the City of San Bernardino, the City of Loma Linda, and EVWD (City of San Bernardino 2005). The WRP processes an average sewage flow of approximately 26 to 27 million gallons per day and has a total sewage capacity of 33 million gallons per day (City of Highland 2006). Table 28 shows existing and anticipated wastewater collection and treatment at the WRP.

Table 28. Current and Projected Wastewater Collection and Treatment

Facility	2010	2015	2020	2025	2030	2035	Disposal Method	Treatment Level
San Bernardino WRP (AFY)	29,000	30,294	31,645	32,793	33,983	35,216	Flow to RIX	Secondary
RIX Facility (AFY)	33,000	34,472	36,010	37,316	38,670	40,073	Discharge to Santa Ana River	Tertiary

Source: SBVMWD 2017.

Notes: WRP = Wastewater Reclamation Plant; AFY = acre-feet per year; RIX = Rapid Infiltration Extraction

SBVMWD forecasts adequate capacity to treat wastewater in the upcoming years. As noted above in Section 3.19(a), the proposed project is consistent with the existing zoning designation established by the City. As such, anticipated wastewater generation for an industrial use has already been accounted for in growth projections for the City. Existing infrastructure is adequate to convey wastewater without requiring the expansion of the facilities. In addition, the project applicant would pay applicable connection fees and monthly charges which offset the need for incremental wastewater conveyance and treatment. Therefore, impacts associated with wastewater capacities would be less than significant.

A of January 16, 2024, EVWD has been operating at the Sterling Natural Resource Center (SNRC) that will recycle up to 8 million gallons of wastewater per day that will replenish the local ground water basin which is a source of waste for 650,000 people. According to EVWD, the sewer system has adequate capacity to serve the development and the annexation area (0.56 acre; Appendix K1, LAFCO Plan for Service). Impacts would be less than significant.

- d) **Would the project generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?**

Less-than-Significant Impact. Solid waste generated in the City is collected and transported by the City's contract waste hauler, Burrtec Waste Industries (City of Highland 2018). Solid waste from demolition and

construction would be collected and sent to the East Valley Transfer and Recycling Materials Recovery Facility, located at 1150 and 1250 S. Tippecanoe Ave, San Bernardino, California 92408, where it is separated from recyclable materials. Solid waste is then shipped to the Mid-Valley Sanitary Landfill at 2390 . Adler Avenue in the City of Rialto. The California Department of Resources Recycling and Recovery (CalRecycle) publishes solid waste generation rates based on land use types. According to CalRecycle, manufacturing/warehouse uses generate 1.42 pounds per 100 square feet per day (CalRecycle n.d.). Based on these generation rates, construction of the proposed 173,976-square-foot warehouse building could generate solid waste at a rate of approximately 1.24 tons of solid waste per day.²³

The Mid-Valley Sanitary Landfill currently has a daily permitted throughput of 7,500 tons a day and a remaining capacity of 61,219,377 cubic yards (CalRecycle 2019). As a result, solid waste generated by the proposed project would represent a nominal percentage of the collective maximum daily throughput permitted for this landfill. Therefore, impacts associated with permitted landfill capacity would be less than significant.

e) *Would the project comply with federal, state, and local management and reduction statutes and regulations related to solid waste?*

Less-than-Significant Impact. All collection, transportation, and disposal of solid waste generated by the project would comply with all applicable federal, state, and local statutes and regulations. The City contracts Burrtec Waste Industries for the residential and commercial refuse collection program, which is designed to efficiently collect trash, recyclables, and green waste, and to assist the City in meeting mandated diversion goals established by the State of California. Solid waste is disposed of at the Colton, Mid-Valley, and San Timoteo Landfills (City of Highland 2006).

Waste from construction activities, including demolition and construction, would comply with the City's requirement to submit and obtain an approved construction waste diversion plan to help divert construction and demolition waste from landfills, as outlined in Section 8.12.285 of the City's Municipal Code, and also to comply with mandates of CalRecycle. The City diversion requirement, as outlined in Section 16.40.400 of the City's Municipal Code, is 50%, which means that projects that involve construction and demolition (such as the proposed project), are required to divert 50% of the construction and demolition waste tonnage at a project site from landfills.

Burrtec Waste Industries operated five material recovery facilities in Southern California, which sort and process recyclables; the remaining waste is then taken to the nearby Mid-Valley Sanitary Landfill (Burrtec n.d.). As of the most recent capacity inspection completed in 2019, Mid-Valley Sanitary Landfill currently has a maximum permitted throughput of 7,500 tons per day and a remaining capacity of 61,219,377 cubic yards (CalRecycle 2019).

As required by existing regulations, any hazardous materials collected on the project site during demolition, construction, or operational activities would be transported and disposed of by a permitted and licensed hazardous materials service provider at a facility permitted to accept such hazardous materials. Therefore, impacts associated with permitted landfill capacity and solid waste statutes and regulations would be less than significant.

²³ This estimate does not account for diversion of recyclables from the solid waste stream and, thus, should be considered a conservative projection.

3.20 Wildfire

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
XX. WILDFIRE – If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:				
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a) *Would the project substantially impair an adopted emergency response plan or emergency evacuation plan?*

No Impact. The project is not located within a Fire Hazard Severity Zone or a Very High Hazard Severity Zone according to the Local Responsibility and State Responsibility Area maps by CAL FIRE (CAL FIRE 2007, 2008). In addition, the project site is currently comprised of vacant and developed land and is located in a developed portion of the City. The City’s General Plan outlines major evacuation routes within the San Bernardino Valley as I-10, I-15, and I-215, and State Highways 30, 31, 60, 66, and 71 (City of Highland 2022). In the case of an emergency, 5th Street and Victoria Avenue may be used as evacuation routes, but these roads are not explicitly outlined as evacuation routes by the City. As discussed in Section 3.9, Hazards and Hazardous Materials, the project would not significantly affect emergency response or evaluation activities. Therefore, no impacts associated with an emergency response or evacuation plan would occur.

b) *Due to slope, prevailing winds, and other factors, would the project exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?*

No Impact. The project site is not located within a Fire Hazard Severity Zone or a Very High Fire Hazard Severity Zone according to the Local Responsibility and State Responsibility Area maps by CAL FIRE (CAL

FIRE 2007, 2008). In addition, the project site is currently partially developed and located within a developed portion of the City. Further, the project site is relatively flat and contains only limited amounts of ornamental vegetation associated with existing landscaping and does not contain extensive amounts of vegetation or wildfire fuel. Therefore, it is not anticipated that the project, due to slope, prevailing winds, and other factors, would exacerbate wildfire risks or expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire. Thus, the project would not expose people or structures to significant risk involving wildfires, exacerbate wildfire risks, or otherwise result in wildfire-related impacts. Therefore, no impacts associated with wildfire would occur.

- c) ***Would the project require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines, or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?***

No Impact. The project site is not located within a Fire Hazard Severity Zone or a Very High Fire Hazard Severity Zone according to the Local Responsibility and State Responsibility Area maps by CAL FIRE (CAL FIRE 2007, 2008). In addition, the project site is currently developed and located within a developed portion of the City that is not prone to wind hazard (City of San Bernardino 2005). The project would construct surface parking lots, new internal circulation roadways, and infrastructure for the proposed development. It is not anticipated that installation or maintenance of internal driveways would exacerbate fire risk, as the driveways would be surrounded by developed land. Further, the project site is in a predominately developed area and would connect to existing utilities. The project would not require installation or maintenance of other associated infrastructure such as fuel breaks, power lines, or other utilities that would exacerbate fire risk. As such, the project would not expose people or structures to significant risk involving wildland fires, exacerbate wildfire risks, or otherwise result in wildfire-related impacts. Therefore, no impacts associated with wildfire would occur.

- d) ***Would the project expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?***

No Impact. The project site is not located within a Fire Hazard Severity Zone or a Very High Fire Hazard Severity Zone according to the Local Responsibility and State Responsibility Area maps by CAL FIRE (CAL FIRE 2007, 2008). As discussed in Section 3.7, Geology and Soils, and Section 3.10, Hydrology and Water Quality, the project would not result in significant risks associated with flooding, landslides, runoff, or drainage changes, and the project does not propose the use of fire (such as for a controlled vegetation burn) that would result in post-fire instability. Further, the project site is located within a developed portion of the City that is not susceptible to wildland fires, given its considerable distance from open, natural areas. Thus, the project would not expose people or structures to significant risk involving wildland fires, exacerbate wildfire risks, or otherwise result in wildfire-related impacts. Therefore, no impacts with wildfire would occur.

3.21 Mandatory Findings of Significance

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
XXI. MANDATORY FINDINGS OF SIGNIFICANCE				
a) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Does the project have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

- a) ***Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?***

Less-than-Significant Impact with Mitigation Incorporated. As described throughout this IS/MND, with the incorporation of the identified mitigation measures, the project would not degrade the quality of the environment, substantially reduce the habitats of fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal, or eliminate important examples of major periods of California history or prehistory. Therefore, impacts would be less than significant with mitigation incorporated.

- b) ***Does the project have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?***

Less-than-Significant Impact with Mitigation Incorporated. When evaluating cumulative impacts, it is important to remain consistent with Section 15064(h) of the CEQA Guidelines, which states that an EIR must be prepared if the cumulative impact may be significant and the project’s incremental effect, though individually limited, is cumulatively considerable. “Cumulatively considerable” means that the incremental effects of an individual project are significant when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.

Alternatively, a lead agency may determine that a project’s incremental contribution to a cumulative effect is not cumulatively considerable through mitigation measures set forth in an MND or if the project will comply with the requirements in a previously approved plan or mitigation program that provides specific requirements that will avoid or substantially lessen the cumulative problem within the geographic area in which the project is located.

The proposed project would potentially result in project related biological, cultural and tribal cultural, and geological impacts that could be potentially significant without the incorporation of mitigation. Thus, when coupled with biological, cultural and tribal cultural, and geological impacts related to the implementation of other related projects throughout the broader project area, the project would potentially result in cumulative-level impacts if these significant impacts are left unmitigated.

However, with the incorporation of mitigation identified herein, the project’s impacts to biological resources, cultural and tribal cultural resources, and geological resources would be reduced to less-than-significant levels and would not considerably contribute to cumulative impacts in the greater project region. In addition, these other related projects would presumably be bound by their applicable lead agency to (1) comply with all applicable federal, state, and local regulatory requirements and (2) incorporate all feasible mitigation measures, consistent with CEQA, to further ensure that their potentially cumulative impacts would be reduced to less-than-significant levels.

Although cumulative impacts are always possible, the project, by incorporating all mitigation measures outlined herein, would reduce its contribution to any such cumulative impacts to less than cumulatively considerable; therefore, the project would result in individually limited, but not cumulatively considerable, less-than-significant impacts with mitigation incorporated.

- c) ***Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?***

Less-than-Significant Impact with Mitigation Incorporated. As evaluated throughout this IS/MND, with incorporation of mitigation identified herein, all environmental impacts associated with the project would be reduced to less-than-significant levels. Thus, the project would not directly or indirectly cause substantial adverse effects on human beings. Impacts would be less than significant with mitigation incorporated.

4 References and Preparers

4.1 References Cited

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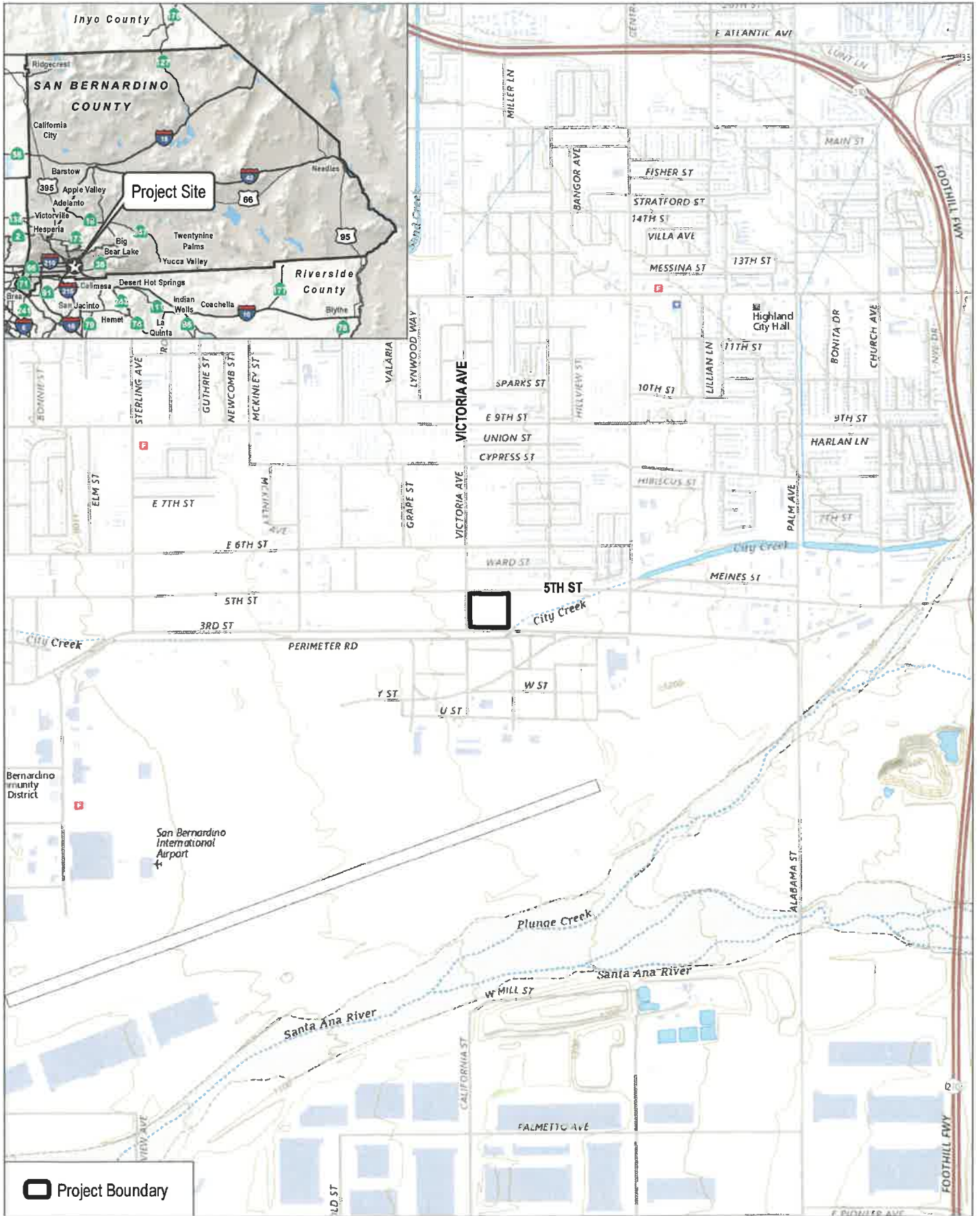
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FIGURES



SOURCE: USGS 7.5-Minute Series Redlands Quadrangle
Township 1S; Range 3W; Section 5

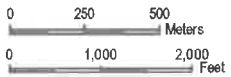
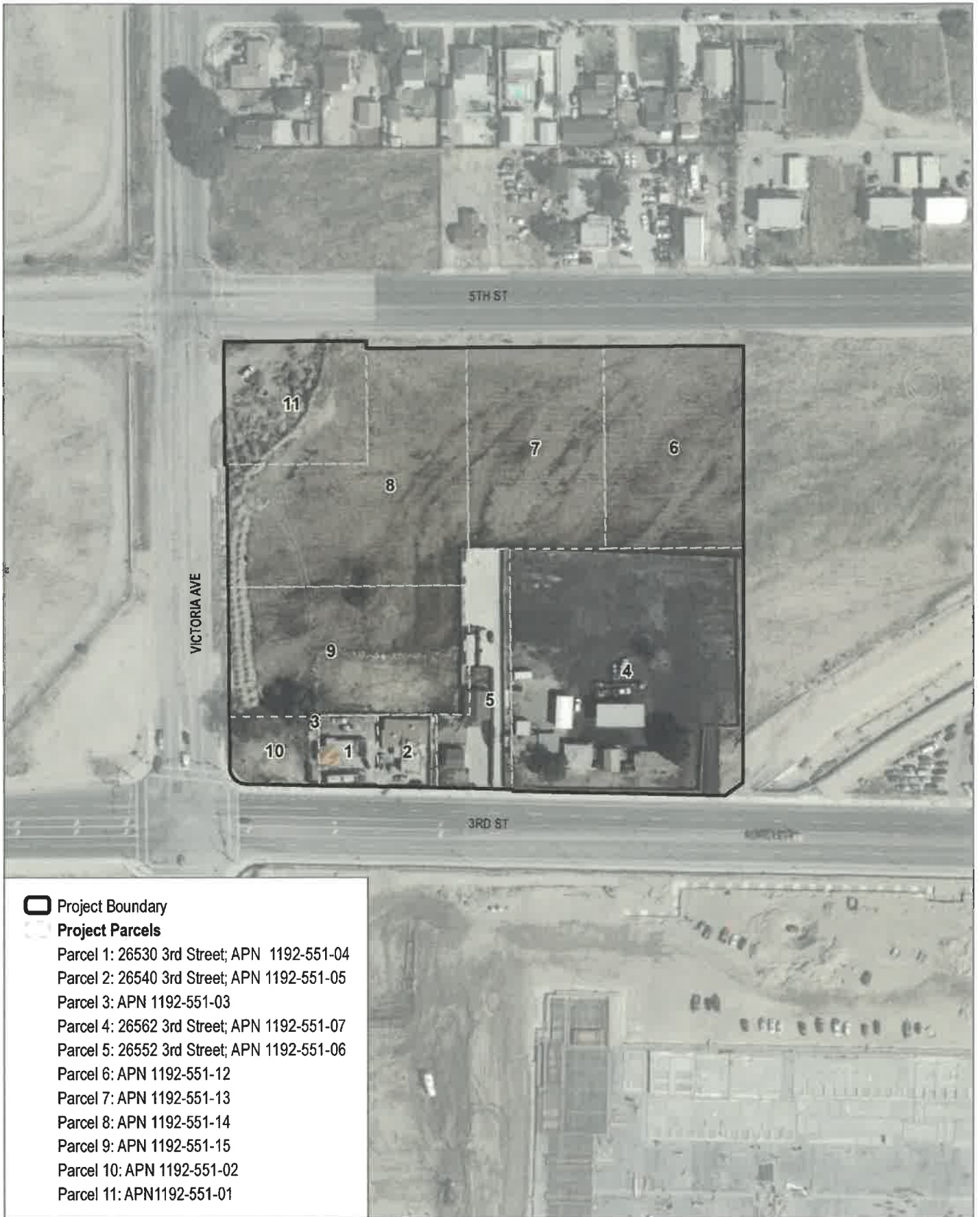


FIGURE 1

Project Location

5th Street and Victoria Avenue Warehouse Project

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SOURCE: Bing Maps 2022, San Bernardino County 2022

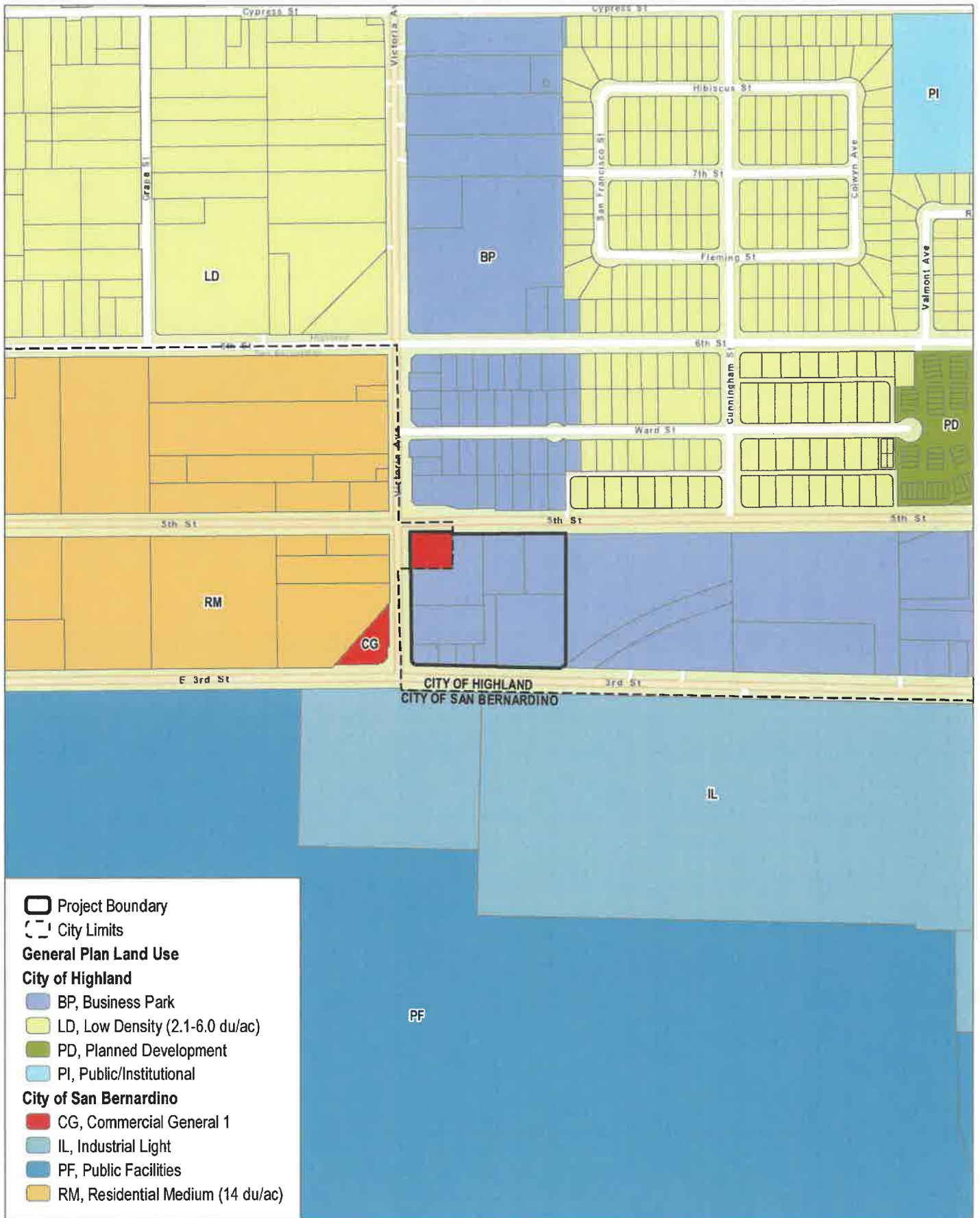


FIGURE 2

Aerial Overview

5th Street and Victoria Avenue Warehouse Project

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SOURCE: Bing Maps 2022, San Bernardino County 2022, City of Highland 2022

FIGURE 3

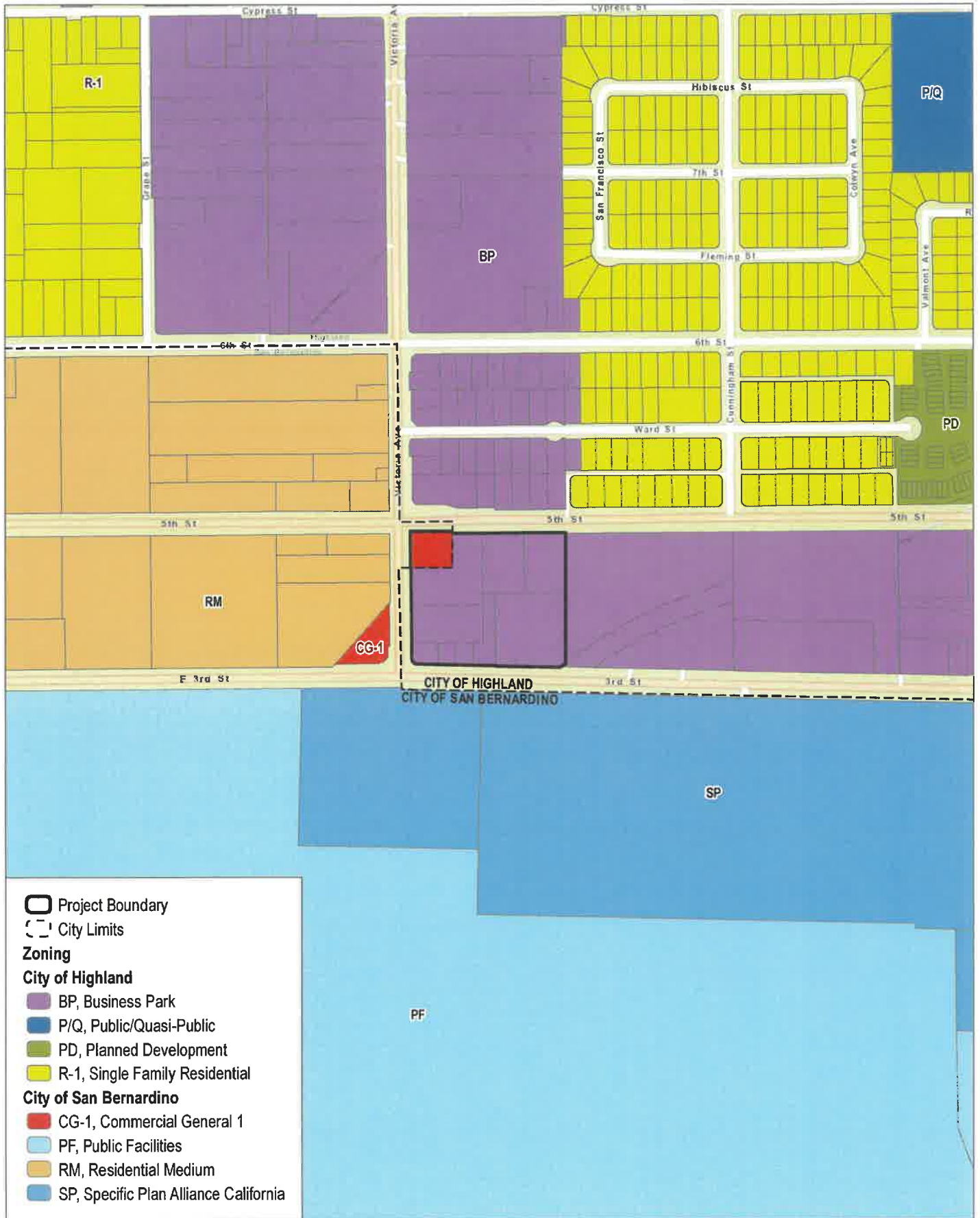
General Plan Land Use

5th Street and Victoria Avenue Warehouse Project



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MITIGATION MONITORING AND REPORTING PROGRAM (MMRP)



SOURCE: Bing Maps 2022, San Bernardino County 2022; City of Highland 2022

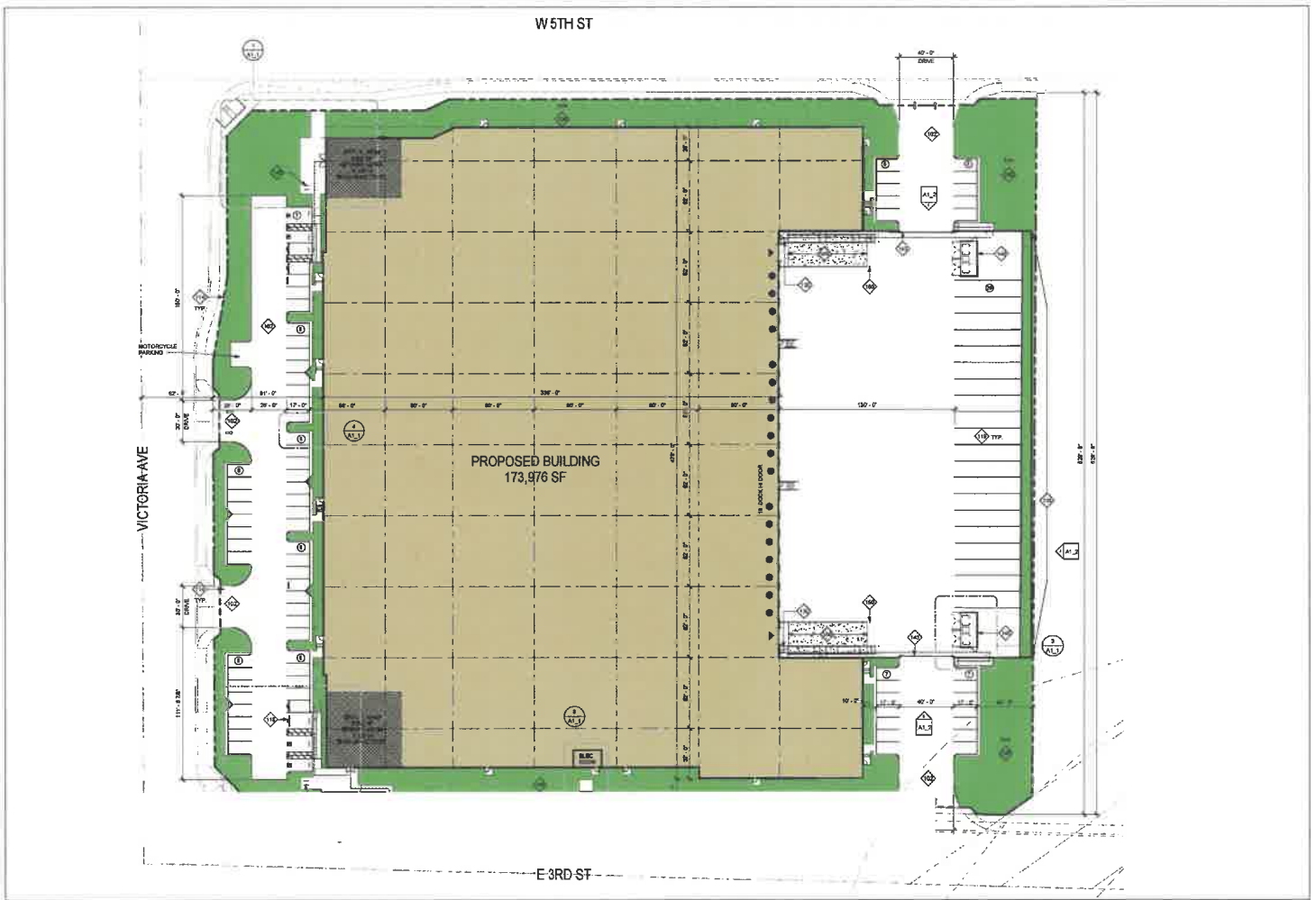
FIGURE 4

Zoning

5th Street and Victoria Avenue Warehouse Project



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SOURCE: Herdman 2023

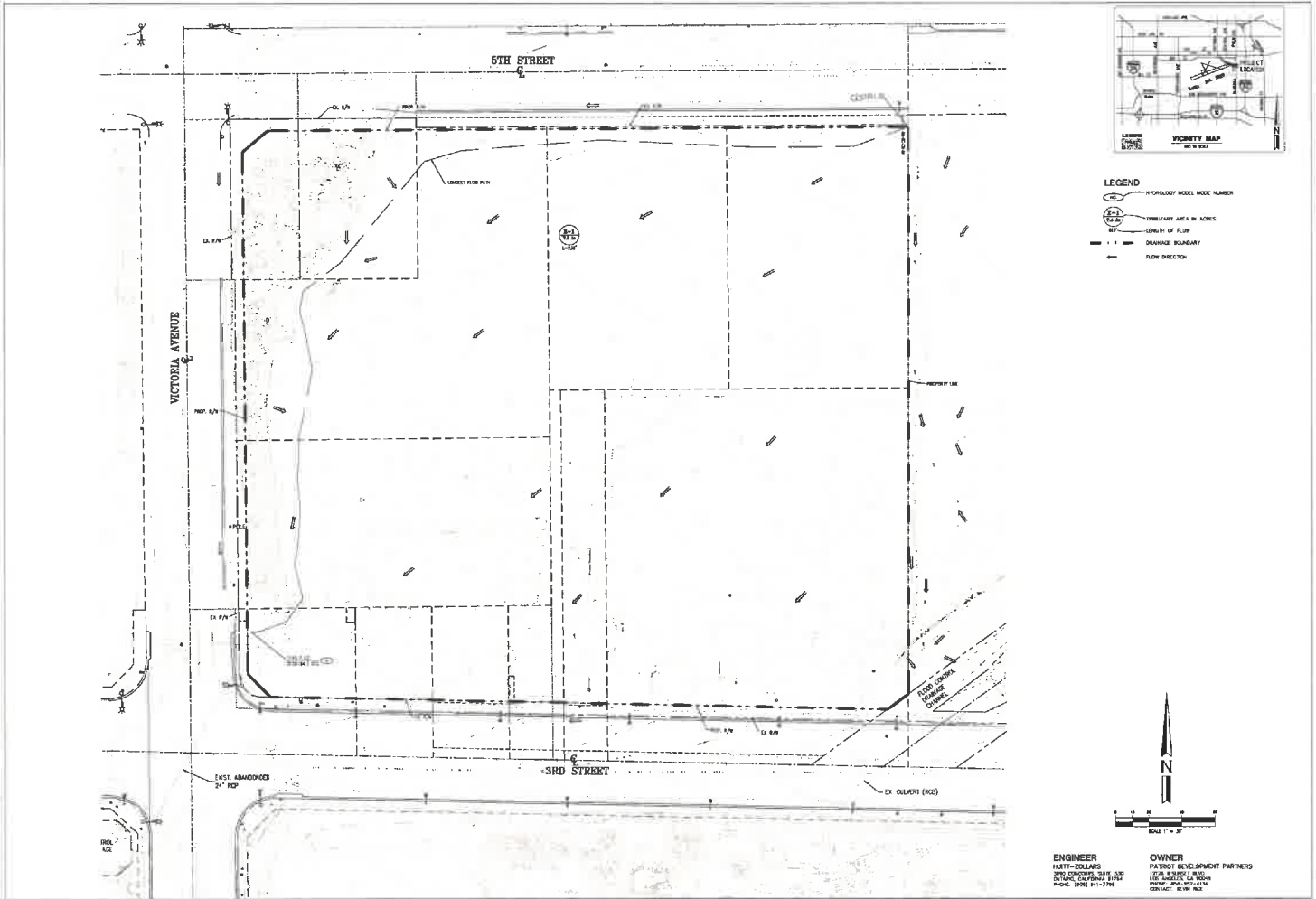
FIGURE 5
Site Plan

5th Street and Victoria Avenue Warehouse Project

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SOURCE: Huitt Zollars 2022



FIGURE 8
Existing Drainage
 5th Street and Victoria Avenue Warehouse Project

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Appendix L

Mitigation Monitoring and Reporting Program

Mitigation Monitoring
and Reporting Program

Southeast Corner 5th Street and Victoria Avenue Warehouse Project

NOVEMBER 2025

Prepared for:

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1 Introduction

1.1 Introduction

California Public Resources Code Section 21081.6 and CEQA Guidelines Section 15097 authorize the lead agency to adopt a reporting or monitoring program for mitigation measures identified in a Mitigated Negative Declaration (MND). While not explicitly required for an MND, such a program helps ensure that mitigation measures are implemented as specified in order to avoid or reduce potential environmental impacts.

This Mitigation Monitoring and Reporting Program (MMRP) has been prepared in accordance with these provisions and includes the following information:

- A list of mitigation measures
- The timing for implementation of the mitigation measures
- The party responsible for implementing or monitoring the mitigation measures
- The date of completion of monitoring

If the City of Highland approves the proposed Project with the mitigation measures identified in this MND, the City may adopt this MMRP, or an equally effective program, to ensure that the mitigation measures are properly implemented.

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2 Mitigation Monitoring and Reporting Program Table

Table 1. Mitigation Monitoring and Reporting Program

Mitigation Measure	Implementation Timing	Responsible Party	Enforcing Agency	Date of Completion
Biological Resources				
<p>MM-BIO-1: Focused Burrowing Owl Surveys. The project site contains potentially suitable habitat for burrowing owl and therefore a presence/absence survey should be conducted in accordance with the California Department of Fish and Wildlife's 2012 Staff Report on Burrowing Owl Mitigation. The burrowing owl presence/absence survey requires four crepuscular surveys, with a 500-foot buffer as legally able, using 7-20 meter transects. Four survey passes must be conducted with at least one site visit between February 15 and April 15, and a minimum of three survey visits, spaced at least 3 weeks apart, between April 15 and July 15, with at least one visit after June 15. A pre-construction survey of the project site for the burrowing owl is also recommended within 30 days of ground disturbing activities if suitable habitat exists, regardless of the results of the focused surveys. Surveys should be conducted in all portions of the project site and 500-foot buffer that contain suitable habitat for the species, where legally accessible. Alternatively, instead of conducting focused surveys, the project may also choose to assume presence of the species and prepare a burrowing owl translocation plan that would be implemented if burrowing owl are detected on the project site during the pre-construction survey.</p>	Prior to Construction	Applicant/Qualified Biologist	City of Highland	

Table 1. Mitigation Monitoring and Reporting Program

Mitigation Measure	Implementation Timing	Responsible Party	Enforcing Agency	Date of Completion
<p>MM-BIO-2: Pre-Construction Nesting Bird Survey. Trees within the project site may provide nesting habitat for native migratory birds protected by the federal Migratory Bird Treaty Act (MBTA) and California Fish and Game Code Sections 3500 and 3513. Project construction should be conducted in compliance with the conditions set forth in the MBTA and California Fish and Game Code to protect active bird/raptor nests. To the maximum extent feasible, construction of the warehouse facility and disturbance to the project site should occur during the non-breeding season for nesting birds (generally late September to early March) and nesting raptors (generally early July to late January) to avoid impacts to nesting birds and raptors. If the project requires that work be initiated during the breeding season for nesting birds (March 1–September 30) and nesting raptors (February 1–June 30), in order to avoid direct impacts on active nests, a pre-construction survey should be conducted in the study area by qualified Biologists (someone who has more than three years of experience of conducting nesting bird surveys in the project region) for nesting birds and/or raptors within three days prior to project activities. If the Biologist does not find any active nests within or immediately adjacent to the impact areas, the vegetation clearing/construction work should be allowed to proceed.</p> <p>If the Biologist finds an active nest within or immediately adjacent to the construction area and determines that the nest may be impacted or breeding activities substantially disrupted, the Biologist should delineate an appropriate buffer zone around the nest depending on the sensitivity of the species and the nature of the construction activity. At</p>	<p>Prior to and during construction</p>	<p>Applicant/Qualified Biologist</p>	<p>City of Highland</p>	

SOUTHEAST CORNER 5TH STREET AND VICTORIA AVENUE WAREHOUSE PROJECT
 MITIGATION MONITORING AND REPORTING PROGRAM

Table 1. Mitigation Monitoring and Reporting Program

Mitigation Measure	Implementation Timing	Responsible Party	Enforcing Agency	Date of Completion
the discretion of the biologist, a no-work buffer zone shall be established suitable to the particular bird species and location of the nest until the nest is vacated and juveniles have fledged, and there is no evidence of a second attempt at nesting. Limits of construction to avoid an active nest shall be established in the field with flagging, fencing, or other appropriate barriers, and construction personnel shall be instructed on the sensitivity of nest areas. The results of the surveys, showing the locations of any active nests detected, and documentation of any avoidance measures taken, shall be submitted to the City of Highland to document compliance with applicable state and federal laws.				
Cultural Resources				
MM-CUL-1: Workers Environmental Awareness Program. Prior to the start of construction activities, all construction personnel and monitors shall be trained regarding identification and treatment protocol for inadvertent discoveries of cultural resources (archaeological and tribal) and human remains. A basic presentation and handout or pamphlet shall be prepared in order to ensure proper identification and treatment of inadvertent discoveries of cultural resources and human remains. The purpose of the Workers Environmental Awareness Program (WEAP) training is to provide specific details on the kinds of materials that may be identified during ground disturbing activities and explain the importance of and legal basis for the protection of human remains and significant cultural resources. Each worker shall also be trained in the proper procedures to follow in the event that cultural resources or human remains	Prior to and during construction	Applicant/Qualified Archaeologist	City of Highland	

Table 1. Mitigation Monitoring and Reporting Program

Mitigation Measure	Implementation Timing	Responsible Party	Enforcing Agency	Date of Completion
are uncovered during ground disturbing activities. These procedures include but are not limited to work curtailment or redirection, and the immediate contact of the site supervisor and archaeological monitoring staff.				
MM-CUL-2: Retention of an On-Call Qualified Archaeologist. A qualified archaeologist shall be retained and on-call to respond and address any inadvertent discoveries identified project implementation. Additionally, in consideration of the potential to encounter intact cultural deposits beneath fill soils, the qualified archaeologist shall survey the Project site once fill soils have been removed to ensure no cultural deposits underly the fill layer. If is determined, based on the aforementioned survey, that cultural resources are present or may be present and may be impacted during Project construction, monitoring may be warranted. Additionally, any identified cultural resources shall be assessed and evaluated pursuant to CEQA. If it is determined that monitoring is warranted, a qualified archaeological principal investigator, meeting the Secretary of the Interior's Professional Qualification Standards, shall oversee and adjust monitoring efforts as needed (increase, decrease, or discontinue monitoring frequency) based on the observed potential for construction activities to encounter cultural deposits or material. The archaeological monitor will be responsible for maintaining daily monitoring logs.	Prior to and during construction	Applicant/Qualified Archaeologist	City of Highland	
MM-CUL-3: Inadvertent Discovery Clause. In the event that cultural resources are discovered during project activities, all work in the immediate vicinity of the find (within a 60-foot buffer) shall cease and a qualified archaeologist meeting	During construction (start/end of all ground disturbing activities)	Applicant/Qualified Archaeologist	City of Highland	

SOUTHEAST CORNER 5TH STREET AND VICTORIA AVENUE WAREHOUSE PROJECT
 MITIGATION MONITORING AND REPORTING PROGRAM

Table 1. Mitigation Monitoring and Reporting Program

Mitigation Measure	Implementation Timing	Responsible Party	Enforcing Agency	Date of Completion
<p>Secretary of Interior standards shall be hired to assess the find. Work on the other portions of the project outside of the buffered area may continue during this assessment period. Additionally, the Yuhaaviatam of San Manuel Nation Cultural Resources Department (YSMN) shall be contacted, as detailed within TCR-1, regarding any pre-contact and/or historic-era finds and be provided information after the archaeologist makes his/her initial assessment of the nature of the find, so as to provide Tribal input with regards to significance and treatment.</p> <p>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.</p> <p>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.</p>				
Geology and Soils				
MM-GEO-1: Discovery of Paleontological Resources. In the event that paleontological resources (i.e., fossil remains) are exposed during construction activities for the project, all	During construction	Applicant/Qualified Paleontologist	City of Highland	

Table 1. Mitigation Monitoring and Reporting Program

Mitigation Measure	Implementation Timing	Responsible Party	Enforcing Agency	Date of Completion
<p>construction work occurring within 50 feet of the find shall immediately stop until a qualified paleontologist, as defined by the Society of Vertebrate Paleontology's guidelines, can assess the nature and importance of the find. Depending on the significance of the find, the qualified paleontologist may record the find and allow work to continue or may recommend salvage and recovery of the resource. All recommendations shall be made in accordance with the Society of Vertebrate Paleontology's guidelines and shall be subject to review and approval by the City of Highland. Work in the area of the find may only resume upon approval of a qualified paleontologist.</p>				
Tribal Cultural Resources				
<p>MM-TCR-1: Discovery of Tribal Cultural Resources. The Yuhaaviatam of San Manuel Nation Cultural Resources Department (YSMN) shall be contacted, as detailed in CR-1, of any pre-contact and/or historic-era cultural resources discovered during project implementation, and be provided information regarding the nature of the find, so as to provide Tribal input with regards to significance and treatment. Should the find be deemed significant, as defined by CEQA (as amended, 2015), a cultural 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</p>	During construction	Applicant/Qualified Archaeologist	City of Highland	

SOUTHEAST CORNER 5TH STREET AND VICTORIA AVENUE WAREHOUSE PROJECT
MITIGATION MONITORING AND REPORTING PROGRAM

Table 1. Mitigation Monitoring and Reporting Program

Mitigation Measure	Implementation Timing	Responsible Party	Enforcing Agency	Date of Completion
Agency for dissemination to YSMN. The Lead Agency and/or applicant shall, in good faith, consult with YSMN throughout the life of the project.				

Appendix M

Response to Comments

Responses to Comments

This Chapter of the Final Mitigated Negative Declaration (MND) for the 5th and Victoria (project) includes a copy of all comment letters that were submitted regarding the Draft MND (Draft MND), along with responses to comments in accordance with California Environmental Quality Act (CEQA) Guidelines Section 15088. The 30-day review period for the Draft MND began on October 18, 2024, and ended on November 18, 2024.

The responses amplify or clarify information provided in the Draft MND and/or refer the reader to the appropriate place in the document where the requested information can be found. Comments that are not directly related to environmental issues (e.g., opinions on the merits of the project unrelated to its environmental impacts) are noted for the record. Where text changes in the Draft MND are warranted based on comments received or updated project information, those changes are noted in response to the comment and the reader is directed to the Final MND.

The changes to the analysis contained in the MND do not constitute significant new information. In accordance with CEQA Guidelines Section 15088.5, recirculation of the MND is not required.

All written comment letters received on the MND are listed in Table 1. Each of the written comment letters has been assigned an alphanumeric label to facilitate identification and tracking, and the individual comments within each written comment letter are bracketed and numbered (see Table 1). Individual comments and the responses to them were assigned corresponding numbers (e.g., A1-1, A1-2, A1-3). To aid readers and commenters, electronically bracketed comments have been reproduced in this document, with the corresponding responses provided immediately following the comments.

Table 1. Comments Received on the MND

Comment Letter Designation	Commenter	Date
Agencies (A)		
A1	California Department of Fish and Wildlife	November 18, 2024
A2	Local Agency Formation Commission	November 18, 2024
A3	South Coast Air Quality Management District	November 13, 2024
A4	San Bernardino County Department of Public Works	November 12, 2024
A5	So Cal Gas SE Regional Redlands Utility Request	October 24, 2024
Organizations (O)		
O1-A	Californians Allied for a Responsible Economy (“CARE CA”)	May 22, 2025
O1-B	Adams Broadwell Joseph and Cardozo, on behalf of CARE CA	November 7, 2024
O2-A	Advocates for the Environment	April 22, 2025
O2-B	Advocates for the Environment	November 21, 2025
O3-A	Golden State Environmental Justice Alliance (“GSEJA”)	February 19, 2025
O3-B	Blum Collins Ho, on behalf of GSEJA	November 14, 2024
O3-C	GSEJA, Adam Salcido	November 15, 2024

Resolution

“Exhibit 1B”

**Response to Late Comment Letter by
Shute, Mihaly & Weinberger LLP on behalf of
People’s Collective for Environmental Justice (PCEJ)**

This large document may be viewed on the City’s website at:

<https://www.highlandca.gov/DocumentCenter/View/6105/Response-to-Late-Comment-Letter--Peoples-Collective-for-Environmental-Justice-dated-1202026-PDF>

Response to Late Comment Letter

This memorandum for the 5th Street and Victoria Avenue Warehouse Project (Project) includes a written comment letter submitted to the City after circulation of the Final Mitigated Negative Declaration (MND), along with the City's responses provided for the administrative record. The Draft MND was circulated for public review from October 18, 2024, through November 18, 2024, and responses to comments received during that public review period were included in the Final MND in accordance with California Environmental Quality Act (CEQA) Guidelines Section 15088.

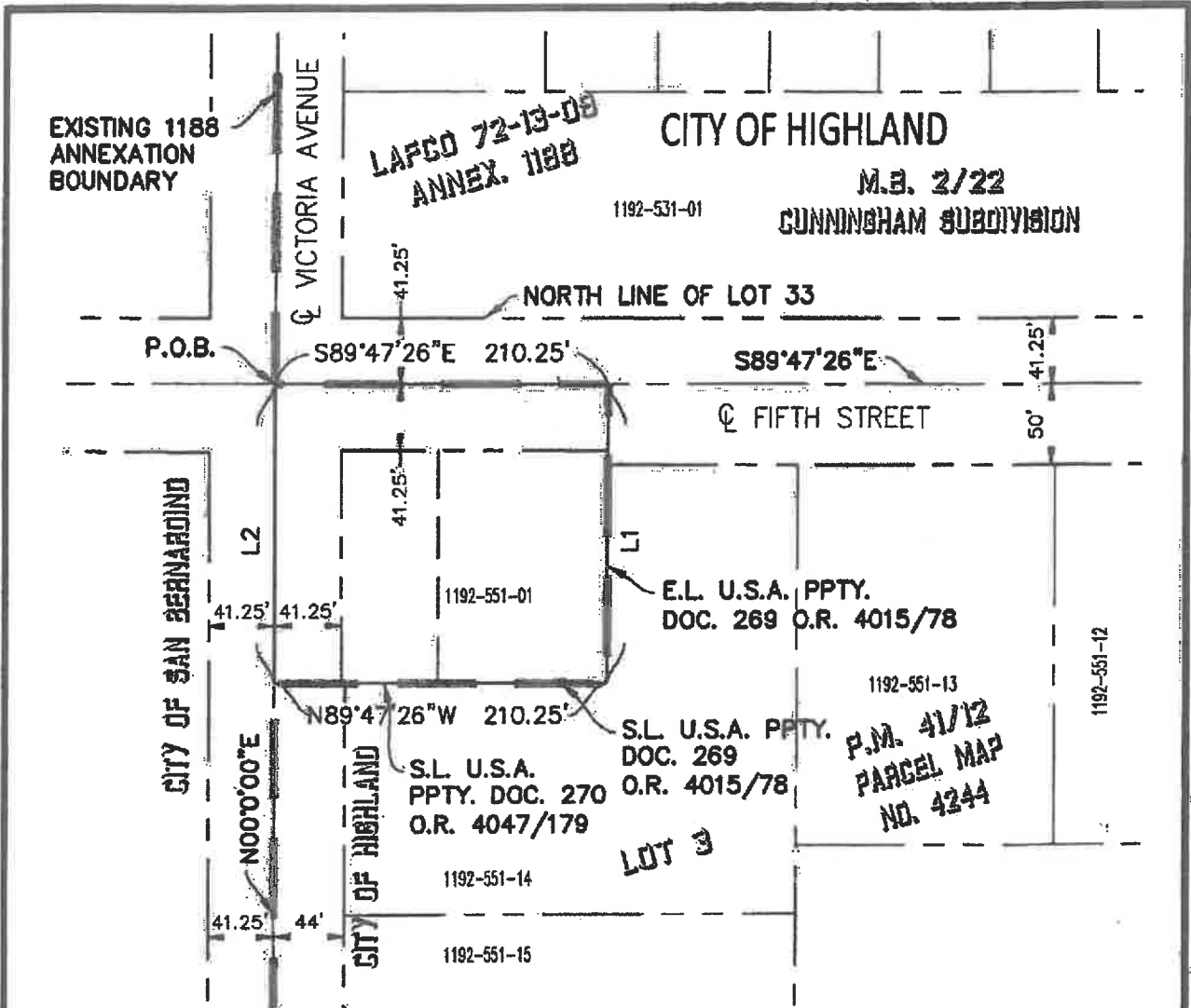
Following issuance of the Final MND and prior to Planning Commission consideration of the Project, the City received an additional written comment letter submitted by Shute, Mihaly & Weinberger LLP on behalf of the People's Collective for Environmental Justice. The responses provided herein are intended to assist the decision-makers by addressing the issues raised in that late comment letter.

The responses amplify or clarify information contained in the Final MND and/or refer the reader to the appropriate sections of the environmental document where the requested information can be found. Comments that are not directly related to environmental issues are noted for the record.

Resolution

"Exhibit 2"

Map of Boundary to be Adjusted



LEGEND

- PROPERTY BOUNDARY (39,259 SF)
- - - - EXISTING PROPERTY LINES
- - - - EXISTING CENTERLINE
- P.O.B. POINT OF BEGINNING
- XXX-XXX-XX ASSESSOR PARCEL NUMBER
- — — — LAFCO 1188 ANNEXATION BOUNDARY

LINE TABLE		
#	BEARING	LENGTH
L1	S00°00'00"W	186.73'
L2	N00°00'00"E	186.73'



SCALE: 1"=100'



TKE ENGINEERING, INC.
2305 CHICAGO AVENUE
RIVERSIDE, CA 92507
(951) 680-0440

TERRY M. RENNER L.S. No. 9762



EXHIBIT 'B'
LAFCO 202X-XX-X
ANNEXATION TO
CITY OF HIGHLAND

APN
1192-551-01

Resolution

"Exhibit 3"

Legal Description of Boundary to be Adjusted

EXHIBIT "A"

LAFCO 202X-XX-X

SPHERE OF INFLUENCE AMENDMENT AND THE REORGANIZATION OF TERRITORY FOR A SINGLE PARCEL (.56 ACRE) AND ADJACENT ROAD RIGHT-OF-WAY (.39 ACRE) GENERALLY LOCATED AT THE SOUTHEAST CONER OF 5TH STREET AND VICTORIA AVENUE KNOWN AS ASSESSOR PARCEL NUMBER 1192-551-01 (.95 ACRE TOTAL).

That portion of Lot 33 of the Cunningham Subdivision situated in the City of San Bernardino, County of San Bernardino, State of California, as shown on map recorded in Book 2 of Maps, Page 22, Records of said county, California, said land also being a portion of land described in LAFCO 1188, Annexation to the City of San Bernardino, recorded September 13, 1972, and more particularly described as follows:

Beginning at the intersection of Victoria Avenue and Fifth Street, as shown on Parcel Map No. 4244 as shown on map filed in Parcel Map Book 41, Page 12 of Parcel Maps records of said County;

1. Thence South 89°47'26" East, along a course of said LAFCO 1188 Annexation and the centerline of Fifth Street as shown on said Parcel Map No. 4244, a distance of 210.25 feet to the Northerly prolongation of the East line of that certain property conveyed to the United States of America as Document No. 269 recorded September 25, 1956 in Book 4015, Page 78 Official Records of said County;
2. Thence South 00°00'00" West, along a course of said LAFCO 1188 Annexation and said Northerly prolongation and said East line, a distance of 186.73 feet to the South line of said property conveyed to the United States of America;
3. Thence North 89°47'26" West, along a course of said LAFCO 1188 Annexation and said South line of the property conveyed to the United States of America and the South line of the property conveyed to the United States of America by deed as Document No. 270, recorded September 25, 1956 in Book 4047, Page 179 Official Records of said County, a distance of 210.25 feet to the centerline of Victoria Avenue;
4. Thence North 00°00'00" East, along said centerline of Victoria Avenue, a distance of 186.73 feet to the **Point of Beginning**.

The land described contains approximately 39,259 square feet, more or less.

Affects: APN 1192-551-01

See Exhibit "B" for a plat depicting the above described property.

This real property has been described by me, or under my direction, in conformance with the Professional Land Surveyor's Act.

Terry M. Renner, PLS 9762, Exp. 6-30-27

Date

Resolution

"Exhibit 4"

Fiscal Analysis Report (LAFCO)

Fiscal Analysis

Annexation of .56 Acres, APN 1192-551-01

City of Highland



City of Highland
27215 Base Line
Highland, CA 92346
(909) 864-6861
cityofhighland.org

MAY 2024

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1 Introduction

1.1 Overview

This report presents the Fiscal Analysis for the annexation of approximately .56 gross acres currently in the City of San Bernardino into the City of Highland to facilitate the development of a 173,976 square foot speculative warehouse/distribution facility on a combined 7.23 acre site that currently overlies both the Cities of Highland and San Bernardino. The Local Agency Formation Commission (LAFCO) of the County of San Bernardino requires a jurisdiction to submit a Fiscal Analysis when the jurisdiction is affected by a proposed change in boundaries, formations, or organization.

The subject Analysis identifies the project's valuation and taxable income in addition to costs related to the General Fund, police services, fire services and special districts. The Analysis shows that the annexation will result in nominal fees and costs to the City of Highland given its small size and ultimate industrial build out. The Fiscal Impacts are summarized in Chapter 2.

1.2 Project Location

The development site, in total 7.23 acres, is located in western San Bernardino County at the southeastern corner of 5th Street and Victoria Avenue, north of 3rd Street, east of Victoria Street, south of 5th Street, and west of City Creek Bypass Flood Control Channel (Figure 1, Regional Location Map). Regional access to the project area is provided by Interstate I-10 to the south, I-215 to the west, and State Route SR-210 to the east.

The project site is composed of 11 parcels, one in the City of San Bernardino and 10 in the City of Highland (Assessor's Parcel Numbers [APNs] 1192-551-01 [City of San Bernardino], 1192-551-02, 1192-551-03, 1192-551-04, 1192-551-05, 1192-551-06, 1192-551-07, 1192-551-12, 1192-551-13, 1192-551-14, and 1192-551-15 [City of Highland]).

The project proposes to adjust the Sphere of Influence for the City of Highland and to annex APN 1192-551-01 (.56 acre) into the City of Highland, detaching from the City of San Bernardino, which requires formal approval by the Local Agency Formation Commission of San Bernardino County (LAFCO).

1.3 Setting

City of Highland

The City of Highland is a mid-sized California city with approximately 56,000 residents and 18 square miles of territory. Within the City, the pattern of land use transitions from predominantly single and multi-family residential and industrial near the San Bernardino International Airport and Trade Center (SBIA) to predominately single-family residential, commercial, service, and civic center uses to the north. The eastern areas of the City are mostly made up of planned development areas with various residential types, parks, and open space.

Figure 1 - Regional Location Map

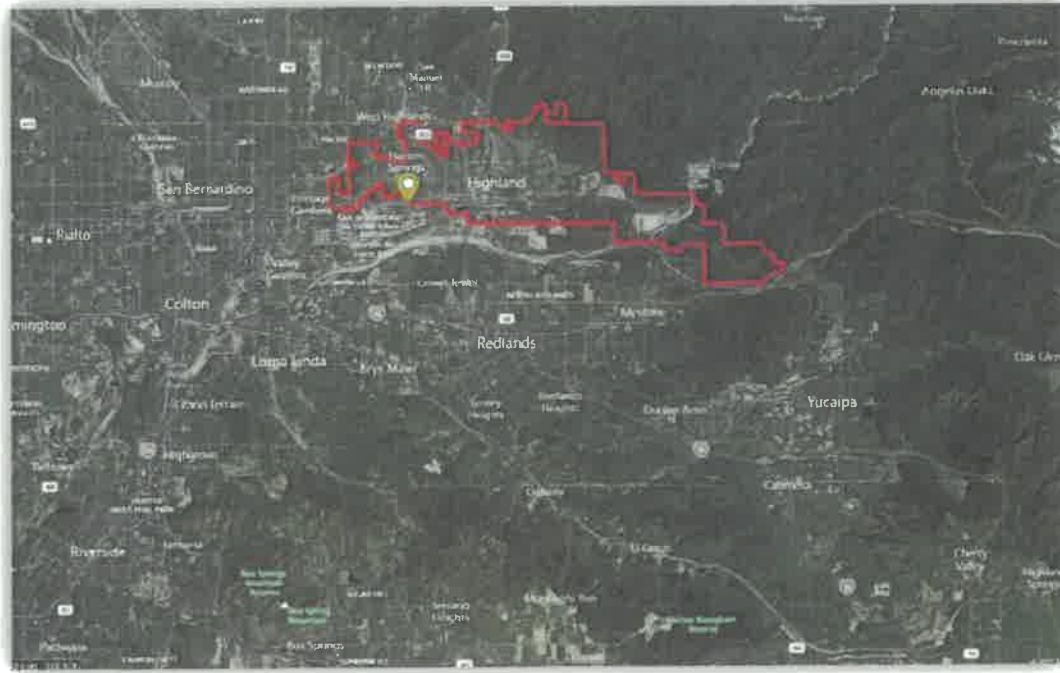
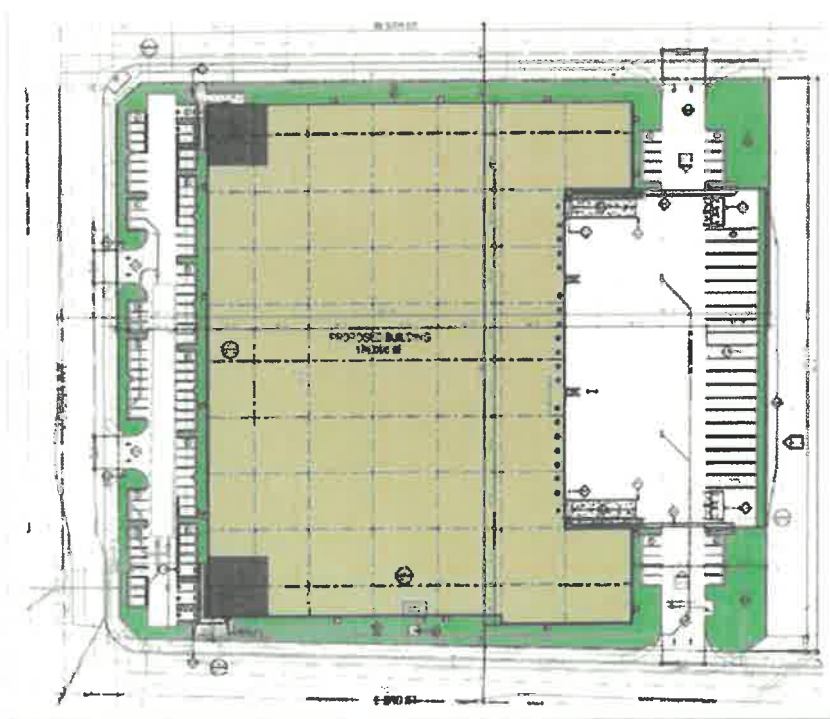


Figure 2 - Project Site Map



Parcel to be Annexed

The approximately .56-acre rectangular-shaped parcel is vacant and undeveloped, dominated by disturbed habitat. It is relatively flat and generally slopes down gently from the northeast corner to the southwest corner. The parcel has a City of San Bernardino General Plan Land Use and zoning of Commercial General 1. As part of the Annexation process the City of Highland will pre-zone the subject parcel to Business Park (BP) zoning designation consistent with the overall development project zoning designation.

Surrounding Land Uses

The project site is located within a developed part of the City and is surrounded by a mix of urbanized land uses as depicted below.

Surrounding Land Uses

Direction	Existing Use	General Plan Land Use Designation	Zoning Designation
North	5 th Street followed by industrial uses, vacant parcels, and single-family homes	City of Highland (Business Park)	City of Highland (Business Park)
East	Vacant land, City Creek Bypass, and commercial/Industrial uses including auto repair	City of Highland (Business Park)	City of Highland (Business Park)
South	3 rd Street followed by vacant land	City of Highland (Business Park)	City of Highland (Business Park)
West	Victoria Avenue delineating the City of San Bernardino boundary, followed by numerous vacant parcels	City of San Bernardino (Medium Density Residential and Commercial General)	City of San Bernardino (Medium Density Residential and Commercial General)

1.4 Project Description of Future Development

On December 12, 2022, the City of Highland received an application from Patriot Development Partners requesting the following approvals for development of the proposed 5th Street and Victoria Avenue Warehouse/Logistics Project at the subject site including the subject parcel to be annexed and the surrounding property, 7.23 acres in total:

- General Plan Amendment (GPA 23-001)
- Zone Change (ZC 23-001)
- Conditional Use Permit (CUP 22-014)
- Design Review (DRA 22-023)
- Height Variance (No. VAR 22-006)
- Parking Reduction (supported by parking study)
- Tentative Parcel Map 20621 (TPM 23-001)

FISCAL ANALYSIS - SEC 5TH AND VICTORIA AVENUE

The application includes land use entitlements and design review for the construction of an approximately one-story industrial/warehouse/logistics facility. The project proposes a 173,976-square-foot, one-story warehouse building composed of approximately 161,976 square feet of warehouse space and 12,000 square feet of mezzanine/office space (Figure 2 – Project Site Plan). The warehouse building would have a maximum height of 45 feet as measured from grade. Given that the City's Municipal Code allows for a maximum height of 35 feet in the Business Park zone, a minor variance (Variance No. VAR 22-006) was requested to accommodate the development project's height. Internally, the project would have a clear height of 36 feet and would not contain any cold storage space. In addition to the building, the project would include landscaped area, passenger vehicle parking spaces, trailer parking spaces, and tractor-trailer loading docks.

On- and Off-Site Improvements

The project includes improvements along the project's street frontage, including landscaping, fencing, street and sidewalk improvements. A variety of trees, shrubs, and groundcovers would be planted within the project frontage's landscape setback area and at project driveways. The .56 acre annexation parcel will contain mostly landscaping and parking field facilities.

Site Access and Parking

Access to the project site would be provided by four driveways: two driveways on the western portion of the site along Victoria Avenue serving passenger cars, and one driveway on the northern portion of the site along 5th Street, and one driveway on the southern portion of the site along 3rd Street serving commercial vehicles. All four driveways would provide both ingress and egress lanes.

Utility Improvements

The project site is currently served by domestic water, sanitary sewer, electrical, natural gas, and telecommunication service. The project would connect to the existing facilities located on and in the immediate vicinity of the project site.

Domestic Water

Domestic water would be provided to the project site by the East Valley Water District (EVWD). The EVWD provides domestic water for the City and for portions of both the City of San Bernardino and San Bernardino County. Water service is provided for residential, commercial, industrial, governmental, and landscaping purposes. A new 2-inch water line would be installed on the western side of the project site to connect to the existing 6-inch water line within the public right-of-way (ROW) along Victoria Avenue to provide domestic and irrigation water service to the site. Fire suppression water service would be provided via connections to existing lines in both Victoria Avenue and 3rd Street.

Sanitary Sewer

The City's sewer system is maintained by the EVWD, which has joint powers with the City of San Bernardino to accept all sewage generated within the EVWD's jurisdictional/service boundaries. The sewage from the City is treated at the San Bernardino Water Reclamation Plant (WRP), operated by the San Bernardino City Municipal Water District. One new 6-inch sewer line would connect to the existing 21-inch sewer line within 5th Street. Future treatment will take place at the newly constructed EVWD Sterling Natural Resources Plant, at the intersection of Del Rosa Drive, between 5th and 6th Streets.

Natural Gas, Electrical Service, and Telecommunications

The Southern California Gas Company would provide natural gas service to the project site. Southern California Edison would provide electric service. The project would connect to existing electrical lines within Victoria Avenue. Telecommunication services are provided by AT&T. The project would connect to these existing facilities.

Storm Drainage

The project site slopes down by approximately 0.7% from the northwest corner to the southwest corner and has about 6 feet of fall from upstream to downstream. Existing runoff sheet flows in a southwesterly direction onto the 3rd Street and Victoria Avenue intersection where it is intercepted by existing catch basins. The collected flow discharges to the 3rd Street storm drain system, followed by the City Creek Bypass Channel, Santa Ana River, and finally enters the Prado Basin near the SR-71 and SR-91 interchange.

The project would involve the construction of a new engineered storm drain system to collect and treat on-site stormwater runoff. The existing drainage pattern would be preserved in post-developed conditions. On-site stormwater would be collected via a series of roof drains, curbs, gutters, and catch basins before being conveyed to an on-site underground infiltration/detention basin located in the western portion of the site. The infiltration/detention basin would be designed to allow for stormwater flows to infiltrate into the soil. The overflow from the infiltration system would be directed through a proposed 24-inch outlet connecting to the back of the existing catch basin on Victoria Avenue, which discharges to the 3rd Street storm drain system.

2 Fiscal Analysis

2.1 Project Valuation

The project site as it relates to this Analysis is the .56 acre of vacant land at the southeast corner of Victoria Avenue and 5th Street. The development of this small parcel will include landscaping, a parking field, and a small portion of the proposed warehouse development. The \$1,399,747 estimated price per acre is calculated based on a sample of three (3) new industrial project locations in the City of Highland area and listed below (source: San Bernardino County Assessor’s Office).

	APN:	Owner:	Characteristic:	Assessed Value:	Size in acres:	Levy Tax:
1*	1192-551-01 (subject)	Patriot	Vacant	\$1,377,000	.56	\$1,377
2	1192-261-12	Patriot	Vacant	\$1,224,000	1.1	\$1,224
3	1192-491-49	Patriot	Vacant	\$2,942,000	2.3	\$2,942
				\$5,543,000	3.96	

* The project site is identified with Assessor’s Parcel Number 1192-551-01.

2.2 Taxable Income

The taxable income for the proposed .56 acre site is unknown. However, due to the proposed use of the site for landscaping and parking field within the business park zoning district, it is anticipated the taxable sales will be nominal.

2.3 City of Highland General Fund

Fiscal impacts are presented in constant 2023 dollars for the City’s General Fund and related funds. The project impacts are based on the project description provided by Patriot as well as an analysis of the City’s Adopted 2023-2025 Budget (City Council Resolution No. 2023-036). Discussions with the City and project team staff have assisted in developing the fiscal factors used for the analysis. Exhibit A summarizes the projected fiscal impacts of the annexation to the City. The City of Highland receives an apportionment of approximately 24.8% from San Bernardino County out of the 1% property tax rate. As shown in Exhibit A, after buildout, Revenues are estimated at \$3,414.96 (not including the \$38/parcel paramedic tax, sales tax, and Vehicle License Fees) and costs are nominal for the proposed .56 acre annexation site.

2.3 City of Highland Fire Department

The City of Highland has a contract with the California Department of Forestry (CALFIRE) to provide personnel and maintain fire related services. The Fire Department receives 41.67 percent of the General property tax levy. The annual amount is estimated at \$1,434.28 for this site that would be allocated for fire operation and maintenance costs.

2.4 City of Highland Police Department

The City of Highland contracts with the San Bernardino County Sheriff Department for Highland Police services. Currently, this contract makes up 57% of the City’s General Fund Expenditures for FY 2023/24 or \$13,195,330.

2.5 City of Highland Assessment and Special Districts

Two (2) special district assessments and taxes have been established that will be levied on the project upon annexation of this parcel into the City of Highland, 1) Paramedic Services (Medic Tax), an annual special tax of \$38 per parcel, and 2) A Consolidated Landscaping and Lighting District fee will be estimated and assessed on the property prior to the City issuing a final occupancy for the development.

2.6 City of San Bernardino General Fund

Based on information from the Auditor-Controller with the County of San Bernardino, the existing property valuation is \$1,377,000. The property tax is equal to one and a quarter percent (1.25%) of the existing valuation, or \$17,165. The City of San Bernardino will currently receive 17.85 (TBD by LAFCO) percent equal to \$3,063.95 annually.

2.7 City of Highland Development Impact Fees (DIFs)

The subject parcel (.56 acre site) will be rezoned to Business Park Zoning and Land Use which requires one acre to develop. As noted above, the site will be merged with contiguous parcels for a total of 7.23 acres after annexation. The City of Highland DIFs, a one-time fee, for the 176,066 development will be \$2,747,333.86 (\$15.604/sq ft effective on April 1, 2024).

EXHIBIT A - FISCAL ANALYSIS			
APN:	1192-551-01-0000		
Parcel Size:	0.56 acres		
San Bernardino Assessor's Assessed Value:		\$1,377,000	(as of 11/8/23)
County General Tax Levy %	1%	\$13,770	(as of 11/8/23)
City of Highland Estimated Recurring Annual Revenues:			
General Tax Levy apportionment %	24.8%	\$3,414.96	
Vehicle License Fee x Tax Levy	\$1.22	\$ 4,166.25	
Paramedic Property Tax (com/indust)	\$ 38	\$ 38.00	
Lighting & Landscaping Assessment	\$ -	\$ -	(unknown at this time)
Estimated Total:		\$7,619.21	

3 References

City of Highland Community Development Department
Lawrence Mainez, Community Development Director
City of Highland, 27215 Base Line, Highland, CA 92346
(909) 864-6861, Extension 215, lmainez@cityofhighland.org

City of Highland Finance Division
Chuck Dantuono, Director of Administrative Services
City of Highland, 27215 Base Line, Highland, CA 92346
(909) 864-6861, Extension 224, cdantuono@cityofhighland.org

County of San Bernardino
Auditor/Controller/Treasurer/Tax Collector
268 W Hospitality Ln, San Bernardino, CA 92415
(909) 387-8322, <https://www.mytaxcollector.com/>

County of San Bernardino
Assessor – Recorder - Clerk
222 W Hospitality Ln, San Bernardino, CA 92415
(855) 732-2575, <https://arc.sbcounty.gov/>

Local Agency Formation Commission (LAFCO) of San Bernardino County
1170 W 3rd St Ste 150, San Bernardino, CA 92415
Samuel Martinez
(909) 388-0489, smartinez@lafco.sbcounty.gov

Kevin Rice, Property Owner
Patriot Partners
12126 W. Sunset Blvd, Los Angeles, CA
(858) 952-4134, email: kevin@patriotdevelopmentpartners.com

Resolution
"Exhibit 5"
Plan for Service (LAFCO)

Annexation of .56 Acres, APN 1192-551-01
Plan for Service – Patriot Partners
City of Highland



City of Highland
27215 Base Line
Highland, CA 92346
(909) 864-6861
cityofhighland.org

MAY 2024

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1 Introduction

1.1 Overview

This report presents the Plan for Service for the annexation of approximately .56 gross acres currently in the City of San Bernardino into the City of Highland to facilitate the development of a 173,976 square foot speculative warehouse/distribution facility on a combined 7.23 acre site that currently overlies both the Cities of Highland and San Bernardino. The Local Agency Formation Commission (LAFCO) of the County of San Bernardino requires a jurisdiction to submit a Plan for Service when the jurisdiction is affected by a proposed change in boundaries, formations, or organization. “The Patriot Partners Project” is located mostly within the City of Highland (6.67 acres) with .56 acres in the City of San Bernardino, proposed for de-annexation. The LAFCO policy states the following:

“The plan for service shall be prepared and submitted by each local agency affected by a proposed change of organization, regardless whether that proposal is initiated by resolution or petition. In the case of a proposed annexation, the plan for service must demonstrate that the range and level of services currently available within the study area will, at least, be maintained by the annexing agency....”

The subject Plan for Service identifies the proposed public facility improvements and services related to roads, fire and emergency medical services, police, libraries, domestic water, wastewater, storm drainage, parks and open space, public utilities, schools, and solid waste management. The Plan shows how public facilities and infrastructure improvements will be implemented. The required development impact fees are also presented. A separate Fiscal Analysis has been prepared for the project development to show impacts of development on public revenues and costs that are used for ongoing operations and maintenance. Fiscal impacts are summarized in Chapter 4.

1.2 Project Overview

The City of Highland, in coordination with the project applicant Patriot USICVI 5th Street, LLC, is proposing annexation of a .56 gross acre site located at the southwest corner of 5th Street and Victoria Avenue, currently in the City of San Bernardino, into the corporate boundaries of the City of Highland, and subsequent development of a 173,976 square foot warehouse/distribution facility. The northern site boundary is defined by 5th Street, the southern site boundary is by 3rd Street and the westerly boundary by Victoria Avenue. Vacant land and City Creek Bypass Flood Control Channel border the property to the east.

Figure (1) shows the regional location map and Figure (2) shows the project site map. The project proposes annexation of .56 acres into the City of Highland as a result of the physical location of the project, which is adjacent to the City of Highland and separated from the City of San Bernardino by Victoria Avenue. LAFCO is the authority for local boundary changes and municipal reorganizations. Municipal reorganization for the project would include detachment of the subject .56 acre parcel from the City of San Bernardino, annexation of the parcel into the City of Highland Sphere of influence (SOI) area, pre-zoning of the said parcel by the City of Highland to Business Park (BP), and annexation of the parcel into the City of Highland. This action would require a General Plan amendment for both the City of Highland and City of San Bernardino. Detachment of the parcel from the City of San Bernardino requires a resolution from the City of San Bernardino City Council accepting the proposed action.

Figure 1 – Regional Map

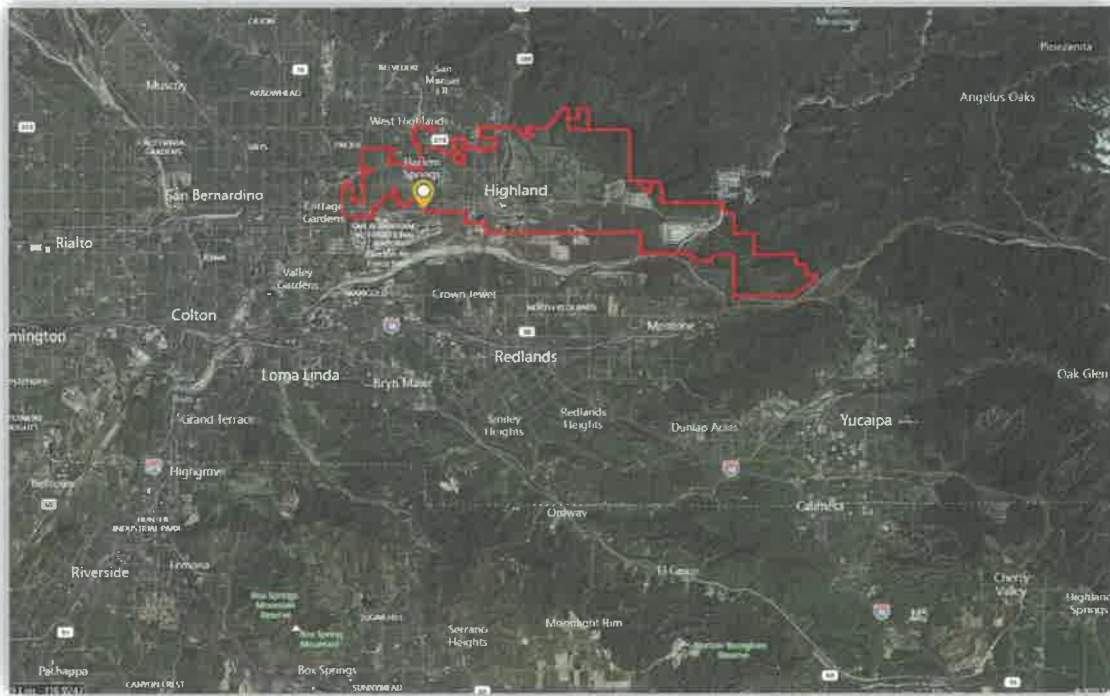


Figure 2 - Site Map



As shown below in Table (1-1), the project area encompasses a total of .56 acres proposed for industrial development with a 173,976 square foot warehouse/distribution facility. The project will not result in residential development or increased population.

Table 1-1
Annexation of “Patriot Partners” Plan for Service
City of Highland
Estimated Development

Land Use	Development
Warehouse/Distribution	173,976 square feet
Estimated Employment	147 employees

Source: Dudek - SEC 5th Street and Victoria Avenue Warehouse Project Initial Study/
 Mitigated Negative Declaration

1.3 Methodology and Resources

Each of the public facilities or services required by the project area was analyzed as to the respective levels of service requirements and existing facilities serving the area after the build-out. The preparation of the Plan for Services involves the analysis of public infrastructure and service requirements of the respective jurisdictions and agencies that have lead responsibility. The Plan for Service demonstrates that the necessary public infrastructure will be provided in a timely manner commensurate with the development of the “Patriot Partners” project area and will not create financial burden on the City of Highland. For each service or improvement area, the following is included:

- A description of the service provider;
- A description of the level of each service to be provided to the area;
- An identification of any improvement or upgrading of structures, roads, water, and sewer facilities, other infrastructure, or other conditions the affected agency would impose upon the area; and
- A description of how the service or required improvements will be financed.

The necessary facility improvements have been identified through discussions with the agencies that provide the services and through review of the environmental documents. Appendix A presents a listing of Highland’s current Development Impact Fees, which represent a sources of funding for capital facilities in the City and which will be charged and collected by Highland to offset the costs associated with the proposed development of “Patriot Partners”. A list of agencies contacted as part of the preparation of the Plan for Service is shown in Appendix B.

Operations and Maintenance costs for services are projected in a separate report titled Annexation of “.56 Acres Patriot Partners” Fiscal Analysis, City of Highland (January 2024). This fiscal analysis is summarized in Chapter 4 of this Plan for Service. The fiscal analysis indicates that General Fund

recurring revenues are projected to cover projected General Fund recurring operating and maintenance cost estimates after build-out.

Resources used in preparation of the Plan for service include the following:

- Highland General Plan, Highland Municipal Code, and Highland Zoning Map
- City of Highland 2023-2025 Adopted Budget;
- City of Highland Development Impact Fees, Adopted by Resolution No. 2023 -40 and -41;
- Initial Study / Mitigated Negative Declaration by Dudek

2 Plan for Service Summary

2.1 Summary of Service Providers

Table 2-1 shows current service providers in the City of San Bernardino and in the City of Highland. Upon annexation, the City of Highland will assume responsibility for several services that were previously provided by the City of San Bernardino or other County agencies. The providers shown for the City of Highland will be responsible for the provision of services to the project development after annexation. These services include the basic level of public services that are required to support the projected development in the proposed project and the associated industrial growth.

2.2 Summary of Capital and O&M Funding Sources

Table 2-2 presents a summary of the funding requirements for the facilities and services identified in the Plan for Service. The funding requirements are shown by capital costs and operations & maintenance (O&M) costs. The developer is required to fund the capital costs of construction for the additional local facilities or improvements required as a result of its development; regional facilities usually require a fair-share approach.

Capital costs to provide additional facilities and improvements to serve the project area will be funded by the City's Development Impact Fees (DIFs); a list of these current City fees is shown in Appendix A. The City recently updated its schedule of Development Impact Fees per Resolution Nos. 2023-40 and -41 and is implementing the fee increase effective April 1, 2024.

The City of Highland and other service providers are generally responsible for the O&M costs associated with additional services and facilities and fund these costs through various sources of revenues that might include: property taxes, sales taxes, gas tax, vehicle license fee (VLF), and other General Fund revenues, user charges and landscaping & lighting district assessments. The City of Highland will receive the City of San Bernardino's entire share of the basic 1 percent (1%) property tax levy once the .56 acre is annexed into the City of Highland. The City of Highland will also assume new operations and maintenance costs.

**Table 2-1
Annexation of .56 Acres Patriot Partners Plan for Services
Ultimate Service Providers**

Category of Service	Provider Before Annexation City of San Bernardino	Provider After Annexation City of Highland
Transportation Freeways/interchanges Arterials and collectors Local roads Signalized intersections	Cal Trans City of San Bernardino Public Works Dept. City of San Bernardino Public Works Dept. City of San Bernardino Public Works Dept.	Cal Trans City of Highland Public Works Dept. City of Highland Public Works Dept. City of Highland Public Works Dept.
Fire & Paramedic	Contract with San Bernardino County Fire Dept.	Contract with Cal Fire
Police	City of San Bernardino Police Dept.	Contract with San Bernardino County Sheriff
Libraries	City Library	Contract with San Bernardino County Library
Water Domestic Sanitary- Sewer/reclamation	City of San Bernardino Water Department City of San Bernardino Public Works Dept.	East Valley Water District East Valley Water District
Flood Control & Drainage Local Facilities Regional Facilities	City of San Bernardino Public Services Dept San Bernardino County Flood Control Dist.	City of Highland Public Works Division San Bernardino County Flood Control Dist.
Utilities Cable/Internet Provider Power Telephone Natural Gas	Frontier Cable Southern California Edison Frontier Southern California Gas	Frontier Cable/Spectrum Cable Southern California Edison Frontier, Spectrum & other cellular comp. Southern California Gas
Schools	City of San Bernardino Unified School Dist.	City of San Bernardino Unified School Dist.
Parks & Open Space Local Regional	City of San Bernardino San Bernardino County Regional Parks	City of Highland Public Works Division San Bernardino County Regional Parks
Solid Waste Management	Contract with Burrtec Waste Industries, Inc.	Contract with Burrtec Waste Industries, Inc.
Animal Control	City of San Bernardino Animal Control	Contract with San Bernardino County Animal Care and Control
Health & Welfare	San Bernardino County Dept. of Public Health	San Bernardino County Dept. of Public Health

**Table 2-2
Annexation of .56 Acres Patriot Partners Plan for Services
Summary of Funding Sources**

Facility or Service	Provider	Capital Funding	M&O Funding
Transportation (Local Roads)	City of Highland	General Fund/CIP/ Development Impact Fees	General Fund and Gas Taxes
Fire & Paramedics	Cal Fire	General Fund Development Impact Fees	General Fund/ Fire and Paramedic Revenues
Police	San Bernardino County Sheriff contract	Development Impact Fees	General Fund
Libraries	San Bernardino County Public Library	Development Impact Fees	General Fund
Domestic Water	East Valley Water District	EVWD	EVWD
Sanitary Sewer	East Valley Water District	EVWD	EVWD
Flood Control & Drainage (Local Facilities)	City of Highland	Development Impact Fees	General Fund/Streets & Maintenance Dist ¹
Parks & Open Space, Public Parks, Landscaped Slopes/Trails, and Undeveloped Open Space	City of Highland	Development Impact Fees	LMD & General Fund ²
Utilities: Cable television Power Telephone Gas Waste Disposal	Time Warner Cable/Spectrum Southern California Edison Local cellular providers Southern California Gas Burrtec Waste Industries, Inc.	Utility/Developer Utility/Developer Utility/Developer Utility/ Developer Utility/Developer	User charges User charges User charges User charges User charges
Schools	San Bernardino City Unified School District	School Impact Fees	School district property tax & state funding

1. The project area will be annexed into the City's Streets and Drainage Maintenance District once established.
2. The project will be annexed into the City's existing Consolidated Landscaping and Lighting District prior to occupancy approval by the City of Highland which will provide funding for ongoing maintenance of lighting in the project area.

2.3 Project Phasing

The project would be completed in two phases. The first phase encompasses the three-part municipal reorganization for the parcel which includes: 1) detachment of the .56 acre site from the City of San Bernardino; 2) sphere of influence (SOI) change for the parcel from the City of San Bernardino to the City of Highland; and 3) subsequent annexation of this parcel into the City of Highland. The second phase includes development and use of the .56 acre site for the development of a 173,976 square foot warehouse/distribution/logistics facility.

2.4 Summary of Service Requirements

Transportation

The project will be conditioned to construct the public street infrastructure improvements in compliance with the project's Conditions of Approval prepared by the City's Public Works Division. In addition, the project will be served by Omnitrans, the local bus service.

Fire and Paramedic Services

Fire protection and emergency medical services are provided to the City under contract services to the California Department of Forestry and Fire Protection (Cal Fire). Current facilities and staffing levels are adequate to meet the service demands of the .56 acre project area to the project “build-out.” Capital costs to provide additional facilities and improvements to service the project area would be funded by the City’s fire facilities and equipment development impact fees. Operations and maintenance costs are the responsibility of the City through the contract with Cal Fire.

Police Protection

The City contracts with the San Bernardino County Sheriff to provide police protection services. At project “build-out,” the project area will generate a need for police protection and investigative services, the current police resources are sufficient to provide basic police services to the .56 acre project area. Capital costs to provide additional facilities and improvements to service the project area would be funded by the City’s DIFs law enforcement facilities and equipment impact fees. Operations and maintenance costs are funded through the City’s General Fund.

Domestic Water

Domestic water will be provided to the project site by the East Valley Water District (EVWD/the District). The EVWD provides domestic water for the City and for portions of both the City of San Bernardino and San Bernardino County. Water service is provided for residential, commercial, industrial, governmental, and landscaping purposes. A new 2-inch water line would be installed on the western side of the project site to connect to the existing 6-inch water line within the public right-of-way (ROW) along Victoria Avenue to provide domestic and irrigation water service to the site. Fire suppression water service would be provided via connections to existing lines in both Victoria Avenue and 3rd Street.

Sanitary Sewer

The City’s sewer system is maintained by the EVWD, which has joint powers with the City of San Bernardino to accept all sewage generated within the EVWD’s boundaries. The sewage from the City is treated at the San Bernardino Water Reclamation Plant (WRP), operated by the San Bernardino City Municipal Water District. One new 6-inch sewer line would connect to the existing 21-inch sewer line within 5th Street. Future treatment will take place at the EVWD Sterling Natural Resources Plant, completed recently on January 16, 2024, at the intersections of Del Rosa Drive, between 5th and 6th Streets.

Natural Gas, Electrical Service, and Telecommunications

The Southern California Gas Company would provide natural gas service to the project site. Southern California Edison would provide electric service. The project would connect to existing electrical lines within Victoria Avenue. Telecommunication services are provided by various telecommunication service providers. The project would connect to these existing facilities.

Storm Drainage

The project site slopes down by approximately 0.7% from the northwest corner to the southwest corner and has about 6 feet of fall from upstream to downstream. Existing runoff sheet flows in a southwesterly direction onto the 3rd Street and Victoria Avenue intersection where it is intercepted by existing catch basins. The collected flow

discharges to the 3rd Street storm drain system, followed by the City Creek Bypass Channel, Santa Ana River, and finally enters the Prado Basin near the SR-71 and SR-91 interchange.

The project would involve the construction of a new engineered storm drain system to collect and treat on-site stormwater runoff. The existing drainage pattern would be preserved in post-developed conditions. On-site stormwater would be collected via a series of roof drains, curbs, gutters, and catch basins before being conveyed to an on-site underground infiltration/detention basin located in the western portion of the site. The infiltration/detention basin would be designed to allow for stormwater flows to infiltrate into the soils. The overflow from the infiltration system would be directed through a proposed 24-inch outlet connecting to the back of the existing catch basin on Victoria Avenue, which discharges to the 3rd Street storm drain system.

Solid Waste Management

Solid waste collection is provided under contract with Burrtec Waste Industries. The San Timoteo Waste facility will receive solid waste generated from the proposed project. This disposal site is managed by the San Bernardino County Solid Waste Management Department. The service is paid for through user fees.

3 Service Requirements

3.1 Transportation

Service Provider

Local public transportation via bus service is provided by Omnitrans and will serve the project locations with service lines along 3rd and 5th Street and Victoria Avenue. The City of Highland is responsible for the planning and provision of streets in the City of Highland. Caltrans is responsible for freeways, freeway interchanges and State routes. Caltrans manages highway and freeway lanes, provides inter-city rail service, assists more than 100 public general aviation airports, and works with local agencies. Regional access to the site is provided by SR-210 Freeway.

Improvements

The developer is responsible for the cost of improving local roads within the project area. The roads will be constructed as noted above.

3.2 Fire and Paramedic Services

Service Provider

The City contracts with Cal Fire for fire and paramedic services. The Highland Fire Department (CalFire) provides a full range of fire protection services including pre-fire planning and engineering; fire suppression, rescue and extrication; fire cause investigation; and emergency medical services. They provide fire protection services and respond to medical emergencies.

In addition, the City of Highland participates in the Statewide Mutual Aid agreement with CalFire. The City of Highland has automatic aid agreements with the City of Redlands, the City of San Bernardino (County Fire), as well as the San Manuel Band of Mission Indians Fire Department. Ambulance services are provided by American Medical Response (AMR), a private ambulance service serving the local areas.

Fire Level of Service

The annexation area will be served by the City of Highland Fire Department through a contract with CalFire. The City of Highland operates three (3) fire stations which includes FS#541 (Fire Station No. 1) at 26974 Base Line, FS #542 (Fire Station No.2) at 29507 Base Line, and FS#543 (Fire Station No. 3) at 7649 Sterling Avenue. Fire Station No. 2 and 3 are both located approximately 1.2 miles from the project site. Either station may be dispatched to the project site during an emergency. The City of Highland owns the fire stations and all the equipment and vehicles, but contracts for firefighter personnel through CalFire.

Based on the project's construction type, .56 acre property size, and operational characteristics, it will have a nominal impact and therefore would not generate demand for an additional firefighter.

Improvements

No additional capital funding requirements for the fire facilities have been identified as a result of the proposed project (.56 acre site). The proposed project would be required to pay fire facilities and equipment Development Impact Fees for industrial development, as shown in Appendix A. This would comply with the California Fire Code for industrial development. The City will be responsible for the operations and maintenance costs through the General Fund to provide fire and emergency services to the annexation area (.56 acre site). Services are provided through the contract with CalFire as mentioned above.

3.3 Police Protection

Service Provider

The City of Highland contracts its law enforcement services through the San Bernardino County Sheriff's Department. The Sheriff's Deputies and support staff occupy a City of Highland owned Police Station facility located at 26985 Base Line. As a contract Police Department, it operates under a mutual aide type agreement, allowing the City access to a variety of resources offered by the San Bernardino County Sheriff's Department. The contract may be adjusted as needed to meet staffing needs.

Police Level of Service

The City of Highland's Station is very busy in terms of the ratio of safety personnel to population, calls for services, and arrests per deputy. Police service calls will not increase as a result of the proposed project (.56 acre site). The proposed project will not generate the need for additional officers or equipment.

Improvements

The proposed project does not result in a need for additional officers as a result of annexation and subsequent industrial development. No additional capital funding requirements for facilities have been identified as a result. The project would be required to pay Law Enforcement Facilities and Equipment Development Impact Fees for industrial development, as shown in Appendix A. The City will provide the operations and maintenance costs to provide service to the annexation through its General Fund.

3.4 Domestic Water

Service Provider

Service for domestic water for the project would be provided by East Valley Water District which provides water to an approximately 28 square mile area in San Bernardino County. The District has a service population of approximately 104,000. The District utilizes water from several sources including the Santa Ana River, the Bunker Hill Groundwater Basin and the City of San Bernardino domestic water system. During dry years, the District can obtain water from Northern California through the State Water Project.

Water Level of Service

As of January 16, 2024, EVWD has been operating at the Sterling Natural Resource Center (SNRC) that will recycle up to 8 million gallons of waste water per day that will replenish the local ground water basin which is a source of waste for 650,000 people. The proposed project (.56 acre site) would increase demand minimally for water. EVWD has indicated to the City of Highland that there is an adequate supply for the proposed development.

Improvements

To accommodate flows to the project site, the project will be required to construct a water system to and from this development. While the specific timing of these improvements is not known, it is assumed that phasing of facilities will be concurrent with the development of the project. EVWD will provide for the necessary operations and maintenance of the water systems needed to serve the project area. EVWD collects no property tax revenues. The operations and maintenance costs are covered primarily through monthly service charges that will be paid by future users within the project development.

3.5 Sanitary Sewer / Wastewater Services

Service Provider

EVWD is the sanitary sewer service provider in the area. The District completed construction of their "Sterling Natural Resources Center" on January 16, 2024.

Sewer Level of Service

As of January 16, 2024, EVWD has been operating at the Sterling Natural Resource Center (SNRC) that will recycle up to 8 million gallons of waste water per day that will replenish the local ground water basin which is a source of waste for 650,000 people. According to EVWD, the sewer system has adequate capacity to serve the development and the project (.56 acre site). They maintain their own sewer lines within the City of Highland. At the time of this report, EVWD still relies on and connects to sewer treatment with the City of San Bernardino, however, that will transition to SNRC. EVWD will provide for the necessary operations and maintenance of the sewer systems needed to serve the project area. Operation and maintenance costs are covered primarily through monthly service charges that will be paid by future users within the project area.

3.6 Flood Control and Drainage

Service Provider

Local drainage facilities are maintained by the City of Highland. All facilities are routinely inspected, and necessary actions are taken to maintain the facilities in compliance with established standards. The San Bernardino County Flood Control District (SBCFCD) is responsible for the design, construction, operation, and maintenance of regional flood control facilities for all of the incorporated and unincorporated areas in San Bernardino County.

Flood Control Level of Service

SBCFCD has developed an extensive system of facilities, including dams, conservation basins, channels, and storm drains. The purpose of these facilities is to intercept and convey flood flows through and away from the major developed areas of the County.

Since the project is proposed for annexation into the City of Highland, it is subject to the storm water discharge requirements of the City's General Construction Permit (GCP). The GCP requires the development and implementation of a Storm Water Pollution Prevention Plan (SWPPP). The SWPPP contains site maps that show the construction site perimeter, existing and proposed buildings, lots, roadways, storm water collection and discharge points, general topography both before and after construction, and drainage patterns across the site.

Improvements

Storm water runoff generated from within the project site would be managed in accordance with existing laws and regulations established under the National Pollution Discharge Elimination System (NPDES) General Permit for Construction Activities and the associated San Bernardino County Stormwater Program Model Water Quality Management Plan Guidance.

3.7 Public Utilities

Service Provider

The project area will be served by the appropriate local utility companies who have indicated that they will have the ability to service the area. The project site would be connected to existing utility connections in the right-of-way of 3rd and 5th Streets and Victoria Avenue. Service providers to the area include the following:

Cable and Internet Provider: Various Cable Companies provide cable television service and internet services to the project area. These services are all delivered via a single broadband network of coaxial and fiber-optic cable. Cable offers analog and digital video services, high-speed internet access and other advanced services over its broadband networks.

Electricity: Power service to the proposed project will be provided by Southern California Edison Company (SCE). Southern California Edison, through its subsidiaries, is an electric power generator and distributor, and an investor infrastructure and renewable energy projects. The company operates with a power generation portfolio of approximately 14,000 megawatts. The cost and rate structure to the property owners for these services are controlled by the Public Utilities Commission.

Telephone Service: Telephone service to the proposed annexation development area will be provided by various telecom providers. The project area may require the installation of cable wiring from a backbone facility extended to the site.

Natural Gas: Natural gas would be provided by the Southern California Gas Company. There are existing facilities in the project area. The developer is responsible for local connection to existing mains in the area and the installation of any new meters, if required.

Improvements

The project would be connected to existing utility facilities in the right-of-way of adjacent streets. The project developer would coordinate with the applicable agency regarding the location of existing utility lines and hookups in order to finalize improvement plans. Funding of the regional utility facilities is provided to the project by the individual utility company. The developer is responsible for the costs of extending utilities from the backbone facilities to the project site. Funding for the operation and maintenance for specific utilities is the responsibility of the individual utility through user charges. There are no financial cost impacts to the City's General Fund for these utility services.

3.8 Solid Waste Management

Service Provider

The California Integrated Waste Management Board oversees waste disposal for the City of Highland. The Fontana Refuse Disposal (mid-Valley) and San Timoteo Solid Waste Disposal landfill sites in San Bernardino County are currently used by the City of Highland.

The County of San Bernardino Solid Waste Management Division (SWMD) is responsible for the operation and management of the County of San Bernardino's solid waste disposal system. In addition, the Division administers the County's solid waste handling franchise program and the refuse collection permit program which authorizes and regulates trash collection by private haulers in the unincorporated area. The City of Highland contracts with Burrtec Waste Industries for solid waste collection services city wide and they collect recyclables and green waste as part of the City's waste reduction programs (mandated by AB939).

Solid Waste Level of Service

The City of Highland's mandatory trash and recycling ordinance ensures its contact with Burrtec Waste Industries will increase participation in regular trash collection and recycling programs. The San Timoteo Solid Waste Disposal site is managed by the San Bernardino County Solid Waste Management Department and currently will be the waste facility receiving waste generated from the proposed project (.56 acre site). Recyclable material and Construction waste as collected by Burrtec Waste Industries waste is delivered to certified recycling locations throughout southern California in compliance with AB939.

Improvements

The proposed project (.56 acre site) would not generate significant amounts of solid waste. The proposed project area (.56 acre site) is estimated to contribute less than 8 percent (7.7%) of the solid waste generated by the overall development project. The proposed project would generate approximately 47,000 to 57,000 pounds per year of solid waste – predominantly green waste which will be diverted from landfills and composted. Therefore additional landfill space would not be needed.

The City's franchised waste hauler as noted above is Burrtec Waste Industries, Inc. Burrtec operated under the City's franchise contract and mandatory trash collection ordinance to provide weekly solid waste collection services to all residents, commercial, and Industrial businesses. Trash and recycle collection may require daily increased frequency depending on the type of business is being operated. No additional waste collection facilities or equipment will be needed.

4 Fiscal Impacts

This Chapter presents the projected annual fiscal impacts of the proposed development by Patriot Partners on the City of Highland at project "build-out." The project site known as "Patriot" consists of 11 parcels, 7.23 gross acres with .56 acres that will be annexed from the City of San Bernardino into the City of Highland corporate boundaries. The overall development project will consist of a 173,976 square foot speculative industrial building located at the southeast corner of 5th Street and Victoria Avenue.

4.1 Overview of Fiscal Impacts (also see Fiscal Analysis dated May 2024)


City of Highland General Fund. Fiscal impacts are presented in constant 2023 dollars for the City's General Fund and related funds. The projected impacts are based on the project description provided by Patriot Partners as well as an analysis of the City's Adopted 2023-2025 Budget. Discussions with the City and project team staff have assisted in developing the fiscal factors used for the analysis. After "building-out" of the .56 acre site, a recurring General Fund revenue of \$9,487 is projected for the proposed annexation project.

City of Highland Fire Department. The City of Highland has a contract with CalFire to provide personnel and maintain fire related services. The City of Highland fiscal policy is to budget 42% of the property tax general levy property tax to fund the City's Fire Department. This annual amount for the .56 acre site is estimated at \$1,787.00 for fire operation and maintenance costs.

City of Highland Assessment and Special Districts. The property will be required to join the Consolidated Landscaping and Lighting district which is based on the estimates prior to final occupancy signoff by the City of Highland.

Paramedic Services. The City of Highland has established a special parcel tax of \$38 per commercial and industrial parcel annually that will cover paramedic services.

Appendix A – City of Highland Development Impact Fees

	CITY OF HIGHLAND DEVELOPMENT IMPACT FEES Effective 4/1/24 Non-Subdivided Development					
	<u>Detached Dwelling</u>	<u>Attached Dwelling</u>	<u>Mobile Home</u>	<u>Commercial Lodging</u>	<u>Commercial/Office</u>	<u>Industrial</u>
Law Enforcement Facilities	\$87	\$137	\$77	\$58	\$0.049	\$0.003
Fire Suppression Facilities, Vehicles & Equipment	\$779	\$252	\$915	\$1,237	\$0.012	\$0.004
Local Circulation System	\$2,814	\$1,879	\$1,465	\$1,484	\$2,628	\$1,818
Regional Circulation System	\$16,409	\$10,956	\$8,539	\$8,653	\$15,319	\$10,599
Regional Flood Control Facilities	\$2,667	\$946	\$1,812	\$943	\$1,011	\$1,250
General Facilities, Vehicles & Equipment	\$3,473	\$3,473	\$3,473	\$1,813	\$1,930	\$1,930
Library Facilities & Collection	\$1,563	\$1,424	\$1,020	N/A	N/A	N/A
Public Use (Community Center Facilities)	N/A	N/A	N/A	N/A	N/A	N/A
Park Land Acquisition & Park Facilities Development	\$3,537	\$3,220	\$2,307	N/A	N/A	N/A
TOTAL:	\$31,349	\$22,287	\$19,498	\$14,166	\$20,849	\$15,604

Notes:

1. Fees are 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 included in all time of permit application. (Reso. 2023-040)
4. Fee collected at time of building permit issuance or occupancy. (Reso. 2023-040)
5. Additional inclusionary housing fees of \$3,750 for all new units 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 (\$383.86 per trip-mile) and for Local Circulation (\$158.00 per trip-mile).

IMPACT FEE FOR BUILDING EXPANSION
(no charge for first 400 square feet of residential building expansion)

DETACHED DWELLING	\$20,890	per square foot
ATTACHED DWELLING	\$14,858	per square foot
MOBILE HOME	\$12,939	per square foot
COMMERCIAL LODGING	\$ 9,459	per square foot
COMMERCIAL/OFFICE	\$20,849	per square foot
INDUSTRIAL	\$15,604	per square foot

M:\CIP\DF 2023\CIP 2023 Study\Staff report\Attachments\DF Fees Manual\Non-Subdivided Development 4-1-24.doc

Appendix B – References

Lawrence Mainez, Community Development Director
Extension 215, lmainez@cityofhighland.org

Chuck Dantuono, Director of Administrative Services
Extension 224, cdantuono@cityofhighland.org

County of San Bernardino
Auditor/Controller-Recorder

Local Agency Formation Commission of San Bernardino County
Samuel Martinez

Kevin Rice, Property Owner



Resolution
"Exhibit 6"
LAFCO Application

SAN BERNARDINO LAFCO APPLICATION AND PRELIMINARY ENVIRONMENTAL DESCRIPTION FORM

INTRODUCTION: The questions on this form and its supplements are designed to obtain enough data about the application to allow the San Bernardino LAFCO, its staff and others to adequately assess the proposal. By taking the time to fully respond to the questions on the forms, you can reduce the processing time for your proposal. You may also include any additional information which you believe is pertinent. Use additional sheets where necessary, or attach any relevant documents.

GENERAL INFORMATION

1. NAME OF PROPOSAL: _____
Detachment and Annexation of APN 1192-551-01 and associated right-of-way (0.95 acre total) at the southeast corner of 5th Street and Victoria Avenue

2. NAME OF APPLICANT: City of Highland
APPLICANT TYPE: Landowner Local Agency
 Registered Voter Other _____
MAILING ADDRESS:
27215 Base Line, Highland, CA 92346

PHONE: (909) 864-6861
FAX: (909) 862-3180
E-MAIL ADDRESS: kstater@cityofhighland.org

3. GENERAL LOCATION OF PROPOSAL: _____
A 0.56 acre parcel located at the southeast corner of 5th Street and Victoria Avenue, Highland (San Bernardino), CA and the associated right-of-way along the parcel's Victoria Avenue and 5th Street frontage (0.39 acre); 0.95 acre total. The location is within the jurisdictional boundaries of the City of San Bernardino, but has a Highland mailing address.

4. Does the application possess 100% written consent of each landowner in the subject territory?
YES NO If YES, provide written authorization for change.

5. Indicate the reason(s) that the proposed action has been requested. _____
The .56 acre parcel in question is approximately 8% of a 7.23 acre site proposed to be developed with a 173,976 square foot concrete tilt-up warehouse and associated improvements. The project straddles two local agencies; the City of San Bernardino and Highland. To create a more cohesive project, it would be prudent to annex the parcel into Highland where it would be subject to a single set of development standards, municipal services and public safety services.

LAND USE AND DEVELOPMENT POTENTIAL

1. Total land area of subject territory (defined in acres): .095 acre vacant parcel

2. Current dwelling units within area classified by type (single-family residential, multi-family [duplex, four-plex, 10-unit], apartments) 0 dwelling units

3. Approximate current population within area: 0

4. Indicate the General Plan designation(s) of the affected city (if any) and uses permitted by this designation(s):
The parcel's current General Plan designation in the City of San Bernardino is
Commercial General (CG-1) which permits general retail, commercial, professional office,
~~medical and certain residential uses. Highland proposes to designate the parcel as~~
Business Park (BP) which permits manufacturing, wholesale, warehousing, commercial
services and office uses.
San Bernardino County General Plan designation(s) and uses permitted by this designation(s):
N/A

5. Describe any special land use concerns expressed in the above plans. In addition, for a City Annexation or Reorganization, provide a discussion of the land use plan's consistency with the regional transportation plan as adopted pursuant to Government Code Section 65080 for the subject territory: The San Bernardino parcel is surrounded on three sides, north, south and east by the City of Highland. All three sides are zoned Business Park, which permits warehousing.
The fourth side, its westerly perimeter is bound by Victoria Avenue. There are no land use concerns related to the application. The proposed use as a warehouse is compliant with the current transportation plans recognized by SBCTA with truck routes along both 3rd and 5th Streets adjacent to the SBIA.

6. Indicate the existing use of the subject territory.
The .56-acre San Bernardino parcel proposed to be annexed into Highland is currently vacant and the adjacent right-of-way is being used as a public street.

- What is the proposed land use?
The proposed use is a warehouse/distribution facility, approximately 173,976 square feet in area.

7. Will the proposal require public services from any agency or district which is currently operating at or near capacity (including sewer, water, police, fire, or schools)? YES NO If YES, please explain.

8. On the following list, indicate if any portion of the territory contains the following by placing a checkmark next to the item: None.

- Agricultural Land Uses
- Williamson Act Contract
- Any other unusual features of the area or permits required: _____
- Agricultural Preserve Designation
- Area where Special Permits are Required

9. Provide a narrative response to the following factor of consideration as identified in §56668(p): *The extent to which the proposal will promote environmental justice. As used in this subdivision, "environmental justice" means the fair treatment of people of all races, cultures, and incomes with respect to the location of public facilities and the provision of public services:*

Highland adopted the Environmental Justice Element of its General Plan in January 2023. To reduce the noise incompatibility and safety risks associated with airports, the City has used careful land use planning relative to adjacent land. Goal 6.7 of the Public Health, Safety, and Environmental Justice Element and its related policies specifically look to reduce land use types and development intensity and to inform residents of aircraft activities in aircraft potential zones and overflight areas. Airport overlay zones, specified within the Municipal Code, provide greater safety by establishing requirements for land use compatibility reviews within designated areas close to airports.

ENVIRONMENTAL INFORMATION

1. Provide general description of topography. _____

The site is relatively flat, sloping to from the northeast to the southwest (1151 to 1145'). The proposed project will require approximately 13,680 cubic yards of fill dirt to satisfy final grading.

2. Describe any existing improvements on the subject territory as % of total area.

Residential	<u>0</u> %	Agricultural	<u>0</u> %
Commercial	<u>0</u> %	Vacant	<u>59</u> %
Industrial	<u>0</u> %	Other	<u>41% right-of-way % roadway, curb, gutter, sidewalk</u>

3. Describe the surrounding land uses:

NORTH	<u>5th Street with vacant parcels and commercial uses to the north</u>
EAST	<u>A vacant parcel and City Creek Overflow Flood Control Channel</u>
SOUTH	<u>3rd street with industrial facilities and San Bernardino Int'l Airport south of that</u>
WEST	<u>Victoria Avenue with vacant parcels west of that (Former NAFB housing)</u>

4. Describe site alterations that will be produced by improvement projects associated with this proposed action (installation of water facilities, sewer facilities, grading, flow channelization, etc.).

A concrete fill-up warehouse measuring approximately 173,976 square feet with related water quality, parking, and landscaping, as well as associated utility extensions and improvements.

5. Will service extensions accomplished by this proposal induce growth on this site? YES
 NO Adjacent sites? YES NO Unincorporated Incorporated

This project is located in an urbanized area.

6. Are there any existing out-of-agency service contracts/agreements within the area? YES
 NO If YES, please identify.

San Bernardino County Fire provides fire protection service to the parcel by contract. If annexed, it would change to the California Dept. of Forestry and Fire Protection (CalFire).

7. Is this proposal a part of a larger project or series of projects? YES NO If YES, please explain.

The .56 acre vacant parcel would be part of a larger, 7.23 acre site proposed to be developed with a 173,796 square foot warehouse.

NOTICES

Please provide the names and addresses of persons who are to be furnished mailed notice of the hearing(s) and receive copies of the agenda and staff report.

NAME See attached. TELEPHONE NO. _____

ADDRESS: _____

NAME _____ TELEPHONE NO. _____

ADDRESS: _____

NAME _____ TELEPHONE NO. _____

ADDRESS: _____

CERTIFICATION

As a part of this application, the City/Town of Highland or the District/Agency, _____ (the applicant) and/or the Patriot Partners, LLC (real party in interest - landowner and/or registered voter of the application subject property) agree to defend, indemnify, hold harmless, promptly reimburse San Bernardino LAFCO for all reasonable expenses and attorney fees,

(FOR LAFCO USE ONLY)

and release San Bernardino LAFCO, its agents, officers, attorneys, and employees from any claim, action, proceeding brought against any of them, the purpose of which is to attack, set aside, void, or annul the approval of this application or adoption of the environmental document which accompanies it.

This indemnification obligation shall include, but not be limited to, damages, penalties, fines and other costs imposed upon or incurred by San Bernardino LAFCO should San Bernardino LAFCO be named as a party in any litigation or administrative proceeding in connection with this application.

As the person signing this application, I will be considered the proponent for the proposed action(s) and will receive all related notices and other communications. I understand that if this application is approved, the Commission will impose a condition requiring the applicant and/or the real party in interest to indemnify, hold harmless and reimburse the Commission for all legal actions that might be initiated as a result of that approval.

I hereby certify that the statements furnished above and in the attached supplements and exhibits present the data and information required for this initial evaluation to the best of my ability, and that the facts, statements, and information presented herein are true and correct to the best of my knowledge and belief.

DATE February 10, 2026

SIGNATURE

Printed Name of Applicant or Real Property in Interest
(Landowner/Registered Voter of the Application Subject Property)

Title and Affiliation (if applicable)

PLEASE CHECK SUPPLEMENTAL FORMS ATTACHED:

- ANNEXATION, DETACHMENT, REORGANIZATION SUPPLEMENT
- SPHERE OF INFLUENCE CHANGE SUPPLEMENT
- CITY INCORPORATION SUPPLEMENT
- FORMATION OF A SPECIAL DISTRICT SUPPLEMENT
- ACTIVATION OR DIVESTITURE OF FUNCTIONS AND/OR SERVICES FOR SPECIAL DISTRICTS SUPPLEMENT

KRM-Rev. 8/19/2015

SUPPLEMENT SPHERE OF INFLUENCE AMENDMENT

INTRODUCTION: The questions on this form are designed to obtain data about the specific sphere of influence amendment application to allow the Commission, staff and others to adequately assess the application. You may also include any additional information that you believe is pertinent. Use additional sheets where necessary, and/or include any relevant documents.

1. Please provide an identification of the agencies involved in the proposed sphere of influence change(s):

SPHERE EXPANSION

SPHERE REDUCTION

City of Highland

City of San Bernardino

2. Provide a narrative description of the following factors of consideration as outlined in Government Code Section 56425. (If additional room for response is necessary, please attach additional sheets to this form.)

The present and planned land uses in the area, including agricultural and open-space lands.

~~The .56 acre parcel is currently vacant and the associated right-of-way is mostly improved with roadway, curb, gutter and sidewalk. The parcel is proposed to be included as part of a 7.23 acre site to be developed with a 173,976 square foot tilt-up warehouse and related on and off-site improvements. The Sphere Change is within a fully urbanized area. It is not land used for agriculture, passive or active open space.~~

The present and probable need for public facilities and services in the area.

~~The immediate area is developed with commercial and residential uses within 130 feet of the parcel in question. Public facilities and services are available. Concurrent with the site's development, the landowner will widen Victoria Avenue, 3rd and 5th Streets, install curb, gutter, sidewalk, water quality and drainage features, and extend water and sewer services as needed from East Valley Water District. Electric and gas service are also both in proximity to the parcel and will be extended in coordination with Southern California Edison and the Gas Company.~~

The present capacity of public facilities and adequacy of public services that the agency to be expanded provides or is authorized to provide.

The City of Highland has the capacity provides municipal services to an additional .95 acre.

The existence of any social or economic communities of interest in the area.

The California Office of Environmental Health Hazard Assessment identifies the area as a Disadvantaged Community (<https://oehha.ca.gov/calenviroscreen/sb535>)

The present and probable need for public facilities or services related to sewers, municipal and industrial water, or structural fire protection for any disadvantaged unincorporated community, as defined by Govt. Code Section 56033.5, within the existing sphere of influence.

The proposed warehouse facility will result in the need for public facilities and services related to sewer, water, and fire protection, however, not within an unincorporated community. The parcel is located within the City of San Bernardino and is proposed for annexation into the City of Highland.

3. If the sphere of influence amendment includes a city sphere of influence change, provide a written statement of whether or not agreement on the sphere change between the city and county was achieved as required by Government Code Section 56425. In addition, provide a written statement of the elements of agreement (such as, development standards, boundaries, zoning agreements, etc.) (See Government Code Section 56425)

The sphere of influence amendment will occur between the Cities of San Bernardino and Highland. Both cities have adopted resolutions requesting the sphere changes. No other agreements have been made.

4. If the sphere of influence amendment includes a special district sphere of influence change, provide a written statement: (a) specifying the function or classes of service provided by the district(s) and (b) specifying the nature, location and extent of the functions or classes of service provided by the district(s). (See Government Code Section 56425(i))

The sphere of influence amendment will include the reduction of the San Bernardino County Fire Protection District, detachment from the San Bernardino County Fire Protection District (SBCFPD), SBCFPD Valley Service Zone and SBCFPD Service Zone FP-5.

5. For any sphere of influence amendment either initiated by an agency or individual, or updated as mandated by Government Code Section 56425, the following service review information is required to be addressed in a narrative discussion, and attached to this supplemental form (See Government Code Section 56430):

- a. Growth and population projections for the affected area.

- b. Location and characteristics of disadvantaged unincorporated communities within or contiguous to the sphere of influence.
- c. Present and planned capacity of public facilities and adequacy of public services, including infrastructure needs or deficiencies, including those associated with a disadvantaged unincorporated community.
- d. Financial ability of agencies to provide services.
- e. Status of, and opportunities for, shared facilities.
- f. Accountability for community service needs, including governmental structure and operational efficiencies.

If additional sheet are submitted or a separate document provided to fulfill Item #5, the narrative description shall be signed and certified by an official of the agency(s) involved with the sphere of influence review as to the accuracy of the information provided. If necessary, attach copies of documents supporting statements.

CERTIFICATION

As a part of this application, the City/Town of _____, or the _____ District/Agency, _____ (the applicant) and/or the _____ (real party in interest - landowner and/or registered voter of the application subject property) agree to defend, indemnify, hold harmless, promptly reimburse San Bernardino LAFCO for all reasonable expenses and attorney fees, and release San Bernardino LAFCO, its agents, officers, attorneys, and employees from any claim, action, proceeding brought against any of them, the purpose of which is to attack, set aside, void, or annul the approval of this application or adoption of the environmental document which accompanies it.

This indemnification obligation shall include, but not be limited to, damages, penalties, fines and other costs, imposed upon or incurred by San Bernardino LAFCO should San Bernardino LAFCO be named as a party in any litigation or administrative proceeding in connection with this application.

As the person signing this application, I will be considered the proponent for the proposed action(s) and will receive all related notices and other communications. I understand that if this application is approved, the Commission will impose a condition requiring the applicant and/or the real party in interest to indemnify, hold harmless and reimburse the Commission for all legal actions that might be initiated as a result of that approval.

I hereby certify that the statements furnished above present the data and information required to the best of my ability, and that the facts, statements, and information presented herein are true and correct to the best of my knowledge and belief.

DATE _____

SIGNATURE

Printed Name of Applicant or Real Property in Interest
(Landowner/Registered Voter of the Application Subject Property)

Title and Affiliation (if applicable)

5. For any sphere of influence amendment either initiated by an agency or individual, or updated as mandated by Government Code Section 56425, the following service review information is required to be addressed in a narrative discussion, and attached to this supplemental form (See Government Code Section 56430):

a. Growth and population projections for the affected area.

The affected area, APN 1192-551-01 and surrounding site comprises 7.23 acres of vacant land zoned for business park and commercial use. If the detachment and annexation are approved, the landowner proposes to develop a 173,976 square foot tilt-up industrial warehouse and associated on- and off-site improvements. It is not residential in nature. The proposal is for warehousing and distribution, with no residential component. The annexation and subsequent development will not affect population projections in the area.

b. Location and characteristics of disadvantaged unincorporated communities within or contiguous to the sphere of influence.

Parcels contiguous to the site on the north, east and south are within the City of Highland. Continuous parcels to the west are within the City of San Bernardino. The site is neither within nor contiguous to an unincorporated community.

c. Present and planned capacity of public facilities and adequacy of public services, including infrastructure needs or deficiencies, including those associated with a disadvantaged unincorporated community.

See Plan for Service attached.

d. Financial ability of agencies to provide services.

See Fiscal Analysis attached.

e. Status of, and opportunities for, shared facilities.

Municipal facilities including public safety (police and fire) facilities are in place in vicinity of the site. The proposed annexation of .56 acre of vacant land and .39 acre of right-of-way (.95 acre total) and subject warehouse development are not anticipated to create a significant need for additional facilities exceeding those in place. See Plan for Service attached.

f. Accountability for community service needs, including governmental structure and operational efficiencies.

See Plan for Service attached.

SUPPLEMENT ANNEXATION, DETACHMENT, REORGANIZATION PROPOSALS

INTRODUCTION: The questions on this form are designed to obtain data about the specific annexation, detachment and/or reorganization proposal to allow the San Bernardino LAFCO, its staff and others to adequately assess the proposal. You may also include any additional information which you believe is pertinent. Use additional sheets where necessary, and/or include any relevant documents.

1. Please identify the agencies involved in the proposal by proposed action:

ANNEXED TO
City of Highland

DETACHED FROM
City of San Bernardino
San Bernardino Co Fire Protection District (SBCFPD)
~~SBCFPD Valley Service Zone~~
SBCFPD Service Zone FP-5

2. For a city annexation, State law requires pre-zoning of the territory proposed for annexation. Provide a response to the following:

- a. Has pre-zoning been completed? YES NO
b. If the response to "a" is NO, is the area in the process of pre-zoning? YES NO

Identify below the pre-zoning classification, title, and densities permitted. If the pre-zoning process is underway, identify the timing for completion of the process.

The property will be pre-zoned Business Park (BP) classified as an 'Employment District in Highland. BP permits a maximum lot coverage of 60% and a maximum Floor Area Ratio of .45. An Ordinance to Pre-Zone the property was adopted on March 10, 2026.

3. For a city annexation, would the proposal create a totally or substantially surrounded island of unincorporated territory?

YES NO If YES, please provide a written justification for the proposed boundary configuration.

This project proposes to do just the opposite. It would result in eliminating an island that currently exists.

4. Will the territory proposed for change be subject to any new or additional special taxes, any new assessment districts, or fees?

The parcel will be subject to the standard taxes commensurate with the surrounding Highland parcels.

5. Will the territory be relieved of any existing special taxes, assessments, district charges or fees required by the agencies to be detached?

Reference Fiscal Analysis attached.

6. If a Williamson Act Contract(s) exists within the area proposed for annexation to a City, please provide a copy of the original contract, the notice of non-renewal (if appropriate) and any protest to the contract filed with the County by the City. Please provide an outline of the City's anticipated actions with regard to this contract.

N/A

7. Provide a description of how the proposed change will assist the annexing agency in achieving its fair share of regional housing needs as determined by SCAG.

The parcel is approximately .56 acres. It is surrounded by existing Business Park uses and proposed to be zoned Business Park. It is currently vacant. The parcel is currently zoned Commercial General by the City of San Bernardino. Residential development at this location would be incompatible with the current zoning, future zoning and existing land uses such as the adjacent Amazon fulfillment center and San Bernardino International Airport located to the south.

8. **PLAN FOR SERVICES:**

For each item identified for a change in service provider, a narrative "Plan for Service" (required by Government Code Section 56653) must be submitted. This plan shall, at a minimum, respond to each of the following questions and be signed and certified by an official of the annexing agency or agencies.

- A. A description of the level and range of each service to be provided to the affected territory.
- B. An indication of when the service can be feasibly extended to the affected territory.
- C. An identification of any improvement or upgrading of structures, roads, water or sewer facilities, other infrastructure, or other conditions the affected agency would impose upon the affected territory.
- D. The Plan shall include a Fiscal Impact Analysis which shows the estimated cost of extending the service and a description of how the service or required improvements will be financed. The Fiscal Impact Analysis shall provide, at a minimum, a five (5)-year projection of revenues and expenditures. A narrative discussion of the sufficiency of revenues for anticipated service extensions and operations is required.

- E. An indication of whether the annexing territory is, or will be, proposed for inclusion within an existing or proposed improvement zone/district, redevelopment area, assessment district, or community facilities district.
- F. If retail water service is to be provided through this change, provide a description of the timely availability of water for projected needs within the area based upon factors identified in Government Code Section 65352.5 (as required by Government Code Section 56668(k)).

CERTIFICATION

As a part of this application, the City/Town of _____, or the _____ District/Agency, _____ (the applicant) and/or the _____ (real party in interest - landowner and/or registered voter of the application subject property) agree to defend, indemnify, hold harmless, promptly reimburse San Bernardino LAFCO for all reasonable expenses and attorney fees, and release San Bernardino LAFCO, its agents, officers, attorneys, and employees from any claim, action, proceeding brought against any of them, the purpose of which is to attack, set aside, void, or annul the approval of this application or adoption of the environmental document which accompanies it.

This indemnification obligation shall include, but not be limited to, damages, penalties, fines and other costs imposed upon or incurred by San Bernardino LAFCO should San Bernardino LAFCO be named as a party in any litigation or administrative proceeding in connection with this application.

As the person signing this application, I will be considered the proponent for the proposed action(s) and will receive all related notices and other communications. I understand that if this application is approved, the Commission will impose a condition requiring the applicant and/or the real party in interest to indemnify, hold harmless and reimburse the Commission for all legal actions that might be initiated as a result of that approval.

As the proponent, I acknowledge that annexation to the City/Town of _____ or the _____ District/Agency may result in the imposition of taxes, fees, and assessments existing within the (city or district) on the effective date of the change of organization. I hereby waive any rights I may have under Articles XIIC and XIID of the State Constitution (Proposition 218) to a hearing, assessment ballot processing or an election on those existing taxes, fees and assessments.

I hereby certify that the statements furnished above and the documents attached to this form present the data and information required to the best of my ability, and that the facts, statements, and information presented herein are true and correct to the best of my knowledge and belief.

DATE _____

SIGNATURE

Printed Name of Applicant or Real Property in Interest
(Landowner/Registered Voter of the Application Subject Property)

Title and Affiliation (if applicable)

Resolution

"Exhibit 7"

General Plan Amendment Exhibit

Assessor's Parcel No. 1192-551-01 Existing General Plan Land Use Designation
 City of San Bernardino: Commercial General (CG)
 City of Highland: Not Applicable



Proposed General Plan Land Use Designation
 City of San Bernardino: Not Applicable
 City of Highland: Business Park (BP)



Resolution

"Exhibit 8"

Pre-Zone / Zone Change Exhibit

Assessor's Parcel Number 1192-551-01 Existing Zoning Designation
City of San Bernardino: Commercial General-1 (CG-1)
City of Highland: Not Applicable



Pre-Zoning Designation
City of San Bernardino: Not Applicable
City of Highland: Pre-Business Park (BP)



Resolution

"Exhibit 9"

Project Development Plans

5TH STREET HIGHLAND

5TH AND VICTORIA
HIGHLAND, CA



PATRIOT PARTNERS 5TH AND VICTORIA
HIGHLAND, CA

PROJECT
2nd PLANNING SUBMITTAL



HERDMAN
ARCHITECTURE + DESIGN
A22-2140
04.18.2023

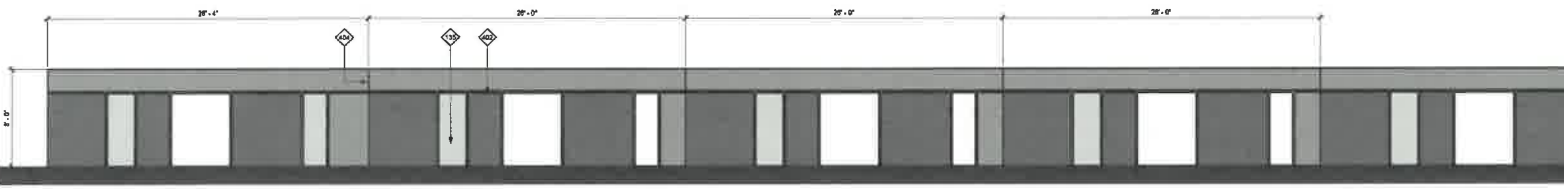
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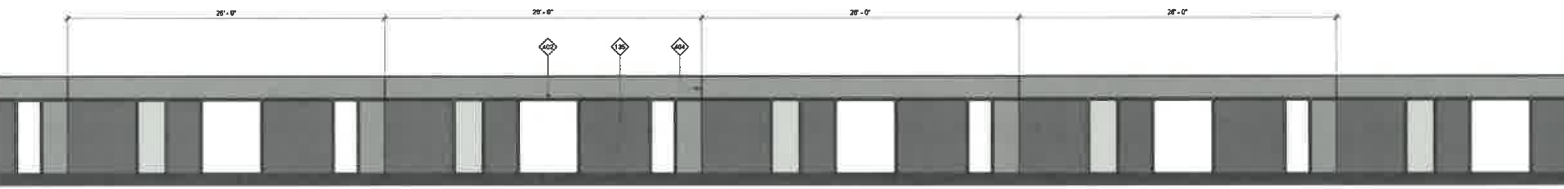
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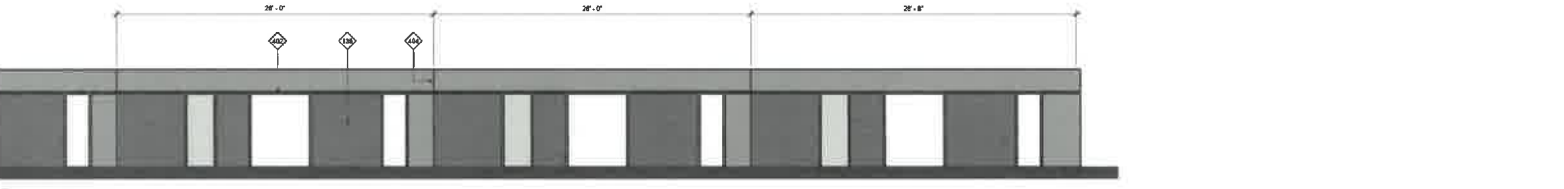
1 NORTH TRUCK YARD- GATE ELEVATION
1/4" = 1'-0"



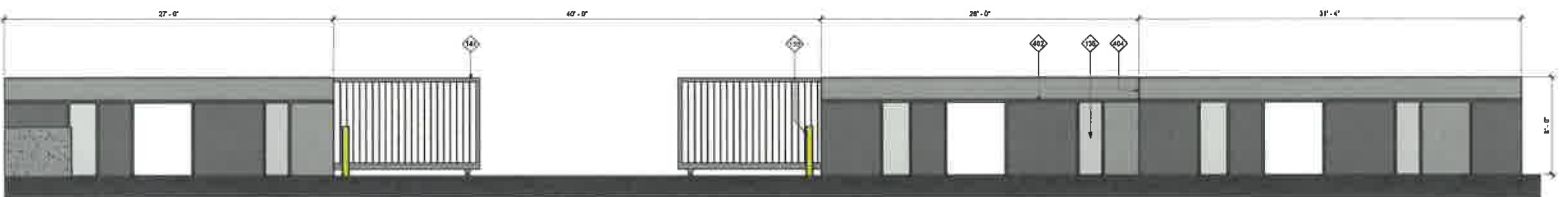
2 EAST SITE WALL - 1
1/4" = 1'-0"



3 EAST SITE WALL - 2
1/4" = 1'-0"



4 EAST SITE WALL - 3
1/4" = 1'-0"



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

KEYNOTES

- 120 CONCRETE FLAT TOP OF REIN WALL WITH WHITE BRANCO POWDER ADJACENT FINISHED GRADE. PAINT BOTH SIDES AND TOP OF WALL. SEE PLAN FOR COLOR SCHEDULE.
- 143 PAINTED STEEL ROLLING GATES, SW HEIGHT 8' ABOVE FINISHED ADJACENT FINISHED GRADE OR AS SHOWN ON EXTERIOR ELEVATIONS. PROVIDE GROUND AS REQUIRED BY THE AUTHORITY.
- 150 STEEL PIPE SCOLLARD PROTECTION POST.
- 240 WALL RENDAL PANEL, LIGHT.

EXTERIOR COLOR SCHEDULE

1	EXTERIOR PAINT COLOR: SW 900 SUPERWHITE
2	EXTERIOR PAINT COLOR: SW 755 PEPPER CORN
3	EXTERIOR PAINT COLOR: SW 7675 GRAY SHINGLE
4	EXTERIOR PAINT COLOR: SW 625 OLIVIAN WHITE
5	EXTERIOR PAINT COLOR: SW 780 WALL STREET
6	ACR PANEL COLOR: 30-0509R PANEL: MATT BLACK
7	STOREFRONT MEDIA PERFORMANCE PAINT: SELECTED GLAZING BLACK ANODIZED MILLION
8	CLEAR ANODIZED ALUM CANOPY & BROW

- NOTES:**
1. PAINT MAIN DOORS, STAIR & RAMP OVERHEAD WALLS, GUARD RAIL, DOWN SPINETS & COVERS TO MATCH ADJACENT RUM BRND WALL COLOR, 0.01.
 2. 0.01. EXTERIOR ROOF OF ALL DOORS TO BE FINISHED WITH MANUFACTURER'S WHITE. INTERIOR SIDE TO BE FINISHED WITH MANUFACTURER'S LIGHT GRAY. POWDER WASH EXTERIOR CONCRETE WALLS PRIOR TO PAINTING TO REMOVE ALL OILS AND GREASE THAT WILL WEAR THE PRIMER COAT FROM ADHERING TO THE WALLS.
 3. PAINT EXTERIOR WALLS W/ COAT SPRAYED AND BACK ROLLED ACTIVE FLAT PRIMER AND SCUM'S SPRAYED ON FLAT FROM IN THE FINAL COLOR. ALL PAINTS TO BE AS SPECIFIED BY THE MANUFACTURER FOR EXTERIOR USE.
 4. EXTERIOR WALL PANELS TO BE FINISHED WITH ANODIZED ALUM. FINISH JOBS SHALL BE SUBJECT TO INSPECTION AND FREE OF LAPPING AND OR STREAKING, REGARDLESS OF THE COLOR.
 5. EXCEPT WHERE NOTED OTHERWISE ON THE PLANS ALL PANELS SHOULD HAVE ONE (1) POE DETAIL UNDER 1" PANEL CONCRETE BEHIND ANY OPEN TRUSS WORK THE COLOR OF THE TRUSS.
 6. BOLD BROWNS WITH GLAZING DIRECTLY ABOVE OR BELOW. PAINT THE EXPOSED WALL, OVERLAP JUST ABOVE OR BELOW THE BROWN TO MATCH THE BROWN COLOR.

- SITE PLAN GENERAL NOTES**
1. THE SITE PLAN SHALL MEET ALL DIMENSIONS & NOTES REQUIREMENTS.
 2. GENERAL CONTRACTOR TO REVIEW THE SOLE REPORT AND ALL AMENDMENTS LISTED ON THE TITLE SHEET AND FOLLOW ALL RECOMMENDATIONS.
 3. U.O.M. ALL DIMENSIONS TO CONCRETE WALLS AND CURBS ARE CENTER TO CENTER (C/C). DIMENSIONS TO FRAMED WALLS ARE CENTER LINE OF THE WALL FRAMING (BROWN WITH A KERNEL) OF THE WALLS OR THE WALL PANELS.
 4. REFER TO CIVIL AND MEP PLANS TO CORRELATE UTILITY INFORMATION SHOWN ON THE ARCHITECT'S SITE PLAN AND ADJUST WALLS TO COORDINATE WITH THE GENERAL CONTRACTOR TO COORDINATE ALL POINTS OF CONNECTION.
 5. REFER TO CIVIL DRAWINGS FOR ALL FINISHED GRADES AND SLOPES. ALL FINISHED GRADES TO PROVIDE POSITIVE DRAINAGE AWAY FROM THE BUILDING. GENERAL CONTRACTOR TO VERIFY ALL ACCESSIBLE ROUTES IDENTIFIED ON THE SITE PLAN DRAWINGS SHALL CONFORM TO THE FOLLOWING:
 - a) SLOPES IN THE DIRECTION OF TRAVEL DO NOT EXCEED IN CROSS SECTION.
 - b) SLOPES IN THE CLEAR WIDTH OF ALL WALLWAYS IS 4'-0".
 - c) CHANGES IN LEVEL UP TO 1/8" COMPLY W/ FINISH. CHANGES IN LEVEL GREATER THAN 1/8" IF THEY OCCUR ARE RAMPED. SEE PLANS.
 - d) THE VERTICAL CLEARANCE ALONG THE ACCESSIBLE ROUTE IS 80" MIN.
 6. ALL PAVED AND UNPAVED AREAS TO BE BOUND BY A 3/4" WIDE CONCRETE CURB U.O.M. A CONCRETE SIGN IS TO BE PROVIDED AT THE END OF THE OPENING. THE SIGN IS TO BE EXTERIOR GLAZING WHERE THE SIGN IS WITHIN 2' VERTICAL OF THE FINISHED GRADE.
 7. PROVIDE PIPE SCOLLARD PROTECTION POSTS AS REQUIRED BY UTILITY COMPANIES AND OR THE AUTHORITY AT ALL EXTERIOR ELECTRICAL EQUIPMENT AND FIRE PROTECTION DEVICES IF PIPE SCOLLARD PROTECTION POST DETAILS ARE NOT PROVIDED BY UTILITY COMPANIES AND OR THE AUTHORITY SEE DETAIL, MARCH.
 8. ALL EXPOSED BOREHOLE/DRILLING DEVICE COVERINGS SHALL BE PAINTED CORNSET GREEN.
 9. WHERE REQUIRED, GENERAL CONTRACTOR TO PROVIDE AN APPROVED DRAIN PROOFING AT ALL RETAINING AND PLANTER WALLS WHERE THE SIDE OF THE WALL ADJACENT THE SIDE IS EXPOSED TO VIEW AND ALL EXTERIOR WALLS WHERE THE ADJACENT FLOOR SLAB IS BELOW GRADE. SEE BRND12.
 10. PROVIDE A POST AIR NEAR THE MAIN ENTRANCE AND IN THE TRASH ENCLOSURE. SEE PLAN FOR LOCATION.



1 SITE WALL PLAN
T=306

SITE LEGEND

----- PROPERTY LINE

----- PROPOSED NEW 8' CONCRETE SCREEN WALL

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



SITE WALL PLAN



A1_3

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KEYNOTES

- 401 PAINTED CONCRETE TILE UP WALL PANEL
- 402 WALL REVEAL
- 403 PANEL JOINT
- 404 FLOORING: SOLID BROWN WARRIOR IN ALUMINUM
- 405 PANELS: MINIMUM 1/4" THICK WALL PROJECTION FROM BUILDING

GLAZING LEGEND & NOTES

SPANDREL SYSTEM GLAZING:
FOR EXTERIOR SPANDREL GLAZING USE 1" INSULATED GLAZING UNIT (IGU) WITH 1/4" SPANDREL SYSTEM AND 1/4" SPANDREL SYSTEM. SPANDREL SYSTEM TO BE DESIGN BUILT BY THE GENERAL CONTRACTOR. DESIGN SHALL COMPLY WITH ALL RELEVANT CODES & WINDOW REQUIREMENTS.

TEMPERED SYSTEM GLAZING:
FOR EXTERIOR TEMPERED GLAZING USE 1" INSULATED GLAZING UNIT (IGU) WITH 1/4" VESTIGIOS AND AN INNER LAYER OF LAC-BOLANAM 48. FOR INTERIOR GLAZING USE 1/2" CLEAR GLASS.

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

NOTES:

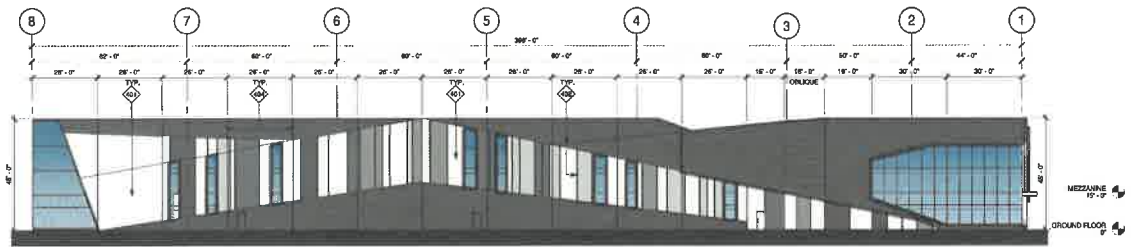
- 1. GLASS AND MULLION COLORS, SEE EXTERIOR COLOR & LEGEND & NOTES. THIS SHEET PROVIDES TEMPERED GLASS BY THE FOLLOWING:
 - A. ALL SPANDREL SYSTEM GLAZING IN FRONT OF CONCRETE WALL PANELS.
 - B. ALL GLAZING WITHIN 18" OF AN ADJACENT WALLING SURFACE.
 - C. ALL GLAZING WITHIN 24" OF ANY PORTION OF A DOOR.
- 2. SPANDREL SYSTEM GLAZING IN FRONT OF CONCRETE WALL PANELS PRIOR TO OR IN CONJUNCTION WITH THE CONCRETE. A MAX OF 8" O.C. CONTRACTOR TO PROVIDE A SMOOTH FINISH ON THE GLAZING CONCRETE SURFACES AND TO PAINT THEM IN A COLOR SELECTED BY THE ARCHITECT.
- 3. SPANDREL SYSTEM GLAZING NOT IN FRONT OF A CONCRETE WALL PANEL. PROVIDE TENSILE STRAIN RAIN-FILTER FABRIC SHADE CLOTH.

EXTERIOR WALL COLOR LEGEND & NOTES

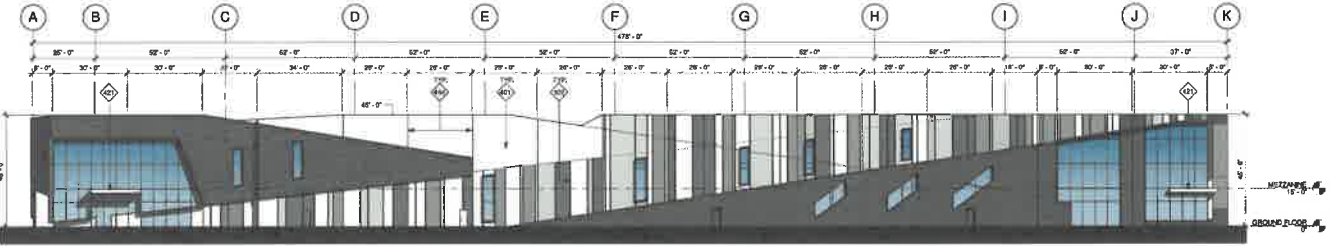
- 1. EXTERIOR PAINT COLOR: SW 9066 SUPERWHITE
- 2. EXTERIOR PAINT COLOR: SW 7015 PEPPERGRIN
- 3. EXTERIOR PAINT COLOR: SW 7075 GRAY SINGLE
- 4. EXTERIOR PAINT COLOR: SW 6233 OLYMPIUS WHITE
- 5. EXTERIOR PAINT COLOR: SW 7268 WALL STREET
- 6. ACM PANEL COLOR: DR-DESIGN PANEL-MATTE BLACK
- 7. STONEWORK: BROWN PERFORMANCE BLUE REFLECTED GLAZING BLACK ANODIZED MULLION
- 8. CLEAR ANODIZED ALUM. CANOPY & BROW

NOTES:

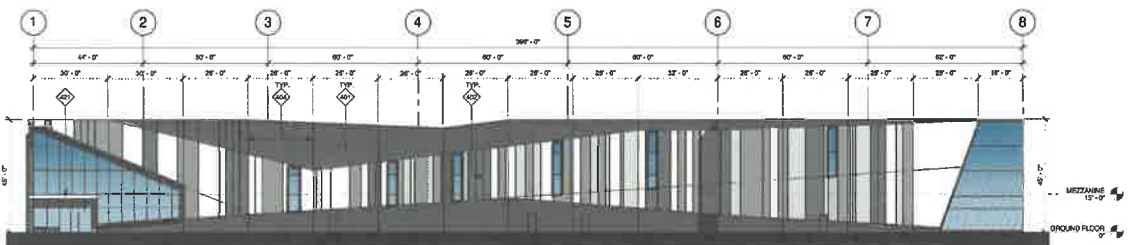
1. PAINT MAIN DOORS, STAIR & RAMP GUARD WALLS, GUARD RAIL, DOWN ELEVATOR & CANOPY TO MATCH ADJACENT BUILDING WALL COLOR. U.O.M.
2. U.O.M. - EXTERIOR TOP OF THESE DOORS TO BE PRE-FINISHED WITH MANUFACTURER'S LIGHT GRAY. POWER FINISH EXTERIOR CONCRETE WALLS PRIOR TO PAINTING TO REMOVE ALL CHEMICALS AND DIRT THAT WILL IMPAIR THE PRIMER COAT FROM ADHERING TO THE WALLS.
3. PAINT EXTERIOR WALLS w/ 1-COAT PRIMER AND BACK ROLLED ACRYLIC FLAT PRIMER AND 2-COATS SPRAYED-ON FLAT FINISH BY THE MANUFACTURER. ALL PANELS TO BE ALL SPECIFIED BY THE MANUFACTURER. COMPLETE THE TILE UP WALL PANELS. FINISHED JOBS SHALL BE SUBJECT AND FREE OF LAPPHASE AND OF THE FINISH, IRRESPECTIVE OF THE COLOR.
4. EACH TIME THESE NOTED OPENINGS ON THE PLUMB ALL PANEL JOINTS SHALL BE CALLED PER DETAIL. MAKE 1. PAINT CONCRETE BROWN ANY OPEN TRUSS HOLES THE COLOR OF THE TRUSS.
5. SOLID BROWN WITH GLAZING DIRECTLY ABOVE OR BELOW. PAINT THE EXTERIOR WALL CHAMFER JUST ABOVE OR BELOW THE BROW TO MATCH THE BROW COLOR.



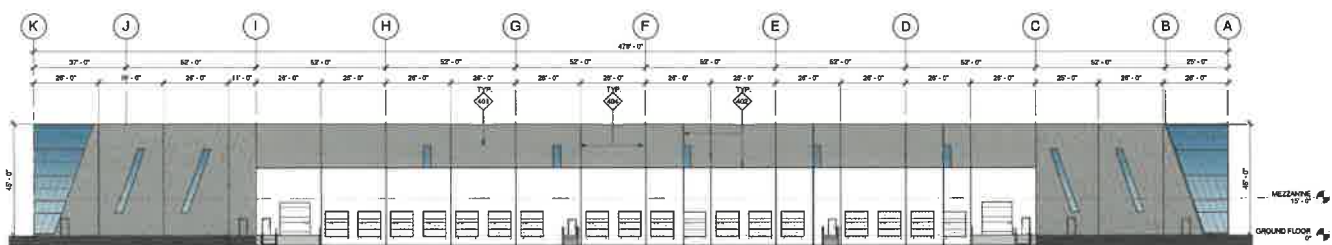
1 PROPOSED NORTH ELEVATION
1" = 20'-0"



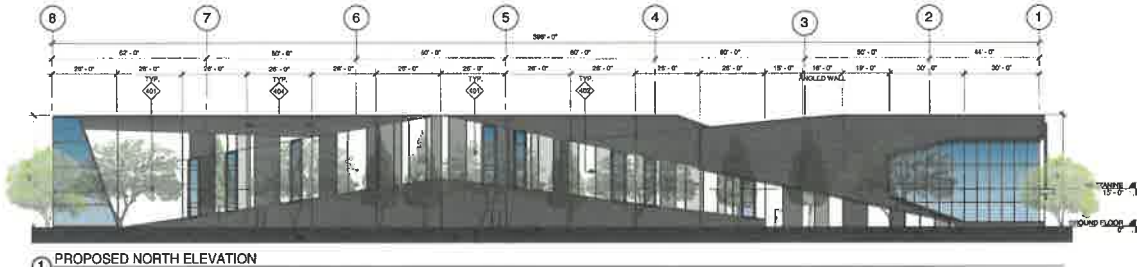
2 PROPOSED WEST ELEVATION
1" = 20'-0"



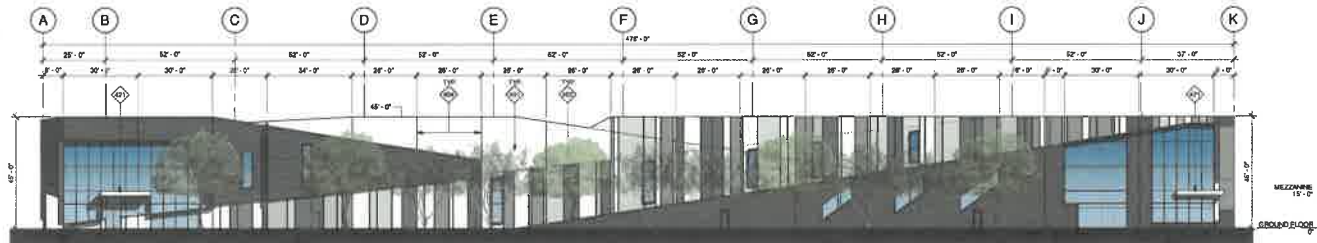
3 PROPOSED SOUTH ELEVATION
1" = 20'-0"



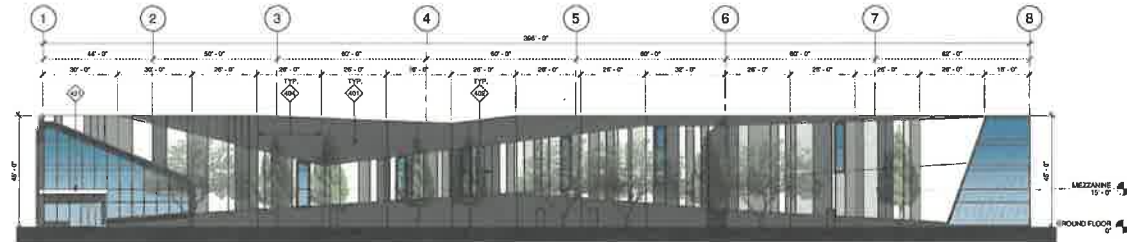
4 PROPOSED EAST ELEVATION
1" = 20'-0"



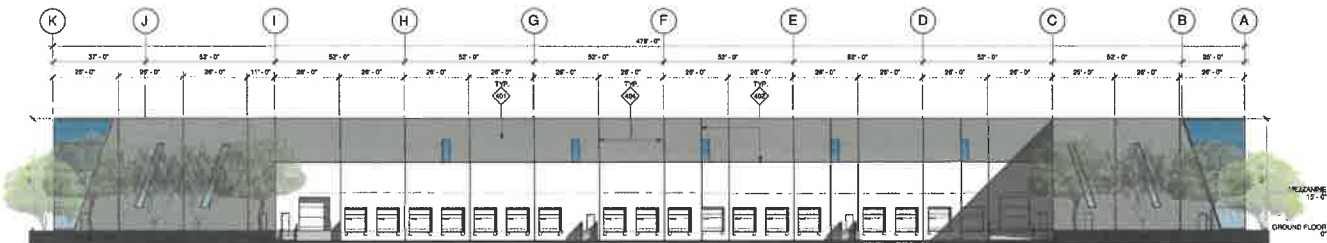
1 PROPOSED NORTH ELEVATION
1" = 20'-0"



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



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



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

KEYNOTES

281 FINISHED CONCRETE TILT-UP WALL PANEL.
282 WALL REVEAL.
421 PANEL JOINT.
422 DETAIL THE ROLES BELOW WRAPPED IN ALUMINUM PANELS & SIGNAL BY THOSE MARK OF PROJECTION FROM BUILDING.

GLAZING LEGEND & NOTES

EXTERIOR FINISHING:
U-G INS VISION SYSTEM, MIN 1/2" OFFSET SYSTEM U-G. B SPANDREL SYSTEM 2 1/2" SP OFF SET SYSTEM. STONE/FIBER SYSTEM TO BE DESIGN RULES BY THE ORIGINAL CONTRACTOR DESIGN SHALL COMPLY WITH ALL RELEVANT CODE & WIND LOADING REQUIREMENTS.

INSULATED SYSTEM GLAZING:
FOR EXTERIOR WHICH ALSO USE 1" INSULATED GLAZE CONSISTING OF AN OUTER LAYER OF 1/4" VETICOOL AND AN INNER LAYER OF 1/4" SOLARBAN 80 FOR INTERIOR GLAZING USE 1/2" CLEAR GLAZE.

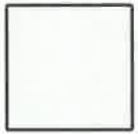
SPANDREL SYSTEM GLAZING:
FOR EXTERIOR SPANDREL GLAZING USE 1/4" VETICOOL. BACK PAINTING OF GLASS NOT REQUIRED.

NOTES:
FOR GLASS AND MULLION COLORS, SEE EXTERIOR COLORS, IF OTHER & NOTE THIS SHEET.
1. FINISH TINTED GLASS @ THE FOLLOWING:
A. ALL SPANDREL SYSTEM GLAZING IN FRONT OF CONCRETE WALL PANELS.
B. ALL GLAZING WITHIN 18" OF AN ADJACENT WALKING SURFACE.
C. ALL GLAZING WITHIN 24" OF ANY PORTION OF A DOOR.
2. @ SPANDREL SYSTEM GLAZING IN FRONT OF CONCRETE WALL PANELS, PROVIDE 1" DIA. VENTILATION HOLES IN THE CONCRETE AT MAX 24" ON C/C. CONTRACTOR TO PROVIDE & SMOOTHY FINISH ON THE GLAZING CONCRETE SURFACES AND TO PAINT THEM IN A COLOR SELECTED BY THE ARCHITECT.
3. @ SPANDREL SYSTEM GLAZING NOT IN FRONT OF A CONCRETE WALL PANEL, PROVIDE TINTED MESH WITH FILTER FABRIC SHADE CLOTH.

EXTERIOR WALL COLOR LEGEND & NOTES

①	EXTERIOR PAINT COLOR: SW 9025 SUPERWHITE
②	EXTERIOR PAINT COLOR: SW 7705 PEPPERCON
③	EXTERIOR PAINT COLOR: SW 7705 PEPPERCON
④	EXTERIOR PAINT COLOR: SW 225 OLYMPIAN WHITE
⑤	EXTERIOR PAINT COLOR: SW 9805 WALL STREET
⑥	ACM PANEL COLOR: DRY-DESIGN PANEL-MATTE BLACK
⑦	DRY-DESIGN MIRROR PERFORMANCE BLUE REFLECTED GLAZING BLACK ANODIZED BUILDUP
⑧	CLEAR ANODIZED ACM CANOPY'S BRON

NOTES:
1. PAINT MAIN DOORS, STAIR & RAMP GUARD WALLS, GUARD RAILS, DOWN SPOTS, & COVERS TO MATCH ADJACENT BUILDING WALL COLOR, U-G OR U-GW. EXTERIOR SIDE OF TRUCK DOORS TO BE PRE-FINISHED WITH MANUFACTURER'S WHITE. STAIR CASE TO BE PRE-FINISHED WITH MANUFACTURER'S LIGHT GRAY.
2. FINISH WITH MANUFACTURER'S WHITE. STAIR CASE TO BE PRE-FINISHED WITH MANUFACTURER'S LIGHT GRAY.
3. PAINTING TO REMOVE ALL CHEMICALS AND DIRT THAT WILL IMPAIR THE FINISH COST FROM ADHERING TO THE WALLS.
4. PAINT EXTERIOR WALLS WITH 1 COAT SPRAYED AND BACK ROLLED ACRYLIC ELASTIC PRIMER AND 3 COATS SPRAYED ON FLAT FINISH IN THE FINAL COLOR. ALL PARTS TO BE AS SPECIFIED BY THE MANUFACTURER FOR CONCRETE TILT-UP WALL PANELS. FINISHED JOB SHALL BE SMOOTH AND FREE OF LAPPH AND OR STREAKING, REPAIRABLES OF THE COLOR.
5. EXTERIOR WHITE PANELS OTHERWISE FOR THE PANELS ALL PANELS SHOULD BE CAPPED WITH ELASTIC TACK.
6. PAINT CONCRETE BRICK OR OPEN TRILLS WITH THE COLOR OF THE TRILLING GLAZING DIRECTLY ABOVE OR BELOW.
7. @ COLOR MATCH WITH GLAZING DIRECTLY ABOVE OR BELOW. PAINT THE EXPOSED WALL CHAMFER JUST ABOVE OR BELOW THE BRICK TO MATCH THE BRICK COLOR.



A. EXTERIOR PAINT
SW 6995 SUPERWHITE



B. EXTERIOR PAINT
SW 7674 PEPPERCORN



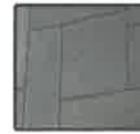
C. EXTERIOR PAINT
SW 7670 GRAY SHINGLE



D. EXTERIOR PAINT
SW 6253 OLYMPUS WHITE



E. EXTERIOR PAINT
SW 7665 WALL STREET



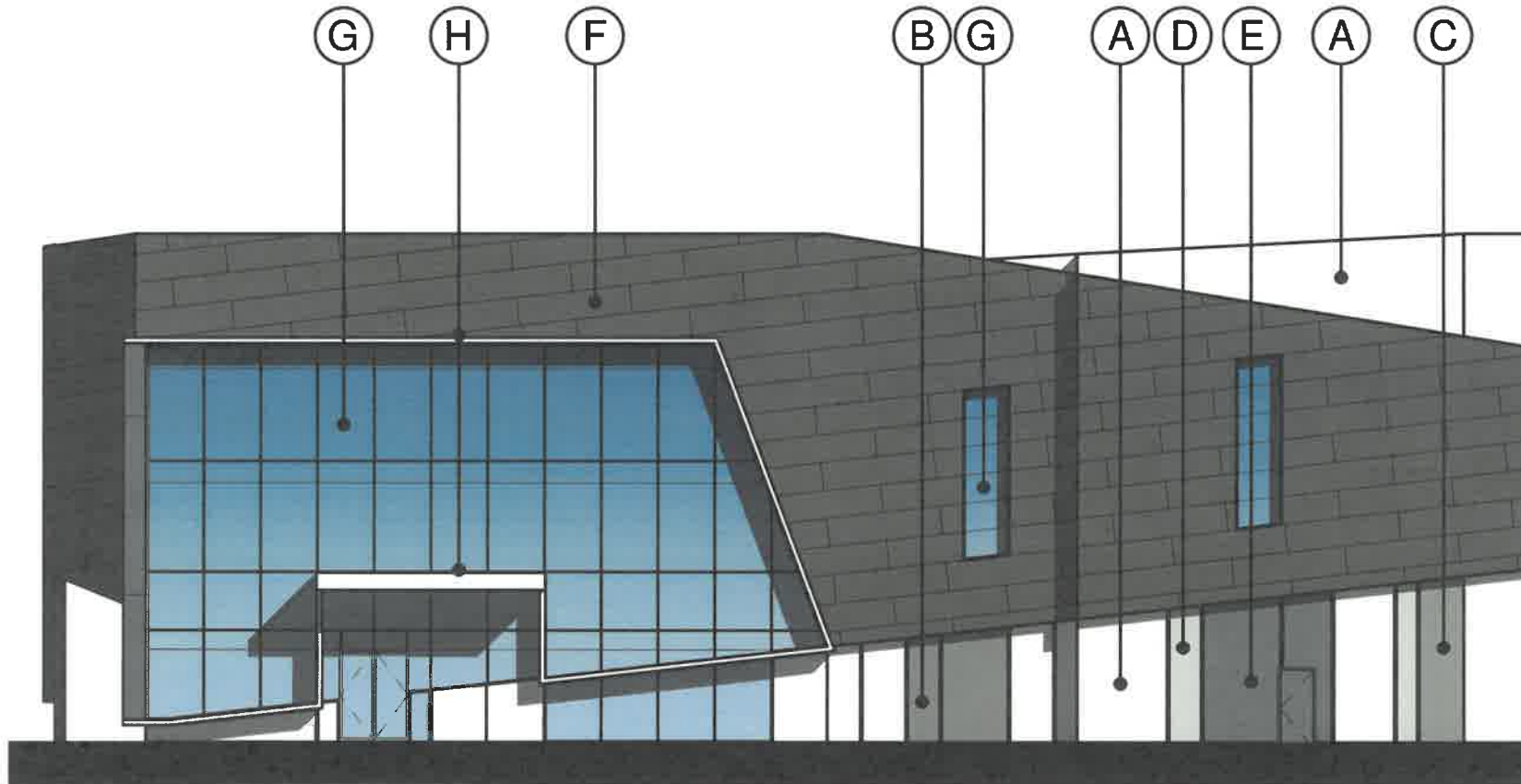
F. METAL PANEL
DRI-DESIGN
PANEL MATTE-BLACK



G. STOREFRONT
MEDIUM PERFORMANCE
BLUE REFLECTED GLAZING
BLACK ANODIZED MULLION



H. CLEAR ANODIZED
METAL CANOPY/ BROW



ENLARGED VIEW @ OFFICE CORNER

TITLE REPORT INFORMATION

ITEM NUMBERS AND LEGAL DESCRIPTION SHOWN HEREIN CORRESPOND TO COMMERCIAL IN LANE TITLE COMPANY PRELIMINARY TITLE REPORT NO. 1909615A, DATED MAY 17, 2022. NO RESPONSIBILITY FOR COMPLETENESS, ACCURACY OR CONTENT OF SAID REPORT IS ASSUMED BY THIS MAP.

ITEM NUMBERS INDICATED WITH A HEXAGON () REFLECT ITEMS WHICH ARE PLOTTED HEREON.

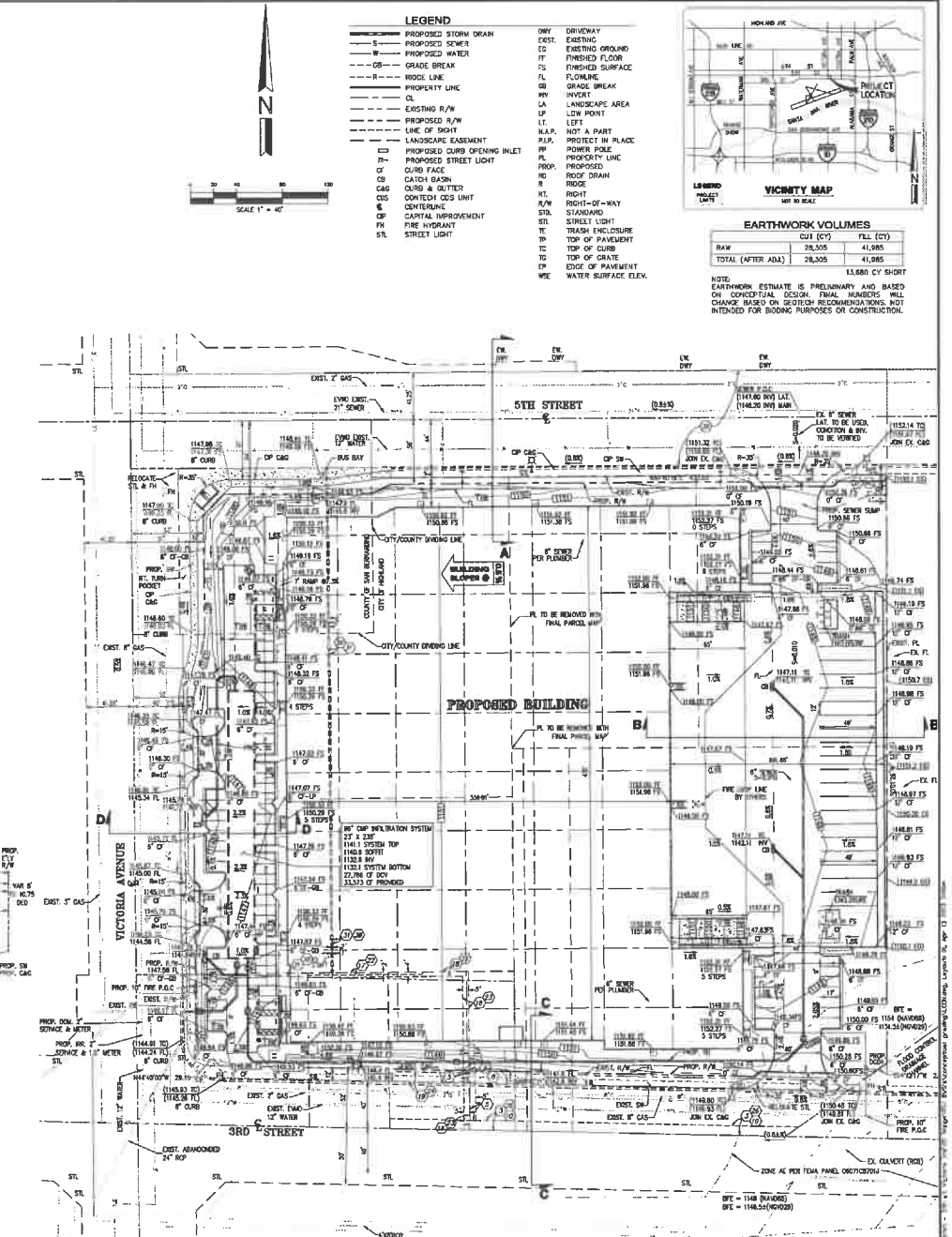
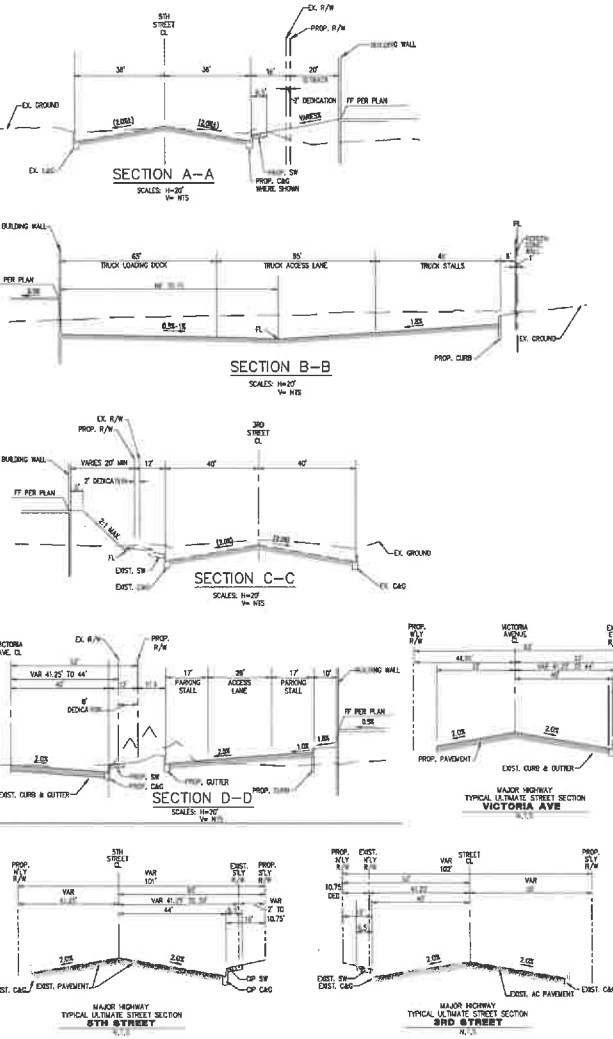
- 1) EASEMENTS FOR THE PURPOSE(S) SHOWN BELOW AND RIGHTS INCIDENTAL THERETO, AS GRANTED IN A DOCUMENT:
GRANTED TO: COUNTY OF SAN BERNARDINO
PURPOSE: PUBLIC UTILITIES, ADDRESS AND EGRESS
RECORDING DATE: NOVEMBER 7, 1929
RECORDING NO.: IN BOOK 2374, PAGE 129 OF OFFICIAL RECORDS (AFFECTS PARCELS 1, 2 AND 4)
- 2) EASEMENTS FOR THE PURPOSE(S) SHOWN BELOW AND RIGHTS INCIDENTAL THERETO, AS GRANTED IN A DOCUMENT:
GRANTED TO: SOUTHERN CALIFORNIA EDISON COMPANY
PURPOSE: AN ELECTRIC LINE
RECORDING DATE: MARCH 23, 1949
RECORDING NO.: IN BOOK 2374, PAGE 406 OF OFFICIAL RECORDS
- 3) EASEMENTS FOR THE PURPOSE(S) SHOWN BELOW AND RIGHTS INCIDENTAL THERETO, AS GRANTED IN A DOCUMENT:
GRANTED TO: PACIFIC BELL TELEPHONE COMPANY
PURPOSE: PUBLIC UTILITIES, ADDRESS AND EGRESS
RECORDING DATE: JUNE 27, 2009
RECORDING NO.: AS INSTRUMENT NO. 2005-0456148 OF OFFICIAL RECORDS
- 4) EASEMENTS FOR THE PURPOSE(S) SHOWN BELOW AND RIGHTS INCIDENTAL THERETO, AS GRANTED IN A DOCUMENT:
GRANTED TO: SOUTHERN CALIFORNIA EDISON COMPANY
PURPOSE: PUBLIC UTILITIES, ADDRESS AND EGRESS
RECORDING DATE: JUNE 27, 2009
RECORDING NO.: AS INSTRUMENT NO. 2005-0456148 OF OFFICIAL RECORDS
- 5) EASEMENTS FOR THE PURPOSE(S) SHOWN BELOW AND RIGHTS INCIDENTAL THERETO, AS GRANTED IN A DOCUMENT:
GRANTED TO: CITY OF HIGHLAND, A MUNICIPAL CORPORATION
PURPOSE: FOR ROADS, DRAINAGE, AND PUBLIC UTILITY PURPOSES
RECORDING DATE: JANUARY 18, 2019
RECORDING NO.: AS INSTRUMENT NO. 2018-0000052 OF OFFICIAL RECORDS
- 6) EASEMENTS FOR THE PURPOSE(S) SHOWN BELOW AND RIGHTS INCIDENTAL THERETO, AS GRANTED IN A DOCUMENT:
GRANTED TO: COUNTY OF SAN BERNARDINO
PURPOSE: PUBLIC HIGHWAY RECORDING DATE: NOV. 7, 1929
RECORDING NO.: IN BOOK 2374, PAGE 129 OF OFFICIAL RECORDS
- 7) EASEMENTS FOR THE PURPOSE(S) SHOWN BELOW AND RIGHTS INCIDENTAL THERETO, AS GRANTED IN A DOCUMENT:
GRANTED TO: O. G. BREWSTER
PURPOSE: FIRE LINES RECORDING DATE: DECEMBER 18, 1950
RECORDING NO.: IN BOOK 2880, PAGE 269 OF OFFICIAL RECORDS
- 8) EASEMENTS FOR THE PURPOSE(S) SHOWN BELOW AND RIGHTS INCIDENTAL THERETO, AS GRANTED IN A DOCUMENT:
GRANTED TO: SOUTHERN CALIFORNIA EDISON COMPANY
PURPOSE: AN ELECTRIC LINE
RECORDING DATE: MARCH 23, 1949
RECORDING NO.: IN BOOK 2374, PAGE 406 OF OFFICIAL RECORDS
- 9) EASEMENTS FOR THE PURPOSE(S) SHOWN BELOW AND RIGHTS INCIDENTAL THERETO, AS GRANTED IN A DOCUMENT:
GRANTED TO: COUNTY OF SAN BERNARDINO
PURPOSE: HIGHWAY AND ROAD PURPOSES
RECORDING DATE: JULY 24, 1968
RECORDING NO.: IN BOOK 7065, PAGE 129 OF OFFICIAL RECORDS
- 10) EASEMENTS FOR THE PURPOSE(S) SHOWN BELOW AND RIGHTS INCIDENTAL THERETO, AS GRANTED IN A DOCUMENT:
GRANTED TO: COUNTY OF SAN BERNARDINO
PURPOSE: PUBLIC HIGHWAY RECORDING DATE: NOVEMBER 7, 1929
RECORDING NO.: IN BOOK 2374, PAGE 129 OF OFFICIAL RECORDS (AFFECTS SUBJECT PROPERTY BUT DOES NOT AFFECT PARCEL 3)
- 11) EASEMENTS FOR THE PURPOSE(S) SHOWN BELOW AND RIGHTS INCIDENTAL THERETO, AS GRANTED IN A DOCUMENT:
GRANTED TO: STREET, HIGHWAY AND PUBLIC UTILITIES
PURPOSE: STREET, HIGHWAY AND PUBLIC UTILITIES
RECORDING DATE: JUNE 1, 2015
RECORDING NO.: AS INSTRUMENT NO. 2015-0214285 OF OFFICIAL RECORDS
- 12) EASEMENTS FOR THE PURPOSE(S) SHOWN BELOW AND RIGHTS INCIDENTAL THERETO, AS GRANTED IN A DOCUMENT:
GRANTED TO: SOUTHERN CALIFORNIA EDISON COMPANY, A CORPORATION
PURPOSE: FOLDLINES
RECORDING DATE: MARCH 23, 1949
RECORDING NO.: IN BOOK 2374, PAGE 407 OF OFFICIAL RECORDS
- 13) EASEMENTS FOR THE PURPOSE(S) SHOWN BELOW AND RIGHTS INCIDENTAL THERETO, AS GRANTED IN A DOCUMENT:
GRANTED TO: COUNTY OF SAN BERNARDINO
PURPOSE: PUBLIC HIGHWAY RECORDING DATE: OCTOBER 4, 1947
RECORDING NO.: IN BOOK 2453, PAGE 361 OF OFFICIAL RECORDS (AFFECTS SUBJECT PROPERTY BUT DOES NOT AFFECT PARCEL 3)
- 14) EASEMENTS FOR THE PURPOSE(S) SHOWN BELOW AND RIGHTS INCIDENTAL THERETO, AS GRANTED IN A DOCUMENT:
GRANTED TO: SOUTHERN CALIFORNIA EDISON COMPANY, A CORPORATION
PURPOSE: PUBLIC UTILITIES RECORDING DATE: AUGUST 29, 1949
RECORDING NO.: IN BOOK 2453, PAGE 361 OF OFFICIAL RECORDS (AFFECTS SUBJECT PROPERTY BUT DOES NOT AFFECT PARCEL 3)

LEGAL DESCRIPTION

ALL THAT CERTAIN REAL PROPERTY SITUATED IN THE COUNTY OF SAN BERNARDINO, STATE OF CALIFORNIA, DESCRIBED AS FOLLOWS:
PORTION OF LOT 33 OF SUBDIVISION OF A PORTION OF BLOCKS 62 AND 63, SANCHO SAN BERNARDINO, CHAMBERLAIN KNOWN AS CHAMBERLAIN SUBDIVISION, IN THE CITY OF HIGHLAND, COUNTY OF SAN BERNARDINO, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 2, PAGE 22, OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.
LISTED AS FOLLOWS:
PARCEL 1: APR. 1192-501-09
PARCEL 2: APR. 1192-501-04
PARCEL 3: APR. 1192-501-07
PARCEL 4: APR. 1192-501-05
PARCEL 5: APR. 1192-501-02
PARCEL 7: APR. 1192-501-01
PARCEL 8: APR. 1192-501-03
PARCEL 9: AS DESCRIBED AS:
PARCELS 3, 4 AND 4 OF PARCEL MAP NO. 4314, IN THE CITY OF HIGHLAND, SAN BERNARDINO, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 14, PAGE 12 OF PARCEL MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.
PARCEL 6: APR. 1192-501-12, APR. 1192-501-13, APR. 1192-501-14 AND 1192-501-15

SURVEY NOTES AND SUMMARY

- 1. BASIS OF BEARINGS: BEARINGS SHOWN HEREON ARE BASED ON THE CENTERLINE OF CADZ 3RD STREET BEING NORTH 89°47'21" WEST ON RECORD OF SURVEY 97-0071, R.S.B. 115/19-22.
- 2. ASSESSOR'S PARCEL NO. = 1192-501-04, 1192-501-07, 1192-501-03, 1192-501-04, 1192-501-05, 1192-501-02, 1192-501-13, 1192-501-14, 1192-501-12 AND 1192-501-15 (ASSESSOR'S PARCEL NUMBERS SHOWN HEREON ARE FOR THE CURRENT TAX ASSESSOR'S ROLLS AS PROVIDED BY COMMERCIAL IN LANE TITLE COMPANY).
- 3. DATE OF FIELD SURVEY: JUNE 30, 2022
- 4. LANDSCAPED AREAS MAY CONTAIN IRRIGATION SPRINKLER SYSTEMS.
- 5. SITE ADDRESS: SOUTHWEST CORNER OF 5TH STREET AT VICTORIA AVENUE, 300 ST AND VICTORIA AVE, 26530, 26540, 26552 AND 26562 3RD ST., HIGHLAND, CA.
- 6. THE PROPERTY SHOWN HEREON IS LOCATED WITHIN FLOOD ZONE X. FLOOD ZONE X IS DEFINED AS "AREAS DETERMINED TO BE OUTSIDE THE 0.2% ANNUAL CHANCE FLOODWAY" AND WITHIN FLOOD ZONE X, OUTSIDE AS AREAS WITHOUT BASE FLOOD ELEVATIONS ON FEDERAL FLOODING MANAGEMENT AGENCY FIRM (FIRM) INSURANCE RATE MAP NO. 900702C04, EFFECTIVE DATE SEPTEMBER 3, 2016.
- 7. THE PROPERTY DESCRIBED AND SHOWN HEREON CONTAINS 6.54 ACRES GROSS, MORE OR LESS, AND 7.43 ACRES EX. NET AND 7.23 NET AFTER DEDUCTION, MORE OR LESS.
- 8. AERIAL PHOTOGRAPHY WAS COMPILED BY ROBERT J. LUNG & ASSOCIATES, DATED JUNE 23, 2022 AND COMPLEES WITH NATIONAL MAPPING ACCURACY STANDARDS.



<p>ARCHITECT HERDMAN ARCHITECTURE 100 SHAWNEE DRIVE, SUITE 100 NEWPORT BEACH, CALIFORNIA 92660 PHONE: (949) 428-7788 CONTACT: CAROL CHEN</p>	<p>ENGINEER HUITT-ZOLLARS 3900 CONCORD, SUITE 350 ONTARIO, CALIFORNIA 91764 PHONE: (951) 841-7788 CONTACT: MARY DONALDE</p>	<p>OWNER/DEVELOPER PATRIOT DEVELOPMENT PARTNERS 1276 SHAWNEE BLVD. LOS ANGELES, CA 90049 PHONE: (213) 625-8138 CONTACT: KEVIN RICE</p>	<p>BENCH MARK ELEVATION: 1.100 FT 100' SHAWNEE DRIVE, SUITE 100 NEWPORT BEACH, CALIFORNIA 92660 COUNTY COURTHOUSE IN SAN BERNARDINO COUNTY COURTHOUSE IN SAN BERNARDINO, 100' IN WEST OF SHAWNEE DRIVE, 100' EAST OF 10' WEST OF THE EAST END OF THE NORTH SIDEWALK OF A DOUBLE-LANE DRIVEWAY ON THE STREET, 33.5 FT NORTH OF THE METEOROLOGICAL CORNER</p>	<p>BASIS OF BEARING BASED ON THE CENTERLINE OF CADZ 3RD STREET FROM THE SAN BERNARDINO COUNTY COURTHOUSE IN SAN BERNARDINO, 100' IN WEST OF SHAWNEE DRIVE, 100' EAST OF 10' WEST OF THE EAST END OF THE NORTH SIDEWALK OF A DOUBLE-LANE DRIVEWAY ON THE STREET, 33.5 FT NORTH OF THE METEOROLOGICAL CORNER</p>	<p>CONCEPTUAL GRADING PLAN FOR 5th ST. AT VICTORIA INDUSTRIAL CITY OF HIGHLAND</p>	<p>HUITT ZOLLARS 3900 CONCORD, SUITE 350, ONTARIO, CALIFORNIA 91764 Phone (951) 841-7788, www.hzusa.com</p>
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LEGAL DESCRIPTION

ALL THAT CERTAIN REAL PROPERTY SITUATED IN THE COUNTY OF SAN BERNARDINO, STATE OF CALIFORNIA, DESCRIBED AS FOLLOWS:
 PARCEL 1: APRIL 1992-251-00
 THE EAST 45 FEET OF THE FOLLOWING DESCRIBED PROPERTY: PORTION OF LOT 33 OF SUBDIVISION OF A PORTION OF BLOCKS 62 AND 63, RANCHO SAN BERNARDINO, COMMONLY KNOWN AS CANNINGHAM'S SUBDIVISION, IN THE CITY OF HIGHLAND, COUNTY OF SAN BERNARDINO, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 2, PAGE 22 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, DESCRIBED AS FOLLOWS:
 BEGINNING AT A POINT OF INTERSECTION OF THE CENTER LINE OF PEPPER AVENUE (NOW VICTORIA AVENUE) WITH THE CENTER LINE OF 4TH STREET (NOW EAST 5TH STREET); THENCE NORTH ALONG THE CENTER LINE OF PEPPER AVENUE 130 FEET; THENCE EAST AT RIGHT ANGLES A DISTANCE OF 140 FEET TO THE TRUE POINT OF BEGINNING; THENCE SOUTH PARALLEL WITH THE CENTER LINE OF PEPPER AVENUE A DISTANCE OF 130 FEET; THENCE EAST AT RIGHT ANGLES A DISTANCE OF 130 FEET; THENCE SOUTH PARALLEL WITH THE CENTER LINE OF PEPPER AVENUE 130 FEET TO THE CENTER LINE OF SAID FOURTH STREET; THENCE WEST ALONG THE CENTER LINE OF SAID FOURTH STREET A DISTANCE OF 330 FEET TO THE POINT OF BEGINNING.

ALSO THAT PORTION OF SAID LOT 33 DESCRIBED AS COMMENCING AT A POINT ON THE SOUTH LINE OF SAID LOT 33, 330 FEET EAST OF THE CENTER LINE OF SAID FOURTH STREET; THENCE SOUTH 89 DEGREES 12' 30" WEST ALONG SAID CENTER LINE A DISTANCE OF 140 FEET TO THE POINT OF BEGINNING; THENCE NORTH ALONG THE CENTER LINE OF SAID PEPPER AVENUE A DISTANCE OF 130 FEET; THENCE EAST AT RIGHT ANGLES A DISTANCE OF 130 FEET; THENCE SOUTH PARALLEL WITH THE CENTER LINE OF SAID PEPPER AVENUE 130 FEET TO THE CENTER LINE OF SAID FOURTH STREET; THENCE WEST ALONG THE CENTER LINE OF SAID FOURTH STREET A DISTANCE OF 330 FEET TO THE POINT OF BEGINNING.

PARCEL 2: APRIL 1992-251-07
 THAT PORTION OF LOT 33, CANNINGHAM SUBDIVISION, OF A PORTION OF BLOCKS 62 AND 63, RANCHO SAN BERNARDINO, IN THE COUNTY OF SAN BERNARDINO, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 2 OF MAPS, PAGE 22 OF THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, DESCRIBED AS FOLLOWS:
 COMMENCING AT A POINT ON THE SOUTH LINE OF SAID LOT 33, 330 FEET EAST OF THE CENTER LINE OF SAID PEPPER AVENUE; THENCE SOUTH 89 DEGREES 12' 30" WEST ALONG SAID CENTER LINE A DISTANCE OF 140 FEET TO THE POINT OF BEGINNING; THENCE NORTH ALONG THE CENTER LINE OF SAID PEPPER AVENUE A DISTANCE OF 130 FEET; THENCE EAST AT RIGHT ANGLES A DISTANCE OF 130 FEET; THENCE SOUTH PARALLEL WITH THE CENTER LINE OF SAID PEPPER AVENUE 130 FEET TO THE CENTER LINE OF SAID FOURTH STREET; THENCE WEST ALONG THE CENTER LINE OF SAID FOURTH STREET A DISTANCE OF 330 FEET TO THE POINT OF BEGINNING.

SAVING AND KEEPING THE WEST 50 FEET THEREOF.
 ALSO EXCEPT THEREFROM THAT PORTION OF SAID LOT 33, LYING WITHIN AN 80 FOOT STRIP OF LAND BORN 40 FEET ON EACH SIDE OF WHEREABOUTS TO RIGHT ANGLES TO THE FOLLOWING DESCRIBED CENTER LINE:
 BEGINNING AT A POINT IN THE CENTER LINE OF SAID LOT 33, 100 FEET WEST OF SAID STREET; THENCE SOUTH ALONG SAID CENTER LINE A DISTANCE OF 140 FEET TO THE POINT OF BEGINNING; THENCE NORTH ALONG THE CENTER LINE OF SAID PEPPER AVENUE A DISTANCE OF 130 FEET; THENCE EAST AT RIGHT ANGLES A DISTANCE OF 130 FEET; THENCE SOUTH PARALLEL WITH THE CENTER LINE OF SAID PEPPER AVENUE 130 FEET TO THE CENTER LINE OF SAID FOURTH STREET; THENCE WEST ALONG THE CENTER LINE OF SAID FOURTH STREET A DISTANCE OF 330 FEET TO THE POINT OF BEGINNING.

THE OTHER BOUNDARIES SHALL BE PROLONGED OR SHORTENED AS NECESSARY TO BEGIN AND END IN THE SAME PLACE AS SAID CENTER LINE BEGINS AND ENDS.

EXCEPTING THEREFROM THE INTEREST IN THE SOUTH 87.5 FEET, AS CONVEYED TO THE COUNTY OF SAN BERNARDINO FOR PUBLIC HIGHWAYS, AS CONTAINED IN THE INSTRUMENT RECORDED NOVEMBER 7, 1928, IN BOOK 558 OF OFFICIAL RECORDS, PAGE 128.

PARCEL 3: APRIL 1992-251-04
 THE WEST 70 FEET OF THE EAST 100 FEET OF THE FOLLOWING DESCRIBED PROPERTY:
 A PORTION OF LOT 33 OF SUBDIVISION OF A PORTION OF BLOCKS 62 AND 63, RANCHO SAN BERNARDINO, COMMONLY KNOWN AS CANNINGHAM'S SUBDIVISION, IN THE CITY OF HIGHLAND, COUNTY OF SAN BERNARDINO, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 2, PAGE 22 OF MAPS, RECORDED IN SAID COUNTY, DESCRIBED AS FOLLOWS:
 BEGINNING AT A POINT OF INTERSECTION OF THE CENTER LINE OF PEPPER AVENUE WITH THE CENTER LINE OF FOURTH STREET (NOW EAST 5TH STREET); THENCE NORTH ALONG THE CENTER LINE OF PEPPER AVENUE A DISTANCE OF 130 FEET; THENCE EAST AT RIGHT ANGLES A DISTANCE OF 140 FEET TO THE TRUE POINT OF BEGINNING; THENCE SOUTH PARALLEL WITH THE CENTER LINE OF PEPPER AVENUE 130 FEET TO THE CENTER LINE OF SAID FOURTH STREET; THENCE WEST ALONG THE CENTER LINE OF SAID FOURTH STREET A DISTANCE OF 330 FEET TO THE POINT OF BEGINNING.

EXCEPTING THEREFROM THAT PORTION CONVEYED TO THE COUNTY OF SAN BERNARDINO BY DEED RECORDED SEPTEMBER 22, 1890 AS INSTRUMENT NO. 80-21297, OFFICIAL RECORDS, PARCEL 4: APRIL 1992-251-02
 THE EAST 70 FEET OF THE WEST 140 FEET OF THE EAST 180 FEET OF THE FOLLOWING DESCRIBED PROPERTY:
 PORTION OF LOT 33 OF SUBDIVISION OF A PORTION OF BLOCKS 62 AND 63, RANCHO SAN BERNARDINO, COMMONLY KNOWN AS CANNINGHAM'S SUBDIVISION, IN THE CITY OF HIGHLAND, COUNTY OF SAN BERNARDINO, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 2, PAGE 22 OF MAPS, RECORDED IN SAID COUNTY, DESCRIBED AS FOLLOWS:
 BEGINNING AT A POINT OF INTERSECTION OF THE CENTER LINE OF PEPPER AVENUE WITH THE CENTER LINE OF FOURTH STREET (NOW EAST 5TH STREET); THENCE NORTH ALONG THE CENTER LINE OF PEPPER AVENUE A DISTANCE OF 130 FEET; THENCE EAST AT RIGHT ANGLES A DISTANCE OF 140 FEET TO THE TRUE POINT OF BEGINNING; THENCE SOUTH PARALLEL WITH THE CENTER LINE OF PEPPER AVENUE 130 FEET TO THE CENTER LINE OF SAID FOURTH STREET; THENCE WEST ALONG THE CENTER LINE OF SAID FOURTH STREET A DISTANCE OF 330 FEET TO THE POINT OF BEGINNING.

EXCEPTING THEREFROM THAT PORTION CONVEYED TO THE COUNTY OF SAN BERNARDINO BY DEED RECORDED SEPTEMBER 22, 1890 AS INSTRUMENT NO. 80-21297, OFFICIAL RECORDS, PARCEL 5: APRIL 1992-251-03
 THAT PORTION OF LOT 33 OF SUBDIVISION OF A PORTION OF BLOCKS 62 AND 63, RANCHO SAN BERNARDINO, COMMONLY KNOWN AS CANNINGHAM'S SUBDIVISION, IN THE CITY OF HIGHLAND, COUNTY OF SAN BERNARDINO, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 2, PAGE 22 OF MAPS, RECORDED IN SAID COUNTY, DESCRIBED AS FOLLOWS:
 BEGINNING AT A POINT OF INTERSECTION OF THE CENTER LINE OF PEPPER AVENUE WITH THE CENTER LINE OF FOURTH STREET (NOW EAST 5TH STREET); THENCE NORTH ALONG THE CENTER LINE OF PEPPER AVENUE A DISTANCE OF 130 FEET; THENCE EAST AT RIGHT ANGLES A DISTANCE OF 140 FEET TO THE TRUE POINT OF BEGINNING; THENCE SOUTH PARALLEL WITH THE CENTER LINE OF PEPPER AVENUE 130 FEET TO THE CENTER LINE OF SAID FOURTH STREET; THENCE WEST ALONG THE CENTER LINE OF SAID FOURTH STREET A DISTANCE OF 330 FEET TO THE POINT OF BEGINNING.

EXCEPTING THEREFROM THAT PORTION CONVEYED TO THE COUNTY OF SAN BERNARDINO BY DEED RECORDED SEPTEMBER 22, 1890 AS INSTRUMENT NO. 80-21297, OFFICIAL RECORDS, PARCEL 6: APRIL 1992-251-12; APRIL 1992-251-14 AND 1992-251-15
 PARCELS 7, 8, 9 AND 4 OF PARCEL MAP NO. 4244, IN THE CITY OF HIGHLAND, SAN BERNARDINO, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 41, PAGE 13 OF PARCEL MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, DESCRIBED AS FOLLOWS:
 PARCEL 7: APRIL 1992-251-01
 A PARCEL OF LAND SITUATED IN THE CITY OF HIGHLAND, COUNTY OF SAN BERNARDINO, STATE OF CALIFORNIA, BEING THAT PORTION OF LOT 33 OF SAID FIFTH STREET ADJOINING SAID PARCELS OF LAND ON THE NORTH CONTAINING 0.44 ACRES, MORE OR LESS, INCLUDING 2.33 ACRES, MORE OR LESS AS SHOWN.

CONTINUOUS WITH THAT PORTION OF LOT 33 OF CANNINGHAM SUBDIVISION, IN THE COUNTY OF SAN BERNARDINO, STATE OF CALIFORNIA, AS SHOWN BY FILE IN BOOK, STATE OF CALIFORNIA, AS SHOWN ON MAP RECORDED IN BOOK 5, PAGE 22 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, DESCRIBED AS FOLLOWS:
 COMMENCING AT A POINT IN THE EAST LINE OF VICTORIA AVENUE (PEPPER STREET) 82.5 FEET SOUTH OF THE NORTH LINE OF SAID LOT 33;
 THENCE EAST PARALLEL WITH SAID NORTH LINE 83 FEET TO THE TRUE POINT OF BEGINNING; THENCE SOUTHWEST CORNER PARALLEL WITH SAID NORTH LINE 107 FEET;
 THENCE SOUTH PARALLEL WITH THE WEST LINE OF SAID LOT 33, A DISTANCE OF 145.48 FEET; THENCE WEST PARALLEL WITH SAID NORTH LINE 43 FEET;
 THENCE NORTH PARALLEL WITH SAID WEST LINE 145.48 FEET TO THE TRUE POINT OF BEGINNING.

TOGETHER WITH THAT PORTION OF THE SOUTH 1/2 OF EAST FIFTH STREET, 88.5 FEET WIDE, ADJOINING THE ABOVE DESCRIBED LAND ON THE NORTH.

PARCEL 8: 1992-251-03
 THAT PORTION OF LOT 33 OF SUBDIVISION OF A PORTION OF BLOCKS 62 AND 63, RANCHO SAN BERNARDINO, COMMONLY KNOWN AS CANNINGHAM'S SUBDIVISION, IN THE CITY OF HIGHLAND, COUNTY OF SAN BERNARDINO, STATE OF CALIFORNIA, AS SHOWN ON MAP RECORDED IN BOOK 2, PAGE 22 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, DESCRIBED AS FOLLOWS:
 COMMENCING AT A POINT OF INTERSECTION OF THE CENTER LINE OF PEPPER AVENUE (NOW VICTORIA AVENUE) WITH THE CENTER LINE OF 4TH STREET (NOW EAST 5TH STREET); THENCE NORTH ALONG THE CENTER LINE OF PEPPER AVENUE 130 FEET; THENCE EAST AT RIGHT ANGLES A DISTANCE OF 140 FEET TO THE TRUE POINT OF BEGINNING; THENCE SOUTH PARALLEL WITH THE CENTER LINE OF PEPPER AVENUE A DISTANCE OF 130 FEET; THENCE EAST AT RIGHT ANGLES A DISTANCE OF 130 FEET; THENCE SOUTH PARALLEL WITH THE CENTER LINE OF PEPPER AVENUE 130 FEET TO THE CENTER LINE OF SAID FOURTH STREET; THENCE WEST ALONG THE CENTER LINE OF SAID FOURTH STREET A DISTANCE OF 330 FEET TO THE POINT OF BEGINNING.

ITEM NUMBERS AND LEGAL DESCRIPTION SHOW HEREON CORRESPOND TO CANNINGHAM LAND TITLE COMPANY PRELIMINARY TITLE REPORT NO. 1898281A, DATED MAY 17, 2002, AND HEREON REFERRED TO FOR COMPLETE ACCURACY AND CONTENT AS THAT REPORT IS ASSUMED BY THIS MAP.

ITEM NUMBERS INDICATED WITH A HEADQUARTER () REFLECT ITEMS WHICH ARE PLOTTED HEREOF.

(1) EASEMENTS (FOR THE PURPOSES) SHOW BELOW AND RIGHTS INCIDENTAL THERETO, AS GRANTED IN A DOCUMENT:
 GRANTED TO: COUNTY OF SAN BERNARDINO
 PURPOSE: PUBLIC HIGHWAY PURPOSES
 RECORDING DATE: NOVEMBER 7, 1928
 RECORDING NO. IN BOOK 558, PAGE 128 OF OFFICIAL RECORDS (AFFECTS PARCELS 1, 2 AND 4)

(2) EASEMENTS (FOR THE PURPOSES) SHOW BELOW AND RIGHTS INCIDENTAL THERETO, AS GRANTED IN A DOCUMENT:
 GRANTED TO: SOUTHERN CALIFORNIA Edison COMPANY
 PURPOSE: PUBLIC UTILITIES, PRESSURE AND FORCE
 RECORDING DATE: MARCH 25, 1949
 RECORDING NO. IN BOOK 2376, PAGE 408 OF OFFICIAL RECORDS (AFFECTS PARCELS 1, 2 AND 4)

(3) EASEMENTS (FOR THE PURPOSES) SHOW BELOW AND RIGHTS INCIDENTAL THERETO, AS GRANTED IN A DOCUMENT:
 GRANTED TO: SOUTHERN CALIFORNIA Edison COMPANY
 PURPOSE: PUBLIC UTILITIES, PRESSURE AND FORCE
 RECORDING DATE: MARCH 25, 1949
 RECORDING NO. IN BOOK 2376, PAGE 408 OF OFFICIAL RECORDS (AFFECTS PARCELS 1, 2 AND 4)

(4) EASEMENTS (FOR THE PURPOSES) SHOW BELOW AND RIGHTS INCIDENTAL THERETO, AS GRANTED IN A DOCUMENT:
 GRANTED TO: COUNTY OF SAN BERNARDINO
 PURPOSE: HIGHWAY AND ROAD PURPOSES
 RECORDING DATE: MARCH 25, 1949
 RECORDING NO. IN BOOK 2376, PAGE 408 OF OFFICIAL RECORDS (AFFECTS PARCELS 1, 2 AND 4)

(5) EASEMENTS (FOR THE PURPOSES) SHOW BELOW AND RIGHTS INCIDENTAL THERETO, AS GRANTED IN A DOCUMENT:
 GRANTED TO: COUNTY OF SAN BERNARDINO
 PURPOSE: PUBLIC UTILITIES, PRESSURE AND FORCE
 RECORDING DATE: NOVEMBER 7, 1928
 RECORDING NO. IN BOOK 558, PAGE 128 OF OFFICIAL RECORDS (AFFECTS PARCELS 1, 2 AND 4)

(6) EASEMENTS (FOR THE PURPOSES) SHOW BELOW AND RIGHTS INCIDENTAL THERETO, AS GRANTED IN A DOCUMENT:
 GRANTED TO: COUNTY OF SAN BERNARDINO
 PURPOSE: PUBLIC HIGHWAY PURPOSES
 RECORDING DATE: NOVEMBER 7, 1928
 RECORDING NO. IN BOOK 558, PAGE 128 OF OFFICIAL RECORDS (AFFECTS PARCELS 1, 2 AND 4)

(7) EASEMENTS (FOR THE PURPOSES) SHOW BELOW AND RIGHTS INCIDENTAL THERETO, AS GRANTED IN A DOCUMENT:
 GRANTED TO: COUNTY OF SAN BERNARDINO
 PURPOSE: PUBLIC HIGHWAY PURPOSES
 RECORDING DATE: NOVEMBER 7, 1928
 RECORDING NO. IN BOOK 558, PAGE 128 OF OFFICIAL RECORDS (AFFECTS PARCELS 1, 2 AND 4)

(8) EASEMENTS (FOR THE PURPOSES) SHOW BELOW AND RIGHTS INCIDENTAL THERETO, AS GRANTED IN A DOCUMENT:
 GRANTED TO: COUNTY OF SAN BERNARDINO
 PURPOSE: PUBLIC HIGHWAY PURPOSES
 RECORDING DATE: NOVEMBER 7, 1928
 RECORDING NO. IN BOOK 558, PAGE 128 OF OFFICIAL RECORDS (AFFECTS PARCELS 1, 2 AND 4)

(9) EASEMENTS (FOR THE PURPOSES) SHOW BELOW AND RIGHTS INCIDENTAL THERETO, AS GRANTED IN A DOCUMENT:
 GRANTED TO: COUNTY OF SAN BERNARDINO
 PURPOSE: PUBLIC HIGHWAY PURPOSES
 RECORDING DATE: NOVEMBER 7, 1928
 RECORDING NO. IN BOOK 558, PAGE 128 OF OFFICIAL RECORDS (AFFECTS PARCELS 1, 2 AND 4)

(10) EASEMENTS (FOR THE PURPOSES) SHOW BELOW AND RIGHTS INCIDENTAL THERETO, AS GRANTED IN A DOCUMENT:
 GRANTED TO: COUNTY OF SAN BERNARDINO
 PURPOSE: PUBLIC HIGHWAY PURPOSES
 RECORDING DATE: NOVEMBER 7, 1928
 RECORDING NO. IN BOOK 558, PAGE 128 OF OFFICIAL RECORDS (AFFECTS PARCELS 1, 2 AND 4)

(11) EASEMENTS (FOR THE PURPOSES) SHOW BELOW AND RIGHTS INCIDENTAL THERETO, AS GRANTED IN A DOCUMENT:
 GRANTED TO: COUNTY OF SAN BERNARDINO
 PURPOSE: PUBLIC HIGHWAY PURPOSES
 RECORDING DATE: NOVEMBER 7, 1928
 RECORDING NO. IN BOOK 558, PAGE 128 OF OFFICIAL RECORDS (AFFECTS PARCELS 1, 2 AND 4)

(12) EASEMENTS (FOR THE PURPOSES) SHOW BELOW AND RIGHTS INCIDENTAL THERETO, AS GRANTED IN A DOCUMENT:
 GRANTED TO: COUNTY OF SAN BERNARDINO
 PURPOSE: PUBLIC HIGHWAY PURPOSES
 RECORDING DATE: NOVEMBER 7, 1928
 RECORDING NO. IN BOOK 558, PAGE 128 OF OFFICIAL RECORDS (AFFECTS PARCELS 1, 2 AND 4)

(13) EASEMENTS (FOR THE PURPOSES) SHOW BELOW AND RIGHTS INCIDENTAL THERETO, AS GRANTED IN A DOCUMENT:
 GRANTED TO: COUNTY OF SAN BERNARDINO
 PURPOSE: PUBLIC HIGHWAY PURPOSES
 RECORDING DATE: NOVEMBER 7, 1928
 RECORDING NO. IN BOOK 558, PAGE 128 OF OFFICIAL RECORDS (AFFECTS PARCELS 1, 2 AND 4)

(14) EASEMENTS (FOR THE PURPOSES) SHOW BELOW AND RIGHTS INCIDENTAL THERETO, AS GRANTED IN A DOCUMENT:
 GRANTED TO: COUNTY OF SAN BERNARDINO
 PURPOSE: PUBLIC HIGHWAY PURPOSES
 RECORDING DATE: NOVEMBER 7, 1928
 RECORDING NO. IN BOOK 558, PAGE 128 OF OFFICIAL RECORDS (AFFECTS PARCELS 1, 2 AND 4)

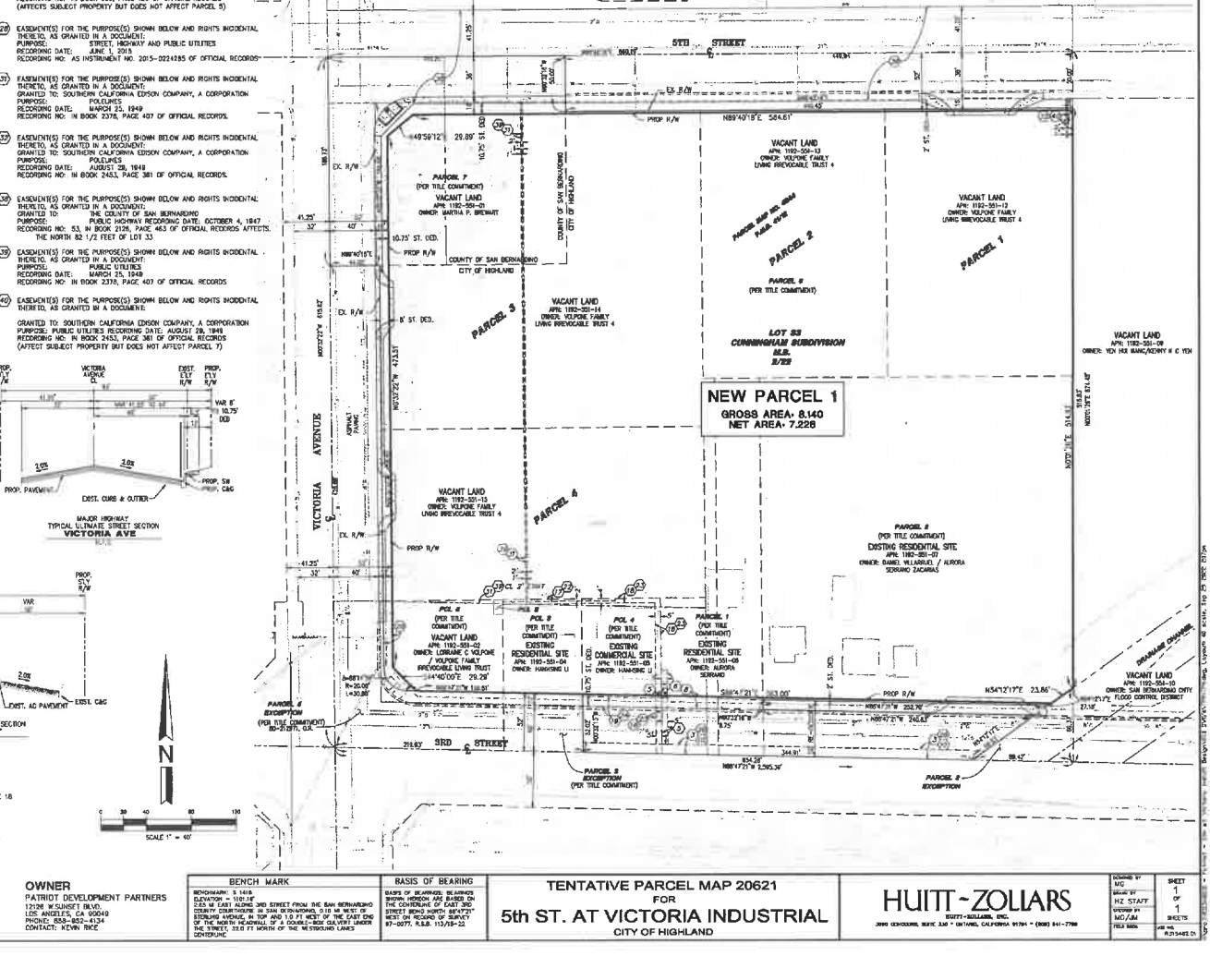
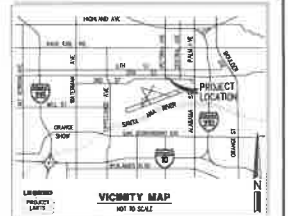
(15) EASEMENTS (FOR THE PURPOSES) SHOW BELOW AND RIGHTS INCIDENTAL THERETO, AS GRANTED IN A DOCUMENT:
 GRANTED TO: COUNTY OF SAN BERNARDINO
 PURPOSE: PUBLIC HIGHWAY PURPOSES
 RECORDING DATE: NOVEMBER 7, 1928
 RECORDING NO. IN BOOK 558, PAGE 128 OF OFFICIAL RECORDS (AFFECTS PARCELS 1, 2 AND 4)

TENTATIVE PARCEL MAP NO. 20621
 IN THE CITY OF HIGHLAND, COUNTY OF SAN BERNARDINO, STATE OF CALIFORNIA
 SEPTEMBER 2022

- SURVEY NOTES AND SUMMARY**
- BASES OF BOUNDARIES SHOWN HEREON ARE BASED ON THE CENTERLINE OF EAST 5TH STREET BEING NORTH 88°47'21" WEST ON RECORD OF SURVEY 97-0077, R.S. 113749-22.
 - ASSESSOR'S PARCEL MAP NO. 4 1992-251-06, 1992-251-07, 1992-251-08, 1992-251-09, 1992-251-10, 1992-251-11, 1992-251-12, 1992-251-13, 1992-251-14, 1992-251-15 AND 1992-251-16 (ASSESSOR'S PARCEL MAP NUMBER SHOWN HEREON ARE PER THE CURRENT TAX ASSESSOR'S ROLLS AS PROVIDED BY CANNINGHAM LAND TITLE COMPANY).
 - DATE OF FIELD SURVEY: JUNE 20, 2022
 - LANDSCAPE AREAS MAY CONTAIN IRRIGATION SPRINKLER SYSTEMS.
 - SITE, ADJACENT: SOUTHEAST CORNER OF 5TH STREET AT VICTORIA AVENUE, NECD 3RD ST AND VICTORIA AVE, 26330, 26340, 26350 AND 26360 ST. A, HIGHLAND, CA.
 - THE PROPERTY SHOWN HEREON IS LOCATED WITHIN FLOOD ZONE X, FLOOD ZONE X IS DESIGNATED AS "AREAS ANTICIPATED TO BE COVERED BY THE OCEANIC GENERAL FLOODPLAINING" AND WITHIN FLOOD ZONE A, DESIGNATED AS AREAS WITHOUT BASE FLOOD ELEVATIONS IN FEDERAL EMERGENCY MANAGEMENT AGENCY FIRM FLOOD INSURANCE RATE MAP # 90-06070001A, EFFECTIVE DATE SEPTEMBER 2, 2018.
 - THE PROPERTY DESCRIBED AND SHOWN HEREON OBTAINS BLAD ACRES GROSS, MORE OR LESS, AND 7,650 ACRES NET, MORE OR LESS.
 - AERIAL PHOTOGRAPHY WAS COMPILED BY ROBERT J. LEMC & ASSOCIATES, DATED JUNE 21, 2022 AND COMPILED WITH NATIONAL MAPPING ACCURACY STANDARDS.
 - ZONING INFORMATION: EP - BUSINESS PARK

LEGEND

—SD—	PROPOSED STORM DRAIN	FS	FINISHED SURFACE
—S—	PROPOSED SEWER	FL	FLOWLINE
—W—	PROPOSED WATER	IB	INVERT
—OB—	OROAD BREAK	GW	GRADE BREAK
—RL—	RIDGE LINE	LA	LANDSCAPE AREA
—PL—	PROPERTY LINE	LP	LOW POINT
—L—	LEFT	LF	LEFT
—R—	RIGHT	M.A.P.	NOT IN PLACE
—P/P—	PROPOSED P/W	PP	POWER POLE
—LN—	LINE OF SIGHT	PR	PROPERTY LINE
—	LANDSCAPE EASEMENT	PROP.	PROPOSED
—	PROPOSED CURB OPENING INLET	RD	ROAD
—	PROPOSED STREET LIGHT	STL	STANDARD
—	CURB FACE	R/W	RIGHT-OF-WAY
—	CURB & GUTTER	C&G	CURB & GUTTER
—	CONCRETE CURB UNIT	COS	CONCRETE CURB UNIT
—	CENTRELINE	CL	CENTRELINE
—	EXIST. EXISTING	EXT.	EXISTING
—	EXISTING GROUND	EG	EXISTING GROUND
—	FINISHED SURFACE ELEV.	WSE	WATER SURFACE ELEV.



UTILITY PROVIDERS

ELECTRICITY
 SOUTHERN CALIFORNIA Edison
 1801 N. LUGONIA AVENUE
 RICHMOND, CA 92374
 (800) 427-2300

WATER/SEWER
 EAST VALLEY WATER DISTRICT
 1871 THUNDERBOLT ST.
 HIGHLAND, CA 92348
 (909) 808-1866

TELEPHONE
 AT&T
 3073 ADAMS STREET, RM 218
 RIVERSIDE, CA 92504
 (951) 356-2828

ARCHITECT
 HERDMAN ARCHITECTURE
 100 BAYVIEW CIRCLE SUITE 100
 BURTON, CALIFORNIA 94704
 PHONE: (949) 436-0068
 CONTACT: CAROL GIBBY

ENGINEER
 MULTI-ZOLLARS
 3840 CONCORDS, SUITE 330
 BENTON, CALIFORNIA 93704
 PHONE: (909) 841-7789
 CONTACT: MANNY SOLIZALES

OWNER
 PATRIOT DEVELOPMENT PARTNERS
 BENCHMARK 5 1416
 ELEVATION 5 1416
 2325 W. EAST ALDINE 3RD STREET FROM THE SAN BERNARDINO COUNTY COURTHOUSE IN SAN BERNARDINO, CA 92410
 (909) 865-1111
 PHONE: (909) 841-7789
 CONTACT: KEVIN RICE

BENCH MARK
 BENCHMARK 5 1416
 ELEVATION 5 1416
 2325 W. EAST ALDINE 3RD STREET FROM THE SAN BERNARDINO COUNTY COURTHOUSE IN SAN BERNARDINO, CA 92410
 (909) 865-1111
 PHONE: (909) 841-7789
 CONTACT: KEVIN RICE

TENTATIVE PARCEL MAP 20621
 FOR
5th ST. AT VICTORIA INDUSTRIAL
 CITY OF HIGHLAND

HUITT-ZOLLARS
 2008 CHOCOLATE MATE AVE • HIGHLAND, CALIFORNIA 91744 • (909) 841-7788

DATE	SEP 2022
BY	J. STAFF
CHECKED BY	W. ZOLLARS
SCALE	AS SHOWN
PROJECT NO.	20621
DATE PLOTTED	SEP 2022
SCALE	AS SHOWN



Acacia farnesiana / Sweet Acacia



Cercidium 'Desert Museum' / Blue Palo Verde



Chitalpa tashkentensis / Chitalpa



Pinus eldarica / Afghan Pine



Prosopis chilensis / Chilean Mesquite



Rhus lancea / African Sumac

TREES

SHEET 2

Victoria & 5th Street

23-017
12.06.22
04.10.23

Patriot Partners
Highland, California



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



Aloe striata / Coral Aloe
Accent



Callistemon 'Little John' / Dwarf Bottle Brush
Medium foreground



Dietes bicolor / Fortnight Lily
Medium foreground



Westringia f. 'Grey Box' / Dwarf Coast Rosemary
Medium foreground



Salvia greggii / Autumn Sage
Small flowering foreground



Cassia phyllodenia / Silverleaf Cassia
Medium flowering midground



Salvia c. 'Allen Chickering' / Allen Chickering Sage
Medium flowering midground



Salvia leucantha / Mexican Sage
Medium flowering midground



Muhlenbergia capillaris
Medium grass-midground



Acca sellowiana / Pineapple Guava
Screen hedge



Ligustrum j. Texanum / Texas Privet
Screen hedge

SHRUBS

Victoria & 5th Street

23-017
12.06.22
04.10.23

Patriot Partners

Highland, California



HUNTER LANDSCAPE

711 FEE ANA STREET PLACENTIA, CA 92870
714.986.2400 FAX 714.986.2408

SHEET 3



Lantana 'Gold Mound' / Yellow Lantana



Lonicera j. 'Halliana' / Hall's Honeysuckle



Myoporum parvifolium / Myoporum



Rosmarinus 'HuntingtonCarpet' / Prostrate Rosemary

GROUND COVER

Victoria & 5th Street

23-017
12.06.22
04.10.23

Patriot Partners
Highland, California



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

SHEET 4



Symbol	Label	Qty	Symbol Number	Description	Notes	Number Lamps per Zone	117 Footcandle
WZ	WZ	21	21	21	21	21	21
W1	W1	18	18	18	18	18	18
SAZ	SAZ	4	4	4	4	4	4
SA1	SA1	3	3	3	3	3	3

Symbol	Label	Qty	Symbol Number	Description	Notes	Number Lamps per Zone	117 Footcandle
WZ	WZ	21	21	21	21	21	21
W1	W1	18	18	18	18	18	18
SAZ	SAZ	4	4	4	4	4	4
SA1	SA1	3	3	3	3	3	3

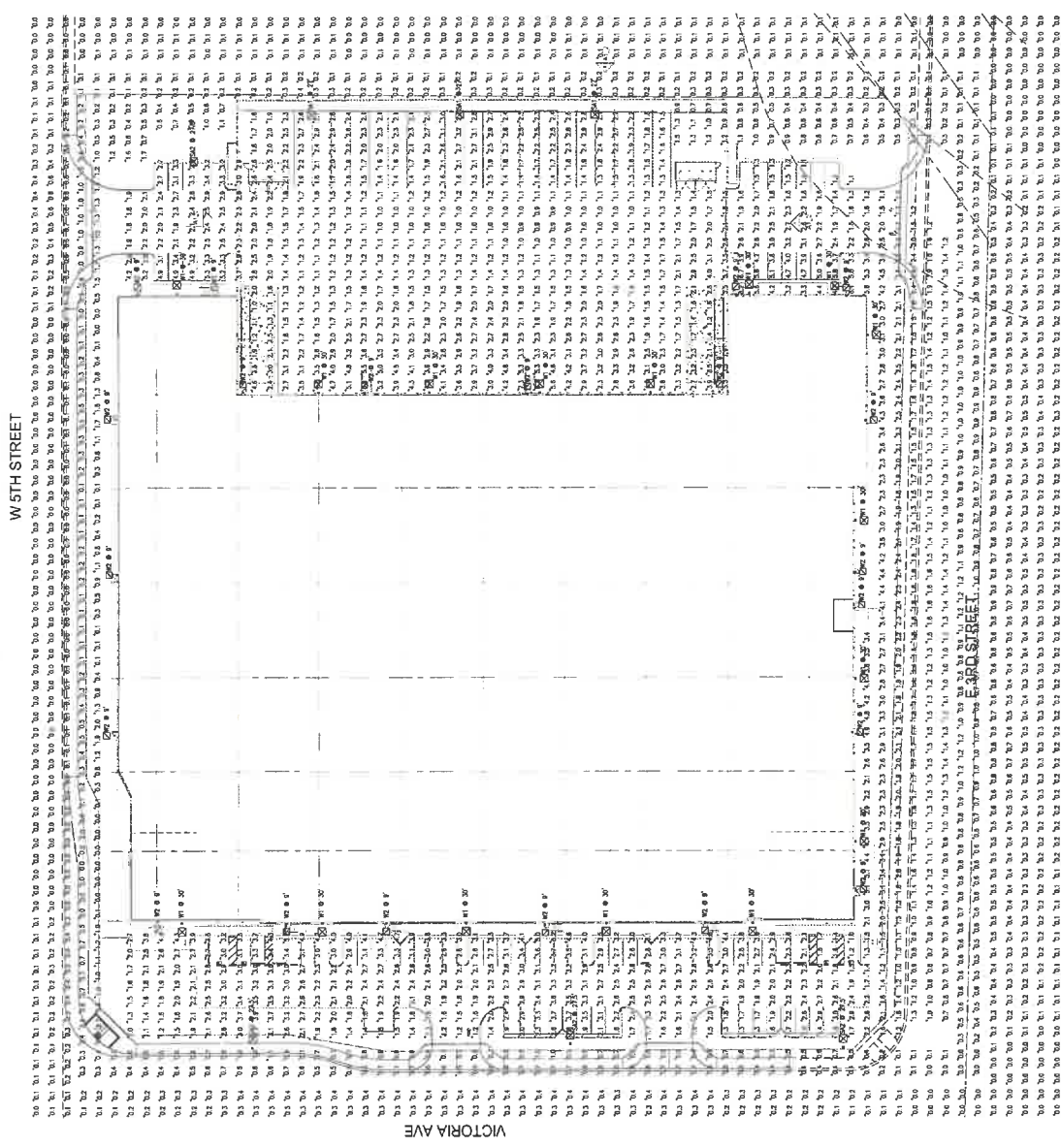
SOLID STATE AREA LIGHTING SPECIFICATIONS

RAZAR WALLMOUNT-LED SPECIFICATIONS

SOLID STATE AREA LIGHTING SPECIFICATIONS

VALUUM SERIES-LED SPECIFICATIONS

VILL PLED



Resolution

"Exhibit 10"

Conditions of Approval for the CUP, DRA and TTM

CITY OF HIGHLAND

PLANNING DIVISION CONDITIONS OF APPROVAL

Date: January 20, 2025
Applicant: Patriot USICV Victoria, LLC
File/Index: **Conditional Use Permit CUP 22-014**
Design Review Application DRA 22-023
Tentative Parcel Map 23-001, TPM 20621

Proposal: Conditional Use Permit (CUP 22-014) to construct a 173,976 square foot tilt-up warehouse and associated improvements. Design Review Application (DRA 22-023) for the Site Plan, Building Elevations, Landscaping and Grading Plans related to the warehouse development; and Tentative Parcel Map No. 20621, (TTM 23-001) to consolidate eleven (11) parcels into one (1) parcel.
Associated Applications related to the project include the annexation of Assessor's Parcel Number 192-551-01, a .56 acre parcel within the project footprint, into Highland and detached from San Bernardino; General Plan Amendment (GPA 23-001) to amend the City's Sphere of Influence and designate as Business Park (BP), Pre-zone/Zone Change (ZC 23-001) for Parcel Number 192-551-01 as Business Park (BP); and application to the San Bernardino County Local Agency Formation Commission (LAFCO) for a reorganization.

Location: The project site is located on 7.23 acres at the southeastern corner of 5th Street and Victoria Avenue and is composed of eleven (11) parcels within the City of Highland and San Bernardino including APN 1192-551-01 in the City of San Bernardino, and APNs 1192-551-02, 1192-551-03, 1192-551-04, 1192-551-05, 1192-551-06, 1192-551-07, 1192-551-12, 1192-551-13, 1192-551-14, and 1192-551-15 in the City of Highland.

PLANNING CONDITIONS OF APPROVAL

Note: These conditions represent Planning Division conditions only and are meant to be only one part of the Project's overall conditions that include environmental mitigation measures (MMRP), Building and Safety, Engineering, Public Services and Fire Marshal 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.

1. Approval of this project and all related entitlements and permits cited above are valid only if the San Bernardino County Local Agency Formation Commission (LAFCO) approves the reorganization related to APN 1192-551-01.
2. 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.

CONDITIONAL USE PERMIT CUP 22-014

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

3. Conditional Use Permit CUP-22-014 shall become null and void and shall expire without further action by the City of Highland unless all conditions have been complied with and the occupancy or use of the land or structures authorized by this application have occurred within thirty-six (36) months from the approval date this application.
 - a. 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.

4. The proposed Entitlement permits the construction and operation of an approximately 173,976 square foot speculative warehouse / distribution facility and associated improvements including loading docks, passenger vehicle parking, a stormwater detention/infiltration basin, landscaping and off-site improvements along the project frontage.
5. Project plans, as approved by the City Council on January ____, 2026 include a Site Plan, Building Elevations, Floorplan, Building/Wall Plan, and Landscape Plan prepared by Herdman Architecture Design, dated April 18, 2023 and Tentative Parcel Map 20621 by Huitt Zollars dated September 2022 (12 pages total).
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 Community Development Director and/or Planning Commission.
7. The project site has been reviewed and approved for warehouse/distribution/logistics use with no outdoor storage of materials. Any change of use of this project site, the occupancy, or tenant change in the building, or portion thereof, may require a revised plot plan and business narrative be submitted to the City for review and approval, which identifies operational characteristics, circulation and parking requirements.
8. No outdoor storage facilities may be constructed or placed onsite for either permanent or temporary use. This includes, but is not limited to open storage, fenced storage, storage sheds, cargo containers, tents, canopies, or similar structures.
9. There shall be no long-term on-site parking of semi-trailer trucks unrelated to the warehouse business in operation. Off-site parking on public streets within the City's right-of-way is prohibited.
10. The operator and record 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.
11. No final inspection or clearances shall be given until all relevant conditions of approval, by each City Division and responsible agency 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.
12. Pursuant to provisions of California Public Resources Code Section 21089 (b), this Application shall not be operative, vested or final, nor will building permits be issued, until: (1) the Notice of Determination (NOD) regarding the associated environmental action is filed and posted with the Clerk of the Board of Supervisors

of the County of San Bernardino, and; (2) any and all required filing fees assessed pursuant to California Fish and Game Code Section 711.4, together with any required handling charges, are paid to the Clerk of the Board of Supervisors of the County of San Bernardino.

- a. The Applicant shall provide the Planning Division with a check for the appropriate fee, made payable to the Clerk of the Board of Supervisors, no later than 24 hours after receiving approval of the project. The City or Project Representative 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 CEQA Mitigation Monitoring and Reporting Program, dated November 2025, prepared by Dudek.

13. Development Impact Fees shall be paid in accordance with City policy.

DESIGN REVIEW APPLICATION DRA 22-023

14. The Design Review entitlement includes approval of a Site Plan, Building Elevations, Conceptual Grading Plan and Conceptual Landscape Plan for the construction and operation of an approximate 173,976 square foot speculative industrial warehouse and associated improvements including loading docks, passenger vehicle parking, a stormwater detention/infiltration basin, landscaping and off-site improvements as illustrated in project plans.
 - a. The approved site plan, building elevations, conceptual grading plan, conceptual landscape plan, color and material samples are on file with the Planning Division and included herein by reference.
15. 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.
16. 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.
17. 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.

18. 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.
19. 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 55 feet as measured from the adjacent grade.
20. The photometric plan shall be provided to the Planning Department for review and approval prior to issuance of a grading plan in compliance with Municipal Code Sections 16.40.160 Lighting and 16.48.080 Light and glare.
 - a) The amount of illumination projected onto a residentially zoned property or use should not exceed 0.1 foot-candle at the property line. Illumination should not exceed 0.5 foot-candles measured at the property line adjacent to non-residential properties.
 - b) Lights shall be shielded and directed away from surrounding properties and right-of-way.
 - c) Parking lot light standards shall not exceed twenty-five feet (25') in height measured from grade.
 - d) Parking lot light standards shall be located at a distance from parking lot trees, so the trees do not interfere with the lighting pattern or the light fixture. Lighting standards shall be shown on the landscape plans and appropriately positioned so as not to displace the intended location of trees in parking lot planters.
21. The design and installation of the Signs shall be in accordance with Chapter 16.56, Sign Regulations, of the Highland Municipal Code.

Landscaping Conditions for DRA 22-023

22. Building main entrances are located on 5th and 3rd Street frontages with passenger car parking adjacent off Victoria. The Landscape Plan must show no landscape gaps between the back of walk and right of way area.
23. The planting plan shall include many taller/columnar plant species that would create a foundation and/or transition for the tall structure and offer screening to adjacent properties. Add additional species during plan check if requested.

25. Clarify perimeter barrier treatment. Show the location of the perimeter block wall and note how it will be maintained and how vandalism be corrected.

TENTATIVE PARCEL MAP 20621 (TTM 23-001)

26. Tentative Parcel Map No. 20621 approves the merging of eleven (11) parcels into one (1) parcel. The site is approximately 7.23 acres.
27. Revisions, modifications, and/or deletions to the Tentative Parcel Map must be submitted to the Planning Division for review and approval by the Community Development Director, City Engineer or Planning Commission.
28. Easements of Record not shown on the Tentative Parcel 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 Community Development Director or City Engineer.
29. 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.
30. Prior to recordation of the Tentative 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.

Conditions Related to AB 98 and SB 415

The proposed project shall comply with Government Code section 65098.1(d) which includes, but is not limited to the following:

31. Provide conduits at loading bays equal to one truck per loading bay serving cold storage and prohibit idling or the use of auxiliary truck engine power to power climate control equipment if the truck is capable of plugging in at the loading bay and sufficient power is available. (Gov. Code § 65098.1(d)(5)(A)-(B).
32. Ensure that any heating, ventilation, and air-conditioning used in is high efficiency. (Gov. Code § 65098.1(d)(6)).

Responsible Agency Conditions

35. Coordinate with the San Bernardino County Department of Public Works as noted in their correspondence of November 12, 2024.
36. Coordinate with Southern California Gas as noted in their correspondence of October 21, 2024.

City of Highland

Engineering Department

Conditions of Approval

CUP 22-014, DRA 22-023, VAR 22-006, TPM No. 20621

Patriot Partners Warehouse – 3rd Street/5th Street/Victoria 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

Grading

1. E Submit rough and/or precise grading plans to the City Engineer for review and approval, prepared by a registered Civil Engineer licensed in the State of California. All grading shall conform to California Building Code and comply with the City of Highland grading standards and regulations as shown on the grading plan checklist.
2. E 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.
3. E Submit a final soils report, prepared by a licensed Geotechnical Engineer, for review and approval by the City Engineer. The report shall be no older than one year. Comply with the recommendations contained in the report and any amendments thereof as approved by the City Engineer.
4. E All walls shall require a separate permit from the Building Department. 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.
5. E 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.
6. E Design short-term erosion control in accordance with Best Management Practices such as, hydroseeding, mulching, jute matting or plastic sheeting to protect slopes; silt fencing to control site perimeter; and straw bale barriers, sand bag barriers, rock filters or sediment basins to control internal erosion, or other methods to stabilize disturbed areas, as approved by the City Engineer.

7. D 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.
8. E 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.
9. E Design grading to drain the entire area of the project to the proposed Water Quality Management Plan (WQMP) infiltration basins and to accommodate overflows as necessary.
10. E* Plot all existing and proposed easements on grading plan and note disposition of any existing utilities, appurtenances, fences, and access roads.
11. D* Construct temporary sedimentation basins for use during the grading and construction period of the project. Do not start using the proposed infiltration basins until the site is stabilized for erosion and sedimentation.
12. E Submit a haul route permit for material to and from the project site. Said permit shall include limitations of haul route, haul hours, number of loads per day and posting of traffic personnel where required. Material from the site shall be hauled to a site approved by the City Engineer. The developer and developer's contractor shall be responsible for determining the City's haul limitations.
13. B 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.
14. C Submit original, wet signed and stamped final grading certification from the grading engineer to the City Engineer.

STREET IMPROVEMENT

1. C Construct new street improvements along 5th Street project frontage including, but not limited to:
 - Parkway landscape improvements.
 - Construct new street improvements of 8" curb and gutter located 44' south of centerline per City Std. 203.
 - Construct new 6-foot wide curb-adjacent sidewalk per City Std. 208 Type B.
 - Construct new asphalt concrete pavement and class II aggregate base per TI=9 from existing edge of pavement to curb and gutter.
 - Construct one 40-foot wide commercial drive approach per City Std. 213 as shown per the Conceptual Grading Plan.
 - Install onsite traffic control signs to permit left-in, right-in, and right-out movements for trucks through the proposed driveway. Passenger vehicles are permitted full-access movements.
 - Construct a 35-foot radius curb return and curb ramp per City Std. 207B.

- Relocate existing traffic signal pole, mast arm, streetlight, and appurtenances as required per street improvements to provide a fully operational traffic signal system subject to approval by the City Engineer.
 - Relocate existing fire hydrant and utilities as required.
 - Remove existing improvements along south side of 5th Street to construct a bus bay, east of Victoria Avenue, per City Std. 110A and join existing curb and sidewalk.
2. C Construct new street improvements along Victoria Avenue project frontage including, but not limited to:
- Parkway landscape improvements.
 - Construct new street improvements of 8" curb and gutter located 40' east of centerline per City Std. 203.
 - Construct new 6-foot wide curb-adjacent sidewalk per City Std. 208 Type B.
 - Construct a north bound right turn lane per City Std. 111.
 - Construct new asphalt concrete pavement and class II aggregate base per TI=9 from existing edge of pavement to curb and gutter. Construct a 4" mill & fill from centerline to new pavement.
 - Relocate existing utilities as required per street improvements.
 - Construct two 30-foot wide commercial drive approaches per City Std. 213 as shown per the Conceptual Grading Plan.
3. C Construct new street improvements along 3rd Street project frontage including, but not limited to:
- Parkway landscape improvements.
 - Construct new street improvements of 8" curb and gutter located 40' north of centerline per City Std. 203 and join existing.
 - Reconstruct curb-adjacent sidewalk where damaged.
 - Remove existing drive approaches and sidewalk on 3rd Street project frontage and construct 8" curb and gutter with 6-foot wide curb-adjacent sidewalk.
 - Construct one 40-foot wide commercial drive approach per City Std. 213.
4. E Submit street improvement plans, including signing and striping, for review and approval by the City Engineer. Indicate location of existing utilities that affect construction of said improvements. Comply with all City design standards as shown on the street and storm drain improvement checklist. Include ADA access from into the site from right-of-way. Pay to the City street lighting energy and maintenance charges for the initial 12 months.
5. C* Install new LS3 metered streetlight system along project frontages of 5th Street and Victoria Avenue. New streetlights, conduits, wiring, and meter (etc.) will be owned and maintained by the City. Streetlights shall be Light Emitting Diode (LED) luminaire on a marbelite pole with types and at the location specified by the City Engineer.
6. C Submit "Record Revisions" to all plans to reflect improvements as constructed, and any changes made during construction.

WATER QUALITY/DRAINAGE

1. E Obtain approval by the City Engineer of a Final Water Quality Management Plan (F-WQMP), prepared in accordance with the City's National Pollutant Discharge Elimination System

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

2. C Construct and implement site design BMPs specified in the project approved F-WQMP including, but not limited to, pretreatment devices approved at time of C-WQMP approval, underground infiltration systems, and raised curb landscaped areas and parking lot islands. Runoff from the proposed entrance road shall be captured and conveyed to the proposed pretreatment system, and from there to the underground infiltration system. Alternate site design BMPs which are equally effective may be submitted for review and approval by the City Engineer.

3. E Include the project grading plan, landscape plan, and utility plan with the first submittal of the F-WQMP.

4. C 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."

5. B At each underground infiltration system proposed by the Final WQMP, conduct at least two new infiltration tests using a double-ring infiltrometer. The tests shall be conducted at the proposed chamber system subgrade elevation, prior to the submittal of the F-WQMP. After obtaining the results from the two tests, the engineer and geotechnical engineer shall determine if additional testing is required.

6. C Register the underground chambers with EPA as a Class V Injection Well.

7. B Construct on-site private drainage using HDPE, or other pipe material as approved by the City Engineer, to drain the project site to the proposed WQMP BMPs in accordance with the approved F-WQMP. Construct necessary inlets and overflow facilities. Overflow conveyance shall be directed towards fronting streets. Demonstrate adequate drainage away from proposed buildings, walls, and fences.

8. E Submit a comprehensive hydrology study per San Bernardino County Hydrology Manual that includes, but is not limited to the following:

- Pre- and post-development analysis for 10-year and 100-year storms.
- Hydrology maps of pre- and post-development conditions.
- Proposed method of flow conveyance and proposed improvements to mitigate project impacts with supporting calculations.
- Hydraulic calculations to determine the size and type of all drainage facilities.

9. E Submit engineering plans for public and private drainage systems to the City Engineer for review and approval. Indicate the location of any existing utility facility which would affect construction on plans and profiles. Comply with the City design standards as shown on the street and storm drain improvement checklist.

DEDICATION/ ANNEXATION

1. C 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, 5th Street, and Victoria Avenue. Sign the ballots prepared by the City agreeing to the annexation, and the potential future amount of assessment. 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.
2. A* Dedicate an irrevocable offer of dedication for ultimate right-of-way of 52 feet from centerline each for the south half of 5th Street, and the east half of Victoria Avenue.
3. A Dedicate an irrevocable offer of dedication, (1) a 10-foot wide minimum landscape easement across the 3rd Street, 5th Street, and Victoria Avenue frontages. This being in addition to the required half-street right-of-way for said streets, and sidewalk easements at the proposed commercial drive approaches. (2) Additional right-of-way for a northbound Victoria Avenue dedicated right turn only lane per City Std. 111. (3) Additional right-of-way for a westbound bus bay on 5th Street.
4. C Apply to the City to annex the project into the City's Public Safety Community Facilities District (CFD).
5. A Dedicate corner property line cutoffs for all corner lots in accordance with City Std. 207D.
6. D* If the site is subdivided in the future, the Project will be required to grant a reciprocal private easement in favor of the parcels created for vehicular access, including emergency access.
7. D* If the site is subdivided in the future, record a reciprocal private easement for drainage and utilities.
8. B Record a Final Map with the San Bernardino County Recorder pursuant to the provisions of the State Subdivision Map Act, Submit a duplicate photo mylar of the recorded map.
9. A At the time of Final Map submittal, include traverse calculation sheets which show error of closure, copies of record maps, and deeds used as reference showing original land division, tie notes and benchmarks referenced, and a current title report. Inverse calculations will not be accepted for plan check.
10. A Include an Improvement Certificate/Statement on the Parcel Map in accordance with Section 66411.1 of the Subdivision Map Act.

FEES/PERMITS

1. C Pay City processing fee for application of Development Impact Fee (DIF) credits for street, and drainage improvements pursuant to adopted City Council DIF Credit Policy.
2. D Pay appropriate Engineering fees for district annexation, plan check, WQMP review, traffic report review, improvement bond processing, hydrology study review, structural calculation review, on-site and off-site inspection, utility excavation permits, GIS plan update, microfilming and storage of plans, and other required fees.
3. D Obtain a permit from Engineering prior to any on-site construction or construction within the public right-of-way. Also obtain permit/ permission from EVWD, MWD, and SCE prior to any construction within or impacting their easement areas or facilities where applicable.
4. E Post a deposit for erosion control which shall not be released prior to completion of all on-site construction.
5. A 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.
6. A Bond for all required street, grading, water, sewer, on-site landscaping, and landscape maintenance district improvements in accordance with the City Development Code.
7. A Enter into an agreement for construction of improvements with the City of Highland using the adopted City form.

UTILITIES/ CONSTRUCTION

1. E Obtain written permission from the adjoining property owners for offsite grading and/or construction, if any.
2. B Install construction fencing and screening in accordance with Building and Safety Division Policy 335.
3. C 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.
4. C Coordinate, and where necessary, pay for the relocation of any existing public utilities, as necessary. Reserve by separate instrument the required easements for those relocated public utilities.
5. C Provide all utility services to each building, including sanitary sewers, water, electric power, gas (if required), cable TV, internet, and telephone. All utilities listed under Highland Municipal Code Section 16.40.380 (A) are to be underground per Ordinance 315.

6. E 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 project's WDID number.
7. B 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.
8. B All underground structures, except those desired to be retained, must be broken in, backfilled, and inspected before covering.
9. D Comply with the prevailing City design and construction standards and requirements at the time of permit issuance.
10. B Design and construct a trash enclosure per City Std. 700.
11. B 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.
12. C Submit a Composite Utility Plan indicating the location of all above ground and flush mount water, electric, cable TV, internet, and telephone utility structures prior to City issuance of utility permits.

Building and Safety Division Conditions of Approval

Date: January 16, 2023
Project: 176,066 sq/ft warehouse building
Applicant: Patriot USICVI 5th Street, LLC
Site Location: East Side of Victoria between 3rd and 5th St.
Project Numbers: CUP: 22-014 DRA: 22-022, VAR: 22-006, TPM: 20621
APN(s): 1192-551-01 to 07 and 1192-551-12 to 15

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

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

2. All structures shall be designed in accordance with the current version of the California Building Codes (2022), including the California Green Building

Standards Code. Design all structures to Risk Category II at exposure "C" (ASCE7-16), and Energy Climate Zone 10.

- 3. All onsite utilities are to be underground. As approved by the Planning Division, utility cabinets and transformers are exempt.**
- 4. Construction projects requiring fire permits must apply and submit fire plans prior to the issuance of the building permit, including fire sprinkler submittals.**
- 5. Building and Safety does not release all meters until final approvals are obtained from all agencies and departments. Policy 295.**
- 6. It has come to the City's attention that premature failures have occurred in copper piping when used within the City of Highland, particularly east of City Creek. Property Owners, Contractors and Developers are advised to analyze soil and water compositions when considering the type of pipe material to be utilized. City staff makes no recommendations on which Plumbing Code approved products or methods to be utilize, this is the responsibility of the property owner or contractor. Alternate unapproved code materials may be submitted for City approval at the time of plan submittal via an alternate material and methods application.**
- 7. The Developer/Owner is responsible for the coordination of releasing any Deferral of Development Impact Fees or Bonds after such fees have been paid. The Developer/Owner should be aware, once the deferral notice is sent to the San Bernardino County Recorder's Office; the release process takes two to three weeks. This process will delay final Certificates of Occupancy.**
- 8. The Developer/Owner is responsible for the coordination of the final occupancy. The Developer/Owner shall request clearances from each department and/or agency at least two weeks prior to requesting a final building inspection from Building and Safety. Each agency shall sign the back of the Building and Safety Job Card, or provide agency approved signed documentation, and provide a copy of the signatures to Building and Safety at the time the final inspection is requested.**
- 9. Building and Safety inspection requests must be made by 4:00 pm. on the previous City working day to receive a next business day inspection. Please contact (909) 864-2136, Ext 228.**
- 10. Construction activities shall not commence prior to 7:00 a.m. and shall terminate no later than 7:00 p.m. Monday through Saturday with no construction activities performed during city or Federal Holidays. (Ordinance 420 HMC) unless restricted further by environmental review mitigation.**

11. 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.
12. 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.
13. 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.
14. 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.
15. 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.
16. The building is to be connected to the public sewer system, when provided. When the public system is not available, an onsite septic system is to be installed. Please provide Building Staff with a will-not/sewer not available letter from EVWD and an approved septic system design from the Santa Ana Regional Water Quality Control Board (please contact Susan Beeson at (951) 782-4902). An approved design with percolation test will be required to

be submitted to Building & Safety for separate review and permitting prior to issuance of a building Permit.

17. Prior to issuance of building permits, site-grading certifications, compaction reports, and survey report shall be submitted to Building and Safety or to Public Works, as applicable.
18. Prior to issuance of building permits, provide a receipt from the appropriate Unified School District stating that all school fees have been paid.
(San Bernardino Unified School Districts)
19. Prior to final inspection, provide Building & Safety with a flash disk of the approved plans and documents.
20. Final approvals from all applicable outside agencies and internal departments and divisions are required prior to Building and Safety permit final and occupancy approval.
21. 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)
22. All deferred plan items are to be identified on the plans cover sheet.
23. Site development and grading shall be designed to provide access to all entrances and exterior ground floor exits and access to normal paths of travel. The accessible route(s) of travel shall be the most practical direct route.
24. All dead and removed trees and foliage is to be properly removed from the site.
25. 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.
26. 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.
27. Prior to final inspection, provide Building & Safety with a flash disk of the final approved amended plans and documents.

Comments pertaining to the project/ preliminary drawing plans:

- 28. Demolition permits shall be obtained for all structures to be demolished.**
- 29. For the removal of any storage tanks, or other excavations involving backfill, a compaction shall be filed with the Building Division. Any Fuel storage tank removal would require notification of San Bernardino County Fire, Hazardous Materials and San Bernardino County Environmental Health Department.**
- 30. Building Permits may not be issued for any construction until annex of parcel APN 1192-551-01-0000 is approved by Local Agency Formation Commission. (LAFCO)**



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

DATE : January 9, 2023

Page 1 of 7

APPLICANT : Patriot USICVI 5th Street, LLC

ADDRESS : E Victoria Ave Between 3rd & 5th Street

SITE LOCATION: 1192-551-01, 02, 03, 04, 05, 06, 07, 12, 13, 14,15.

FILE / INDEX No.: CUP #22-014/DRA #22-023/VAR #22-006/ TPM #20621

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. **HF6:** Prior to delivery of combustible building materials, the entire fuel modification zone, as approved by the fire department shall be completed. Any phased implementation of the fuel modification zone shall be done only with prior approval of the fire department. **CFC / CBC / HMC**
3. **HF31:** Approved fire hydrant pavement markers (blue dots) shall be installed at every hydrant.
4. **HF40:** Where an automatic extinguishing system or standpipe system is in place, system shall be serviced and maintained in operating condition according to NFPA and California State Fire Marshal requirements. **T19; CFC; NFPA**
5. **HF51:** The main electrical panel and all sub-panel(s) shall be labeled on inside cover for all circuits. **CEC**
6. **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**
7. **HF55:** Commercial exit requirements:
 - A. Required exit doors shall be maintained in an operable condition at all times
 - B. Required exit doors shall swing outward and away in the direction of exit travel.
 - C. Obstructions shall not be placed in the required width of an exit. Exits shall not be blocked or locked shut or obstructed in any manner during business hours.
 - D. Exit paths shall be illuminated when structure is occupied.
 - E. Exit path illumination shall be supplied from two (2) sources of power when occupant load is one hundred (100) persons or more.
 - F. When exit way/exit pathway and/or exit doorway is not easily identified, additional exit signs shall be installed.
 - G. Exit signs shall be internally or externally illuminated by two lamps or shall be of the self-luminous type. **CFC; CBC**
8. **HF60:** Additional plans for access, fire safety systems, fire lanes and signage, gates, storage, or other special conditions may be requested for review, conditioning and approval by the fire marshal.

9. **HF56:** All flammable and combustible liquid storage and dispensing shall be in accordance with applicable sections of the CFC, T-19 and city codes and ordinances.

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. **HF10:** Driveways exceeding 150 feet shall have a fire department approved turn-around at the terminus. **CFC / APPENDIX D**
12. **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**
13. **HF12:** Fire department access roadway(s); public/private street(s) and driveways shall not exceed 12% grade. **CBC / APPENDIX D, HMC**
14. **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**
15. **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**
16. **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

17. **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

18. **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

19. **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:

20. **HF25:** Minimum required fire flow, as determined by i.s.o. formula, is as follows:
COMMERCIAL; GPM = 3000; at 20 psi residual; for 3 hour duration.
System shall be looped with minimum eight (8) inch mains; six (6) inch laterals, six (6) inch risers; six (6) inch dia. Hydrants with two 2 ½" outlet(s) and one 4" outlet.
CFC APPENDIX B AND C

Note: Hydrants shall meet EVWD standards.

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.

21. **HF26:** Two sets of water delivery system plans, designed to meet the required fire flow for this project and/or development, shall be submitted to the fire department for review and approval. **CFC**
22. **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**
23. **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**
24. **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**
25. **HF32:** A temporary water storage and delivery system for use during grading and foundation work (no combustible material), meeting fire dept. Fire flow requirements shall be installed prior to framing construction or delivery of combustible materials to project site. **CFC; NFPA – 1142**
26. **HF33:** In areas without water-serving utilities, a water storage and delivery system for permanent use, shall be based on nfpa-1142 and the California Fire Code. The system shall be a minimum storage capacity of 5,000 gallons or an approved nfpa-13. 13d or 13r automatic fire sprinkler system with 10 minute storage. Fire suppression system shall be installed prior to construction and shall be maintained as a condition of occupancy. **NFPA – 1142**
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

29. **HF22:** Commercial-retail structures with rear access shall display address numbers on rear entry doorways, 4" in height, 1/2" stroke, on contrasting background. **CFC**

FIRE PROTECTION & ALARM SYSTEMS:

30. **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**

31. **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**

32. **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**

33. **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**

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

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

ATTACHMENT D

Parking Study

MEMORANDUM

To: Kim Stater, City of Highland
From: Sabita Tewani, AICP, PTP, Transportation Planner
Dennis Pascua, Transportation Services Manager
Subject: Parking Study for the 5th Street and Victoria Avenue Warehouse Project, City of Highland
Date: June 28, 2023
cc: Alexandra Martini, Project Manager
Attachments: Attachment A – Site Plan
Attachment B – Parking Ratios at Other Patriot Developments
Attachment C – Driveway Counts and Parking Demand Worksheets

The following parking study has been prepared for the proposed 5th and Victoria Street Warehouse project (project) in the City of Highland (City). Figure 1 illustrates the regional and project location.

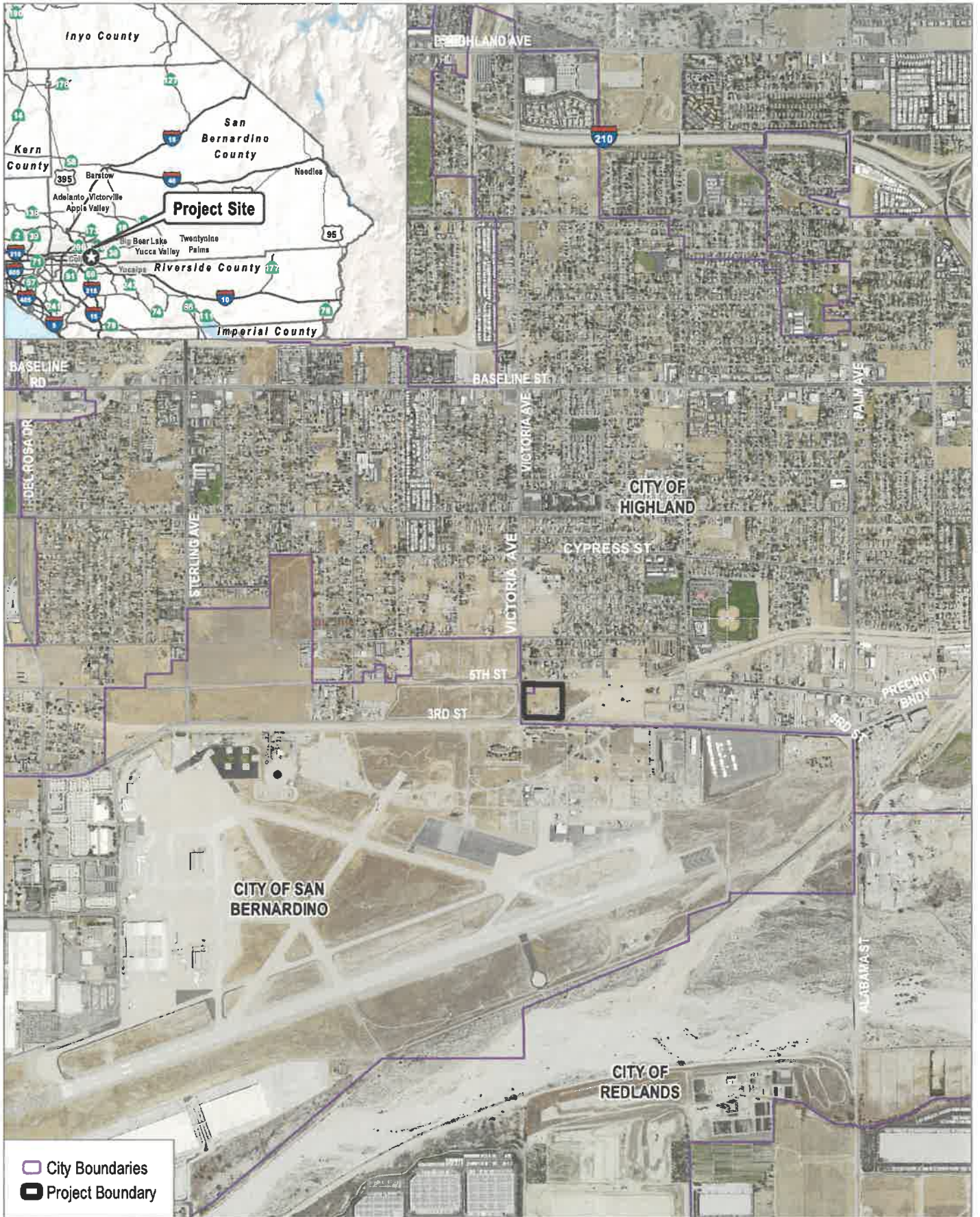
The proposed project is a warehouse located along the southwestern border of the City, north of the San Bernardino International Airport and the City of San Bernardino. Table 16.52.030.A in Section 16.52.030 of the Highland Municipal Code (Code) identifies the following off-street automobile parking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

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

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

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

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



SOURCE: Bing Maps 2022

FIGURE 1

Project Location

5th Street and Victoria Avenue Warehouse Project



were surveyed in 2021. Two additional warehouses were surveyed in May 2023 per City's request which was to include additional warehouses in the cities of Ontario and/or San Bernardino to validate the findings of observed low parking demand at these warehouse facilities.

Project Location and Description

The project site is located at the southeastern corner of 5th Street and Victoria Avenue, north of 3rd Street, east of Victoria Avenue, south of 5th Street. Regional access to the project area is provided by Interstate (I-) 10 to the south, I-215 to the west, and State Route (SR) 210 to the east. Local access to the project site would be via 5th Street, 3rd Street and Victoria Avenue.

The project proposes to construct a 173,976-square-foot (gross area, inclusive of mezzanine/office spaces), one-story warehouse building on an approximately 7.08-acre site. The warehouse building would be composed of approximately 161,976 square feet of warehouse space and 12,000 square feet of mezzanine/office space. The parking supply for passenger vehicles would be a total of 79 spaces, consisting of 56 standard spaces, 2 accessible spaces compliant with the Americans with Disabilities Act (ADA), 2 van accessible stalls, 1 vanpool parking space, 2 electric vehicle (EV) only parking spaces, 14 future EV charging only spaces, 1 EV charging van ADA space and 1 EV charging ADA space. The site plan is provided in Attachment A.

Municipal Code Parking Requirements

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

Table 1. Parking Requirements per Highland Municipal Code

Land Use	Size	City of Highland Parking Rates	Parking Requirement
Warehouse	161,976 SF	1 space per 1,000 SF of floor area	161 spaces
Office/Mezzanine	12,000 SF	1 space per 250 SF of floor area	48 spaces
Total	173,976 SF		209 spaces

Notes: SF = square foot

As shown in Table 1, the project would require a total of 209 parking spaces per the Code. This results in an aggregate rate of 1 space per 832.4 SF (173,976 SF ÷ 209 spaces). As previously indicated, the parking supply for passenger vehicles would be a total of 79 spaces. Therefore, the project would not meet the City's parking requirements per the Code and would have a shortfall of 130 spaces.

Municipal Code Parking Requirements for Other Cities

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

shown in Table 2, the City of Fontana provides the least conservative parking requirements for warehouse land uses, while the City of Highland provides the most conservative parking requirements.

Table 2. Parking Requirements per Various Cities' Municipal Codes

Jurisdiction	Required Parking Rates per Municipal Code	Estimated Required Parking of Proposed Project ¹ in other Jurisdictions
Rancho Cucamonga	Warehouse/Storage: 1 per 1,000 sf for first 20,000 sf; 1 per 2,000 sf for the next 20,000 sf; and 1 per 4,000 sf for the remaining sf	61
	Office & administration: 4 per 1,000 sf	48
	Total	109
	Required Parking Ratio for Project in Rancho Cucamonga (Spaces/TSF)	0.627
Fontana	Warehouse/Distribution/Logistics: One parking space is required for each 1,000 square feet of gross floor area for the initial 20,000 square feet; one parking space is required for each 2,000 square feet of additional gross floor area for the next 20,000 square feet; and one parking space is required for each 5,000 square feet of additional gross floor area over 40,000 square feet.	47
	Professional or Unspecified Office: One parking space is required for each 250 square feet of gross floor area	48
	Total	105
	Required Parking Ratio for Project in Fontana (Spaces/TSF)	0.604
Perris	Warehousing: One space per 1,000 square feet of gross floor area for the first 20,000 square feet and one space per 2,000 square feet for that portion over 20,000 square feet	91
	Professional offices: One space for every 300 square feet	40
	Total	131
	Required Parking Ratio for Project in Perris (Spaces/TSF)	0.753
Moreno Valley	Warehouse and distribution: 1/1,000 sq. ft. of gross floor area for the first 20,000 sq. ft.; 1/ea. 2,000 sq. ft. of gross floor area for the second 20,000 sq. ft.; 1/ea. 4,000 sq. ft. of gross floor area for areas in excess of the initial 40,000 sq. ft.	61
	Business and professional offices: 1/250 sq. ft. of gross floor area	48
	Total	109
	Required Parking Ratio for Project in Moreno Valley (Spaces/TSF)	0.627
Ontario	Warehouse and distribution: 1/1,000 sq. ft. of gross floor area for the first 20,000 sq. ft.; 1/ea. 2,000 sq. ft. of gross floor area for the portion over 20,000 sq. ft.	91
	Office area: 1/250 sq. ft. of gross floor area	48
	Total	139
	Required Parking Ratio for Project in Ontario (Spaces/TSF)	0.80
City of San Bernadino	Industrial/warehousing: 1 space /250 sq ft for 1-3,000 sq ft; 1 space / 500 sq ft for 3,001 - 5,000 sq ft., 1 space / 750 sq ft for 5,001 - 10,000 sq ft., 1 space / 1000 sq ft for 10,001 - 50,000 sq. ft. and 1 space / 1,250 sq ft for 50,001+ sq ft.	163
	Required Parking Ratio for Project in City of San Bernardino (Spaces/TSF)	0.80

Table 2. Parking Requirements per Various Cities' Municipal Codes

Jurisdiction	Required Parking Rates per Municipal Code	Estimated Required Parking of Proposed Project ¹ in other Jurisdictions
Redlands	Automated Warehouse: 1 space/1,000 sq. ft. of gross floor area or 1 space/each employee on the largest shift, whichever is greater (Requirement may be reduced if applicant submits letter justifying reduction of spaces; however, adequate area for expansion of parking shall be provided in case of conversion of use.)	174
	Required Parking Ratio for Project (automated) in Redlands (Spaces/TSF)	1.00
	Warehouse: 1 space/500 sq. ft. of gross floor area up to 20,000 sq. ft; 1 space per 1,000 sq. ft. over 20,000 sq. ft.	194
	Required Parking Ratio for Project in Redlands (Spaces/TSF)	1.11
Highland	Warehouse and distribution: 1 space per 1,000 gross sq. ft. of floor area devoted to warehousing plus the required amount of parking for gross square footage devoted to other uses	161
	Administrative, business, professional: 1 space per 250 gross ft. of floor area	48
	Total	209
	Required Parking Ratio for Project in Highland (Spaces/TSF)	1.201

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

¹ The proposed project consists of 161,976 SF warehousing and 12,000 SF office-related uses.

A review of these parking requirements per various cities is provided for informational purposes. The parking demand analysis used in determining the adequacy of project's parking supply is discussed in the next section. Additionally, parking supplies provided for other nearby warehousing projects developed by Patriot Development Partners (Patriot) are summarized in Attachment B.

Parking Demand Analysis

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

Parking Surveys

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

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

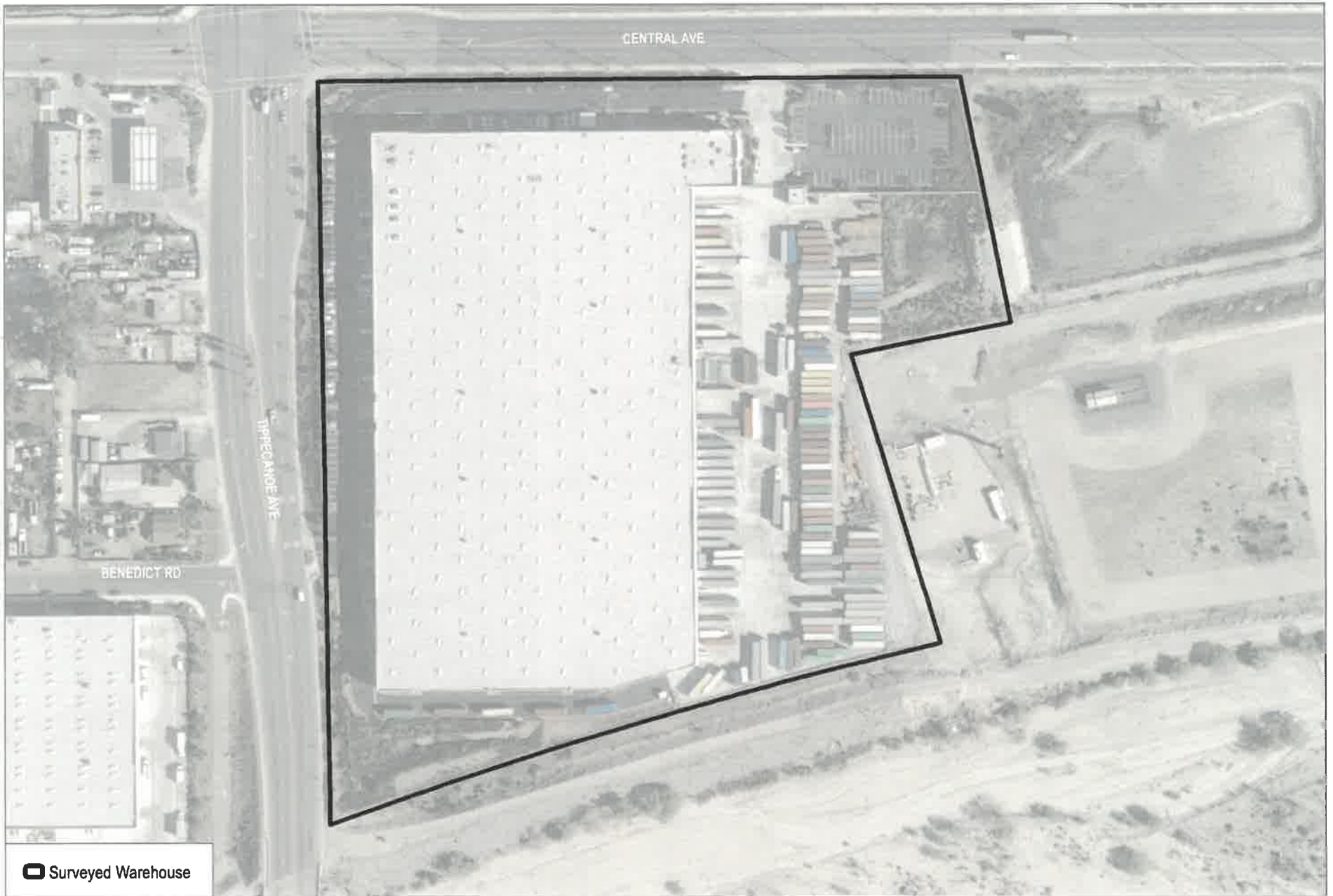
- 550 S. Campus Avenue, Ontario, CA 91761: an approximately 102,855 SF warehouse, located on the northwest corner of Campus Avenue/Sunkist Street intersection. The parking spaces are not clearly marked in this warehouse site.
- 1455 Research Drive, Redlands CA 92374: an approximately 145,800 SF warehouse located west of Research Drive, north of Lugonia Avenue and south of Almond Avenue. This facility has 133 passenger vehicle parking spaces and is parked at 1 space per 1,096 SF.

It should be noted that the building square footages of the existing warehouses were estimated using aerial photography and were determined to be occupied and in operation based on site observations. Figure 2 shows a close-up view of the 1295 Central Avenue warehouse layout, and Figure 3 shows a close-up view of the 27081 Almond Avenue warehouse layout. Additionally, figure 4 shows a close-up view of the 550 S. Campus Avenue warehouse layout, and Figure 5 shows the close-up view of the 1455 Research Drive warehouse layout.

To determine the on-site parking demands of the warehouses, Dudek contracted with a qualified traffic/parking data collection firm to conduct hourly vehicle counts at the driveways of the two warehouses. The driveway counts accounted for vehicles entering and exiting all project driveways every 15 minutes, over a 24-hour period for two typical weekdays of a non-holiday week. The driveway counts were conducted at the sites in February 2021 and May 2023. Raw driveway count data collected for the for the warehouses is provided as Attachment C to this memorandum.

The peak parking demand at the 1295 Central Avenue and 27081 Almond Avenue sites was derived by subtracting the number of vehicles exiting the site and adding the number of vehicles entering the site at each driveway for each 15-minute increment over the 24-hour period to the assumed baseline. Baseline parking space occupancy was calculated for the beginning of each survey period (12:00 a.m.) by determining the number of vehicles that would not result in “negative occupied spaces” at any time throughout the survey. For example, the 1295 Central Avenue Warehouse experienced the greatest net loss of vehicles throughout the survey period (31 vehicles) between 12:00 a.m. and 2:30 a.m. on Tuesday, February 2. After 2:30 AM, the rate at which the number of vehicles entering the site begins to exceed those exiting. Therefore, a baseline of 32 vehicles (31 vehicles plus 1 residual) was assumed to already occupy spaces at the project site at the beginning of the survey period. The same methodology was applied to each day at both warehouses.

However, for the warehouses on 550 S. Campus Avenue and 1455 Research Drive, one vehicle was assumed to already occupy space at each warehouse site at the beginning of their survey periods. Worksheets detailing the baseline parking occupancy assumptions, as well as the parking demand calculations, are provided as Attachment C to this memorandum. Table 3 presents the findings of the parking demand analysis.

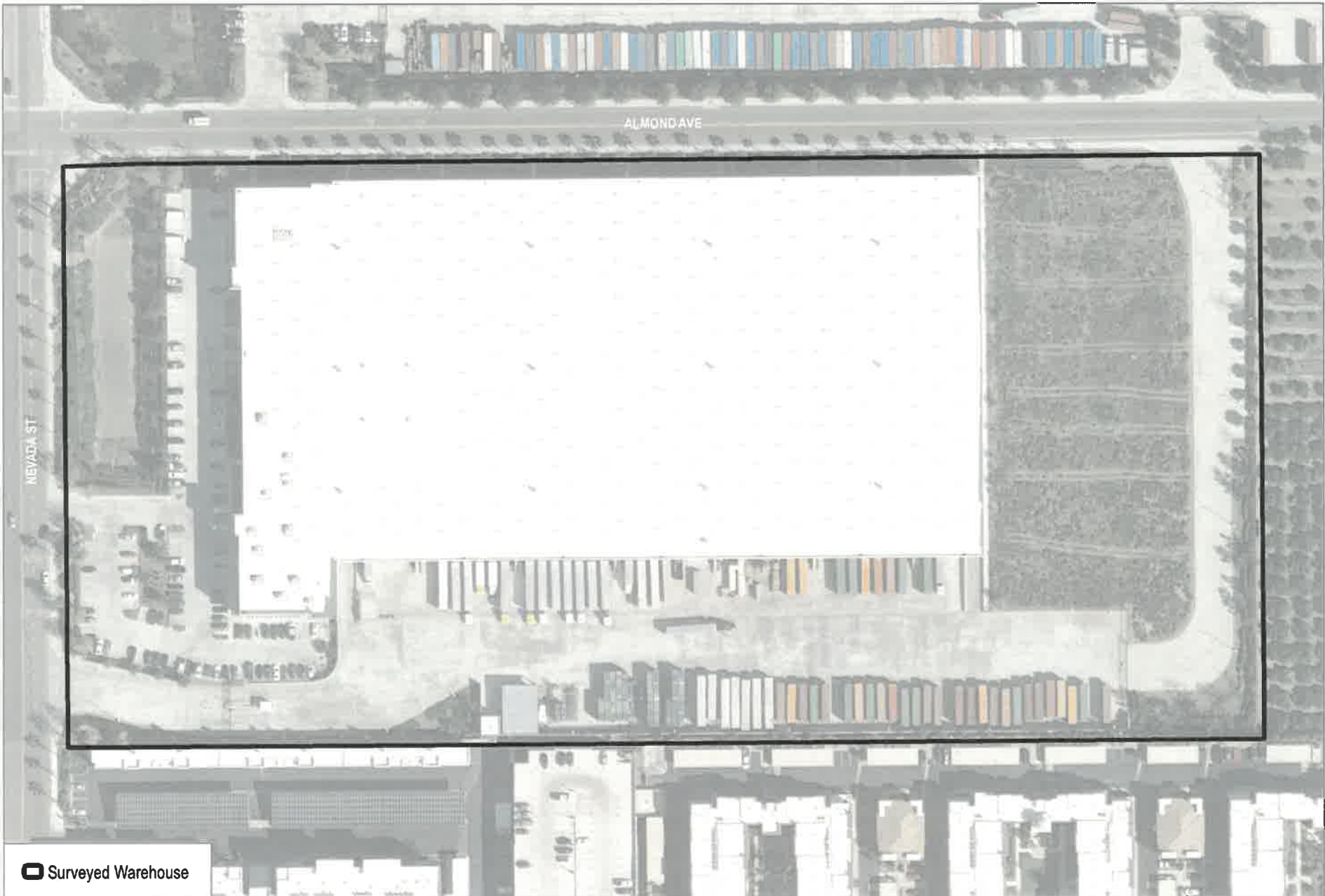


SOURCE: Bing Maps 2022



FIGURE 2

1295 Central Avenue Warehouse
5th Street and Victoria Avenue Warehouse Project

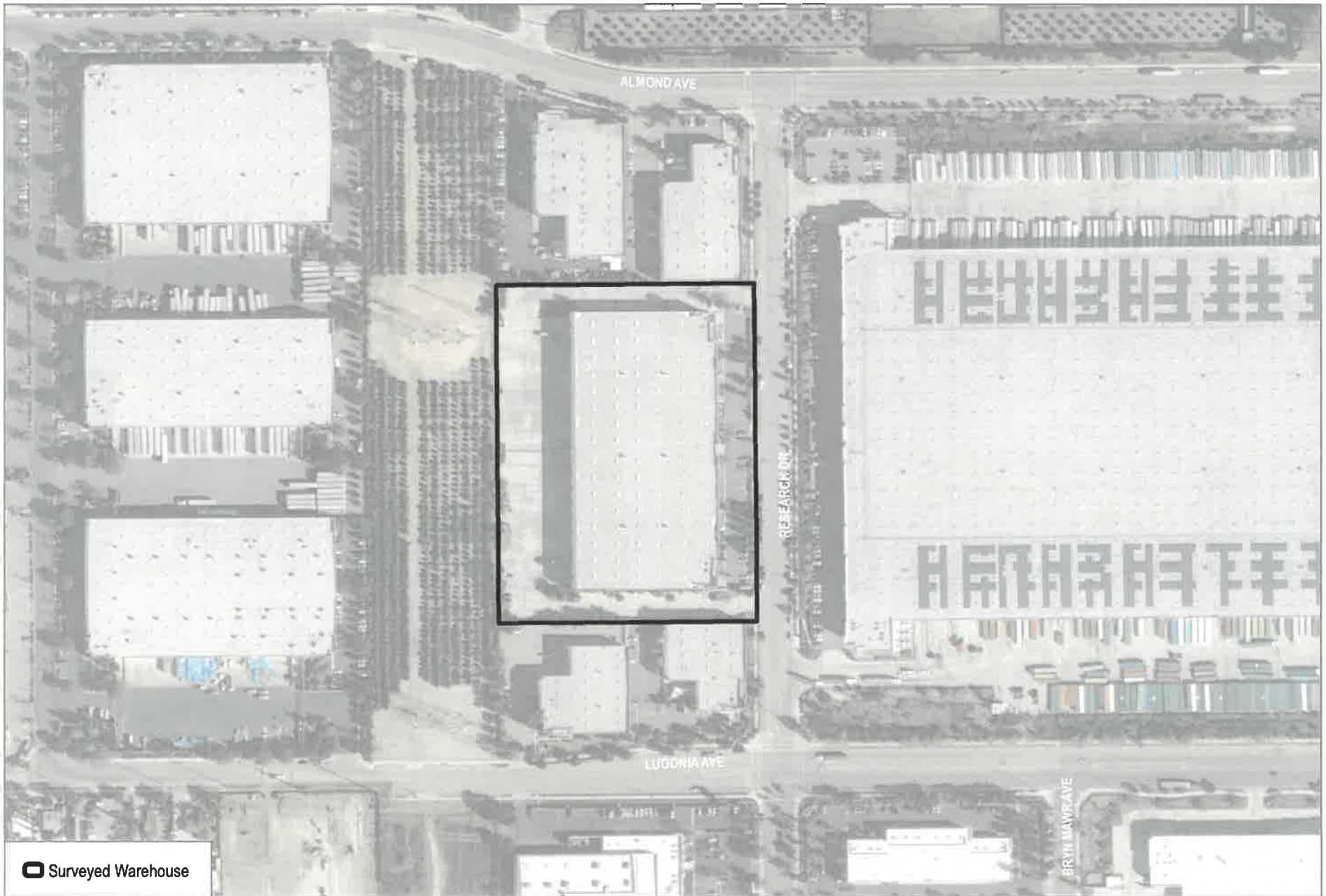


SOURCE: Bing Maps 2022



FIGURE 3

27081 Almond Avenue Warehouse
5th Street and Victoria Avenue Warehouse Project

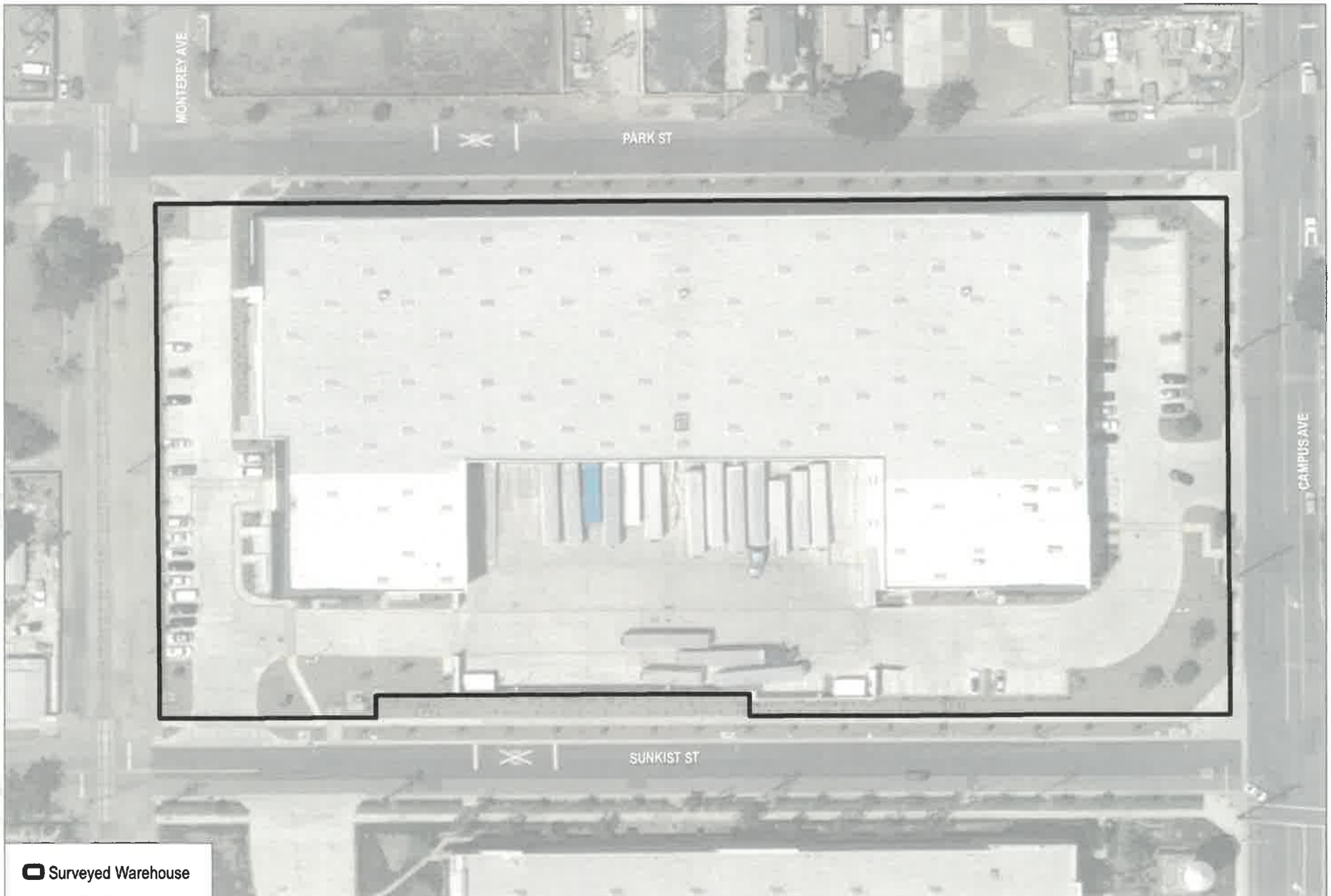


SOURCE: Bing Maps 2022



FIGURE 5

1455 Research Drive Warehouse
5th Street and Victoria Avenue Warehouse Project



SOURCE: Bing Maps 2022



FIGURE 4

550 S. Campus Avenue Warehouse
5th Street and Victoria Avenue Warehouse Project

Table 3. Observed Peak Parking Demand and Rates

Warehouse Site	Size	# of Spaces	Day 1		Day 2	
			Peak Demand	Observed Parking Rate	Peak Demand	Observed Parking Rate
1295 Central Ave	297,860 SF	197	112	1 space per 2,660 SF	111	1 space per 2,684 SF
27081 Almond Ave	326,920 SF	174	55	1 space per 5,416 SF	49	1 space per 6,079 SF
550 S. Campus Ave	102,855 SF	NA	12	1 space per 8,572 SF	12	1 space per 8,572 SF
1455 Research Dr.	145,800 SF	133	30	1 space per 4,860 SF	30	1 space per 4,860 SF
Average Observed Parking Rate ¹				1 space per 5,377 SF		
Highest Observed Parking Rate ²				1 space per 2,660 SF		

Notes: Based on parking surveys conducted in 2021 and 2023.

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

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

Based on Table 3, the highest day of observed parking demand at the 1295 Central Avenue warehouse was Tuesday, February 2, 2021, with a peak demand of 112 spaces at 8:15 a.m. This resulted in a peak parking demand rate of 1 space per 2,660 SF. The lowest day of observed parking demand was at the 550 S. Campus Avenue warehouse, with a peak demand of 12 spaces at 11:00 a.m. This resulted in a peak parking demand rate of 1 space per 8,572 SF. Therefore, the average observed parking rate is 1 space per 5,377 SF, and the highest observed parking rate is 1 space per 2,660 SF over the course of both days.

Project Parking Demand

Based on the average observed parking rate of 1 space per 5,377 SF determined from the parking analysis of the four surveyed warehouses, the proposed 173,976 SF warehouse would have a peak parking demand of 33 spaces ($173,976 \text{ SF} \div 5,377 \text{ SF} = 33 \text{ spaces}$). Additionally, the highest parking demand was also calculated to provide a conservative analysis. Using the highest observed parking rate of 1 space per 2,660 SF, the proposed 173,976 SF warehouse would have a peak parking demand of 66 spaces ($173,976 \text{ SF} \div 2,660 \text{ SF} = 66 \text{ spaces}$). These estimates are provided in Table 4 below.

Table 4. Parking Requirements per Observed Rates

Land Use	Size	Observed Parking Rates	Parking Requirement
Warehouse	176,066 SF	1 space per 5,377 SF of floor area ¹	33 spaces
		1 space per 2,660 SF of floor area ²	66 spaces

Notes: SF = square foot

¹ Based on the average observed parking rate noted in Table 3.

² Based on the highest observed parking rate noted in Table 3.

The proposed project would provide a parking supply of 79 spaces; therefore, assuming the conservative peak parking demand rate of 1 space per 2,660 SF, the project's projected parking demand of 66 spaces would be adequately accommodated within the proposed supply, with a residual of 13 spaces (79 spaces – 66 spaces).

Conclusions

Based on the parking surveys and analysis discussed above, the following conclusions are made for the proposed 5th Street and Victoria Avenue warehouse project:

- Based on the City of Highland Municipal Code parking requirements, the project would require a total of 209 parking spaces.
- Based on the highest observed parking rate of 1 space per 2,660 SF determined from the parking surveys of two existing warehouses near the project site, the proposed 173,976 SF warehouse would have a peak parking demand of 66 spaces ($173,976 \text{ SF} \div 2,660 \text{ SF} = 66 \text{ spaces}$).
- The project's proposed supply of 79 parking spaces can adequately accommodate its forecast parking demand of 66 spaces (based on the highest peak observed parking rate).

Attachment A

Site Plan

Attachment B

Parking Ratios at Other Patriot Developments

Ratio of Parking Provided to Square Footage at Other Patriot Warehouses

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

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

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

Attachment C

Driveway Counts and Parking Demand Worksheets

TOTAL (both driveways)

Tuesday, February 2, 2021			Wednesday, February 3, 2021			Tuesday, February 2, 2021				Wednesday, February 3, 2021				
TIME	Cars		TIME	Cars		TIME	Cars		TIME	Cars		TIME	Cars	
	In	Out		In	Out		In	Out		In	Out		In	Out
12:00 AM	0	1	12:00 AM	0	0	12:00 AM	0	1	12:00 AM	0	0	12:00 AM	0	0
12:15 AM	0	0	12:15 AM	0	0	12:15 AM	0	0	12:15 AM	0	0	12:15 AM	0	0
12:30 AM	1	4	12:30 AM	0	2	12:30 AM	1	4	12:30 AM	0	2	12:30 AM	0	2
12:45 AM	1	1	12:45 AM	1	4	12:45 AM	1	1	12:45 AM	1	4	12:45 AM	1	4
1:00 AM	0	11	1:00 AM	2	17	1:00 AM	0	11	1:00 AM	2	17	1:00 AM	2	17
1:15 AM	0	1	1:15 AM	0	4	1:15 AM	0	1	1:15 AM	0	4	1:15 AM	0	4
1:30 AM	0	2	1:30 AM	0	1	1:30 AM	0	2	1:30 AM	0	1	1:30 AM	0	1
1:45 AM	0	0	1:45 AM	0	0	1:45 AM	0	0	1:45 AM	0	0	1:45 AM	0	0
2:00 AM	0	0	2:00 AM	1	0	2:00 AM	0	0	2:00 AM	1	0	2:00 AM	1	0
2:15 AM	0	12	2:15 AM	1	1	2:15 AM	0	12	2:15 AM	1	1	2:15 AM	1	1
2:30 AM	0	1	2:30 AM	1	1	2:30 AM	0	1	2:30 AM	1	1	2:30 AM	1	1
2:45 AM	1	0	2:45 AM	1	0	2:45 AM	1	0	2:45 AM	1	0	2:45 AM	1	0
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3:15 AM	0	0	3:15 AM	0	2	3:15 AM	0	0	3:15 AM	0	2	3:15 AM	0	2
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4:15 AM	7	0	4:15 AM	5	0	4:15 AM	7	0	4:15 AM	5	0	4:15 AM	5	0
4:30 AM	16	2	4:30 AM	12	1	4:30 AM	16	2	4:30 AM	12	1	4:30 AM	12	1
4:45 AM	26	1	4:45 AM	32	2	4:45 AM	26	1	4:45 AM	32	2	4:45 AM	32	2
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5:15 AM	4	0	5:15 AM	4	0	5:15 AM	4	0	5:15 AM	4	0	5:15 AM	4	0
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10:15 AM	2	0	10:15 AM	2	0	10:15 AM	2	0	10:15 AM	2	0	10:15 AM	2	0
10:30 AM	4	5	10:30 AM	2	4	10:30 AM	4	5	10:30 AM	2	4	10:30 AM	2	4
10:45 AM	2	2	10:45 AM	7	3	10:45 AM	2	2	10:45 AM	7	3	10:45 AM	7	3
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11:15 AM	0	2	11:15 AM	2	1	11:15 AM	0	2	11:15 AM	2	1	11:15 AM	2	1
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11:30 PM	0	0	11:30 PM	0	0	11:30 PM	0	0	11:30 PM	0	0	11:30 PM	0	0
11:45 PM	0	2	11:45 PM	0	0	11:45 PM	0	2	11:45 PM	0	0	11:45 PM	0	0
Totals	208	210	Totals	223	232	Totals	208	210	Totals	223	232	Totals	223	232

Parking Occupancy Assumptions

Total Spaces		197
Survey Date	2/2/2021	2/3/2021
% Spaces Occupied at 12AM*	16%	13%
# Spaces Occupied at 12AM*	32	26

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



Fender Warehouse

Tuesday, February 2, 2021	297,860 SF	Wednesday, February 3, 2021	
Peak Demand (Hours)	Occupied Parking Spots	Peak Demand (Hours)	Occupied Parking Spots
112	1 space per 2660 SF	111	1 space per 2684 SF

TOTAL (all driveways)
Tuesday, February 2, 2021

Parking Occupancy & Demand Estimates (all driveways)
Wednesday, February 3, 2021

Tuesday, February 2, 2021						Wednesday, February 3, 2021					
Cars		Cars		Cars		Cars		Cars		Cars	
TIME	In	Out	TIME	In	Out	TIME	In	Out	TIME	In	Out
12:00 AM	0	0	12:00 AM	0	0	12:00 AM	0	0	12:00 AM	0	0
12:15 AM	0	0	12:15 AM	0	0	12:15 AM	0	0	12:15 AM	0	0
12:30 AM	0	0	12:30 AM	0	0	12:30 AM	0	0	12:30 AM	0	0
12:45 AM	0	0	12:45 AM	0	0	12:45 AM	0	0	12:45 AM	0	0
1:00 AM	0	0	1:00 AM	0	0	1:00 AM	0	0	1:00 AM	0	0
1:15 AM	0	0	1:15 AM	0	0	1:15 AM	0	0	1:15 AM	0	0
1:30 AM	0	0	1:30 AM	0	0	1:30 AM	0	0	1:30 AM	0	0
1:45 AM	1	0	1:45 AM	0	0	1:45 AM	1	0	1:45 AM	0	0
2:00 AM	1	0	2:00 AM	2	0	2:00 AM	1	0	2:00 AM	2	0
2:15 AM	0	0	2:15 AM	0	0	2:15 AM	0	0	2:15 AM	0	0
2:30 AM	1	0	2:30 AM	2	0	2:30 AM	1	0	2:30 AM	2	0
2:45 AM	0	0	2:45 AM	1	1	2:45 AM	0	0	2:45 AM	1	1
3:00 AM	1	0	3:00 AM	1	1	3:00 AM	1	0	3:00 AM	1	1
3:15 AM	8	0	3:15 AM	8	1	3:15 AM	8	0	3:15 AM	8	1
3:30 AM	15	0	3:30 AM	8	0	3:30 AM	15	0	3:30 AM	8	0
3:45 AM	18	0	3:45 AM	19	0	3:45 AM	18	0	3:45 AM	19	0
4:00 AM	3	0	4:00 AM	3	0	4:00 AM	3	0	4:00 AM	3	0
4:15 AM	1	0	4:15 AM	1	0	4:15 AM	1	0	4:15 AM	1	0
4:30 AM	0	0	4:30 AM	1	0	4:30 AM	0	0	4:30 AM	1	0
4:45 AM	1	0	4:45 AM	0	1	4:45 AM	1	0	4:45 AM	0	1
5:00 AM	0	1	5:00 AM	0	0	5:00 AM	0	1	5:00 AM	0	0
5:15 AM	0	0	5:15 AM	0	0	5:15 AM	0	0	5:15 AM	0	0
5:30 AM	0	0	5:30 AM	0	1	5:30 AM	0	0	5:30 AM	0	1
5:45 AM	0	0	5:45 AM	2	1	5:45 AM	0	0	5:45 AM	2	1
6:00 AM	0	0	6:00 AM	1	1	6:00 AM	0	0	6:00 AM	1	1
6:15 AM	0	0	6:15 AM	2	0	6:15 AM	0	0	6:15 AM	2	0
6:30 AM	0	2	6:30 AM	0	0	6:30 AM	0	2	6:30 AM	0	0
6:45 AM	2	1	6:45 AM	1	1	6:45 AM	2	1	6:45 AM	1	1
7:00 AM	2	1	7:00 AM	0	0	7:00 AM	2	1	7:00 AM	0	0
7:15 AM	1	1	7:15 AM	2	1	7:15 AM	1	1	7:15 AM	2	1
7:30 AM	0	0	7:30 AM	1	1	7:30 AM	0	0	7:30 AM	1	1
7:45 AM	0	0	7:45 AM	1	1	7:45 AM	0	0	7:45 AM	1	1
8:00 AM	3	1	8:00 AM	1	3	8:00 AM	3	1	8:00 AM	1	3
8:15 AM	1	4	8:15 AM	3	1	8:15 AM	1	4	8:15 AM	3	1
8:30 AM	2	2	8:30 AM	0	3	8:30 AM	2	2	8:30 AM	0	3
8:45 AM	0	1	8:45 AM	1	2	8:45 AM	0	1	8:45 AM	1	2
9:00 AM	2	5	9:00 AM	0	0	9:00 AM	2	5	9:00 AM	0	0
9:15 AM	2	2	9:15 AM	0	2	9:15 AM	2	2	9:15 AM	0	2
9:30 AM	0	0	9:30 AM	1	2	9:30 AM	0	0	9:30 AM	1	2
9:45 AM	1	2	9:45 AM	2	2	9:45 AM	1	2	9:45 AM	2	2
10:00 AM	1	1	10:00 AM	0	2	10:00 AM	1	1	10:00 AM	0	2
10:15 AM	0	0	10:15 AM	1	0	10:15 AM	0	0	10:15 AM	1	0
10:30 AM	1	1	10:30 AM	0	1	10:30 AM	1	1	10:30 AM	0	1
10:45 AM	3	4	10:45 AM	3	3	10:45 AM	3	4	10:45 AM	3	3
11:00 AM	1	2	11:00 AM	0	1	11:00 AM	1	2	11:00 AM	0	1
11:15 AM	0	0	11:15 AM	1	0	11:15 AM	0	0	11:15 AM	1	0
11:30 AM	1	2	11:30 AM	1	5	11:30 AM	1	2	11:30 AM	1	5
11:45 AM	2	1	11:45 AM	1	0	11:45 AM	2	1	11:45 AM	1	0
12:00 PM	1	1	12:00 PM	1	1	12:00 PM	1	1	12:00 PM	1	1
12:15 PM	0	3	12:15 PM	0	3	12:15 PM	0	3	12:15 PM	0	3
12:30 PM	19	46	12:30 PM	8	39	12:30 PM	19	46	12:30 PM	8	39
12:45 PM	23	1	12:45 PM	30	1	12:45 PM	23	1	12:45 PM	30	1
1:00 PM	3	1	1:00 PM	2	0	1:00 PM	3	1	1:00 PM	2	0
1:15 PM	0	0	1:15 PM	2	0	1:15 PM	0	0	1:15 PM	2	0
1:30 PM	1	2	1:30 PM	0	3	1:30 PM	1	2	1:30 PM	0	3
1:45 PM	0	0	1:45 PM	0	0	1:45 PM	0	0	1:45 PM	0	0
2:00 PM	1	0	2:00 PM	0	1	2:00 PM	1	0	2:00 PM	0	1
2:15 PM	0	1	2:15 PM	0	0	2:15 PM	0	1	2:15 PM	0	0
2:30 PM	0	3	2:30 PM	0	0	2:30 PM	0	3	2:30 PM	0	0
2:45 PM	1	0	2:45 PM	0	0	2:45 PM	1	0	2:45 PM	0	0
3:00 PM	0	0	3:00 PM	0	0	3:00 PM	0	0	3:00 PM	0	0
3:15 PM	1	1	3:15 PM	1	0	3:15 PM	1	1	3:15 PM	1	0
3:30 PM	0	0	3:30 PM	1	0	3:30 PM	0	0	3:30 PM	1	0
3:45 PM	2	0	3:45 PM	2	2	3:45 PM	2	0	3:45 PM	2	2
4:00 PM	0	1	4:00 PM	1	2	4:00 PM	0	1	4:00 PM	1	2
4:15 PM	0	0	4:15 PM	0	0	4:15 PM	0	0	4:15 PM	0	0
4:30 PM	0	0	4:30 PM	0	0	4:30 PM	0	0	4:30 PM	0	0
4:45 PM	1	2	4:45 PM	1	1	4:45 PM	1	2	4:45 PM	1	1
5:00 PM	2	3	5:00 PM	1	3	5:00 PM	2	3	5:00 PM	1	3
5:15 PM	2	1	5:15 PM	2	3	5:15 PM	2	1	5:15 PM	2	3
5:30 PM	2	3	5:30 PM	4	3	5:30 PM	2	3	5:30 PM	4	3
5:45 PM	2	2	5:45 PM	3	0	5:45 PM	2	2	5:45 PM	3	0
6:00 PM	2	0	6:00 PM	0	1	6:00 PM	2	0	6:00 PM	0	1
6:15 PM	0	2	6:15 PM	0	0	6:15 PM	0	2	6:15 PM	0	0
6:30 PM	1	0	6:30 PM	0	0	6:30 PM	1	0	6:30 PM	0	0
6:45 PM	0	0	6:45 PM	0	0	6:45 PM	0	0	6:45 PM	0	0
7:00 PM	1	2	7:00 PM	0	0	7:00 PM	1	2	7:00 PM	0	0
7:15 PM	1	0	7:15 PM	0	0	7:15 PM	1	0	7:15 PM	0	0
7:30 PM	3	1	7:30 PM	4	0	7:30 PM	3	1	7:30 PM	4	0
7:45 PM	0	0	7:45 PM	1	0	7:45 PM	0	0	7:45 PM	1	0
8:00 PM	1	0	8:00 PM	0	1	8:00 PM	1	0	8:00 PM	0	1
8:15 PM	1	0	8:15 PM	1	0	8:15 PM	1	0	8:15 PM	1	0
8:30 PM	1	0	8:30 PM	2	0	8:30 PM	1	0	8:30 PM	2	0
8:45 PM	1	2	8:45 PM	1	1	8:45 PM	1	2	8:45 PM	1	1
9:00 PM	0	2	9:00 PM	3	1	9:00 PM	0	2	9:00 PM	3	1
9:15 PM	0	2	9:15 PM	0	6	9:15 PM	0	2	9:15 PM	0	6
9:30 PM	0	34	9:30 PM	0	34	9:30 PM	0	34	9:30 PM	0	34
9:45 PM	0	1	9:45 PM	1	1	9:45 PM	0	1	9:45 PM	1	1
10:00 PM	1	0	10:00 PM	0	0	10:00 PM	1	0	10:00 PM	0	0
10:15 PM	0	0	10:15 PM	0	0	10:15 PM	0	0	10:15 PM	0	0
10:30 PM	0	0	10:30 PM	0	0	10:30 PM	0	0	10:30 PM	0	0
10:45 PM	0	0	10:45 PM	0	0	10:45 PM	0	0	10:45 PM	0	0
11:00 PM	0	0	11:00 PM	0	0	11:00 PM	0	0	11:00 PM	0	0
11:15 PM	0	0	11:15 PM	0	0	11:15 PM	0	0	11:15 PM	0	0
11:30 PM	0	0	11:30 PM	0	0	11:30 PM	0	0	11:30 PM	0	0
11:45 PM	0	0	11:45 PM	0	0	11:45 PM	0	0	11:45 PM	0	0
Totals	149	183	Totals	142	145	Totals	149	151	Totals	142	145

Parking Occupancy Assumptions

Total Spaces		174
Survey Date	2/2/2021	2/3/2021
% Spaces Occupied at 12AM*	2%	2%
# Spaces Occupied at 12AM*	4	4

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

Max Parking Demand over two-day period
65

2AM Logistics BMW Parts Distribution Center
326,920 SF

Tuesday, February 2, 2021	Wednesday, February 3, 2021
Peak Demand (Spaces)	Peak Demand (Spaces)
66	48
1 space per 5416 SF	1 space per 6079 SF



Staff Report

to the Planning Commission/Appeals Board

Agenda
Item
No.2.

Date: March 17, 2026

From: Lawrence Mainez, Community Development Director

Prepared By: Gary Chambers, Code Enforcement Officer

Subject: 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 located at 7770 Bonnie St., San Bernardino, CA 92410 (within the corporate boundaries of the City of Highland), Tax Assessor's Parcel Number 0278-291-08.

Recommendation:

Conduct the required Public Hearing and adopt Appeals Board Resolution No 2026 - _____, declaring the existence of a public nuisance on the Property generally located at 7770 Bonnie St., San Bernardino, CA 92410 and order the abatement thereof.

Fiscal Impact:

The full cost to the City regarding the abatement of the Public Nuisance is currently unknown. Staff has accounted for their time in their attempt to abate the nuisance conditions on the Property. Staff will present the Property Owner(s) of record with the cost of the City's efforts to abate the violations at the time all violations are remedied. If the Property Owner(s) elect not to pay for the City's cost to abate the violations, a Public Hearing will be held to assess the property for the cost of the abatement process.

Public Notice:

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

Background:

April 21, 2025: This case was initiated due to a complaint received regarding an unpermitted carport conversion to room addition at the property generally located at 7770 Bonnie St., San Bernardino, CA 92410, APN: 0278-291-08.

April 22, 2025: Code Compliance Officer Gary Chambers arrived at the subject property to conduct an inspection and observed that the carport had been enclosed and converted into a room addition. Upon further investigation, it was discovered that the conversion occurred sometime after February 2022 without City approval or permits. A **Notice of Violation** was issued and mailed to the property owner's address of record by certified and regular mail.

April 24, 2025: Code Compliance Officer Gary Chambers was contacted by the property owner's daughter, Leticia Ayala. Ms. Ayala stated that it was their intention to remove the room addition and restore the carport. Code Compliance Officer Gary Chambers emailed the permit paperwork and example site plan to the email address she provided.

May 28, 2025: Code Compliance Officer Gary Chambers arrived at the subject property to conduct a reinspection and observed that the unpermitted room addition remained. No permit applications had been submitted to address the unpermitted room addition. Code Compliance Officer Gary Chambers contacted the property owner's daughter by phone. She expressed their intention to legalize and keep the unpermitted room addition and requested an additional 30 days to come to the City and begin the process. A **Final Notice of Violation** was issued and mailed to the property owner's address of record by certified and regular mail.

July 7, 2025: Code Compliance Officer Gary Chambers arrived at the subject property to conduct a reinspection and observed that the unpermitted room addition remained. No permit applications had been submitted, and no attempt had been made to begin the process of legalizing the unpermitted room addition. An **Administrative Warning Citation No. 17002** was issued and mailed to the property owner's address of record by certified and regular mail. A copy of the citation was emailed to the property owner's daughter.

August 7, 2025: Code Compliance Officer Gary Chambers arrived at the subject property to conduct a reinspection and observed that the unpermitted room addition remained. No permit applications had been submitted, and no attempt had been made to begin the process of legalizing the unpermitted room addition. **Administrative Citation No. 17013 (\$500)**, was issued and mailed to the property owner's address of record by certified and regular mail.

September 17, 2025: Code Compliance Officer Gary Chambers arrived at the subject property to conduct a reinspection and observed that the unpermitted room addition remained. No permit applications had been submitted, and no attempt had been made to begin the process of legalizing the unpermitted room addition. **Administrative Citation No. 17017 (\$750)**, was issued and mailed to the property owner's address of record by certified and regular mail.

October 20, 2025: Code Compliance Officer Gary Chambers arrived at the subject property to conduct a reinspection and observed that the unpermitted room addition remained. No permit applications had been submitted, and no attempt had been made to begin the process of legalizing the unpermitted room addition. A **Notice of Noncompliance** was mailed to the property owner's address of record by certified and regular mail.

January 27, 2026: Code Compliance Officer Gary Chambers arrived at the subject property to conduct a reinspection and observed that the unpermitted room addition remained. No permit applications had been submitted, and no attempt had been made to begin the process of legalizing the unpermitted room addition. After numerous unsuccessful attempts to contact the property owner and her daughter, it was determined that the ongoing noncompliance warranted a referral of the case to the Planning Commission Appeals Board for a declaration of public nuisance.

February 26, 2026: Code Compliance Officer Gary Chambers arrived at the subject property to conduct a reinspection and observed that the unpermitted room addition remained. No permit applications had been submitted, and no attempt had been made to begin the process of legalizing the unpermitted room addition. A **Public Hearing Notice** was posted at the property informing the property owner that a Public Nuisance Hearing had been scheduled for **March 17, 2026, at 6 pm or soon thereafter**. A **Public Hearing Notice** was also mailed to the property owner's address of record by certified mail, return receipt requested. A copy of the notice was mailed by regular mail and emailed to the property owner's daughter.

March 02, 2026: The city received an email from the property owner's daughter, Leticia Ayala,

dated February 26, 2026. In her message, Ms. Ayala expressed her intention to attend the hearing on behalf of her mother, Maria Medina, the owner of the property.

CONCLUSION: As evidenced by all inspections conducted and the exhibits incorporated herein by reference, the property, identified as APN: 0278-291-08 (located at 7770 Bonnie St., San Bernardino, CA 92410) has been permitted to exist in violation of the Highland Municipal & Development Codes, and therefore, constitutes a Public Nuisance. Specifically, the property is in violation of the following provisions of the Municipal & Development Code:

I. **Highland Municipal Code Section 8.32.020 (C)**: (any building, structure, or property that is in violation of any provision of the Highland Municipal Code, including the Highland Development Code, or the statutes of the state of California).

II. **Highland Municipal Code Section 15.14.010**: (Adoption of the California Residential Code).

III. **California Residential Code (CRC § R105.1)**: (Any owner or owner's authorized agent who intends to construct, enlarge, alter, repair, move, demolish or change the occupancy of a building or structure, or to erect, install, enlarge, alter, repair, remove, convert or replace any electrical, gas, mechanical or plumbing system, the installation of which is regulated by this code, or to cause any such work to be performed, shall first make application to the building official and obtain the required permit).

The property owner(s) is requested to obtain approval and submit plans to legalize the unpermitted room addition, or obtain a permit to revert the unpermitted room addition back to a carport **within Sixty (60) days** from the issuance of an order of the Appeals Board in accordance with Chapter 8.32 of title 8 of the Highland Municipal Code.

Attachments:

1. Planning Commission Appeals Board Resolution No. 2026_____. (Inclusive of Exhibits A - H)
2. Site Location Map
3. Google Earth Image of Carport dated February 2022
4. Photographs dated April 22, 2025
5. Photographs dated May 28, 2025
6. Photographs dated July 7, 2025
7. Photographs dated August 7, 2025
8. Photographs dated September 17, 2025
9. Photographs dated October 20, 2025
10. Photographs dated January 27, 2026
11. Photographs dated February 26, 2026

Attachment "1"

Appeals Board Declaration of Public Nuisance Resolution
No. 2026____, Inclusive of the following Exhibits

RESOLUTION NO. 2026 -

A RESOLUTION OF THE PLANNING COMMISSION/APEALS BOARD OF THE CITY OF HIGHLAND, CALIFORNIA, DECLARING THAT A PUBLIC NUISANCE EXISTS ON THE PROPERTY IDENTIFIED AS APN: 0278-291-08, LOCATED At 7770 BONNIE ST., SAN BERNARDINO, CA 92410, AND ORDERING THE OWNER(S) OF THE PROPERTY TO ABATE THE NUISANCE CONTAINED THEREON.

(CODE CASE #12262)

A. RECITALS

1. On April 21, 2025, this case was initiated due to a complaint received regarding an unpermitted carport conversion to room addition located at 7770 Bonnie St., San Bernardino, CA 92410, APN: 0278-291-08. On April 22, 2025, an inspection of the property revealed that the carport had been enclosed and converted into a room addition without City approval or permits.
2. The City of Highland has since inspected the Property numerous times and discovered that the Property has been maintained and permitted to exist in violation of multiple sections of the Highland Municipal Code and therefore constitutes a public nuisance.
3. Notice of Violations, were issued/mailed on;

4/22/2025 (Attachment A)
5/28/2025 (Attachment B)
4. Administrative Citations, were issued/mailed on;

7/7/2025 - Warning Citation (Attachment C)
8/7/2025 (Attachment D)
9/17/2025 (Attachment E)

- B.** Pursuant to Chapter 8.32 of the Highland Municipal Code, a Notice of Public Hearing was mailed via First Class Mail, and Certified Mail, Return Receipt Requested, to the property owner(s) on February 26, 2026. A copy of the notice was also posted at the Property (Attachment G).

C. RESOLUTION

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

- 1. All of the facts set forth in the Recitals of this Resolution are true and correct and are hereby incorporated into this Resolution by this reference.
- 2. Staff timely notified the owner of the Property that the Planning Commission/Appeals Board would be holding a Public Hearing on March 17, 2026; that Notice is attached hereto as Attachment H. The Appeals Board held a Public Hearing on that Hearing Date, at which time, all written and oral evidence and testimony from the owner(s) of the Property, the Public, and Staff were considered.
- 3. All necessary hearings and opportunities for testimony, and comment have been conducted in compliance with the Municipal Code of the City of Highland.
- 4. The Planning Commission/Appeals Board has independently considered all relevant information of both the public and Staff testimony, written and oral, including the Staff Report and its exhibits which are incorporated herein by this reference.

Order Finding and Ordering Abatement of Public Nuisance

- 5. Based upon substantial evidence in the record, the Planning Commission/Appeals Board hereby declares that a Public Nuisance, as defined by Highland Municipal Code 8.32.020, has been allowed to exist on the Property located at 7770 Bonnie St., San Bernardino, California 92410, since at least April 22, 2025.
- 6. Specifically, based upon the evidence and testimony presented to the Planning Commission/Appeals Board during the above-referenced Hearing, the Planning Commission/Appeals Board finds as follows;
 - a. Highland Municipal Code Section 8.32.020 (C) (any building, structure, or property that is in violation of any provision of the Highland Municipal Code, including the Highland Development Code, or the statutes of the state of California).
 - b. Highland Municipal Code Section 15.14.010 (Adoption of the California Residential Code).

- c. California Residential Code (CRC § R105.1) (Any owner or owner's authorized agent who intends to construct, enlarge, alter, repair, move, demolish or change the occupancy of a building or structure, or to erect, install, enlarge, alter, repair, remove, convert or replace any electrical, gas, mechanical or plumbing system, the installation of which is regulated by this code, or to cause any such work to be performed, shall first make application to the building official and obtain the required permit).
7. The Planning Commission/Appeals Board of the City of Highland hereby finds that the aforementioned Violations constitute a public nuisance and hereby orders the Property Owner(s) to abate the aforementioned Violations, **within sixty (60) days**. The Planning Commission/Appeals Board of the City of Highland hereby sets forth the actions necessary to abate the public nuisance from the Property as follows:
 - a. Obtain approval and submit plans to legalize the unpermitted carport conversion to room addition, or.
 - b. Obtain a permit to revert the unpermitted room addition back to a carport.
8. The administrative and incidental costs and expenses incurred in abating the nuisance, which are proved in accordance with provision of Highland Municipal Code Section 8.32.180, shall be assessed against the Property and shall result in a lien until paid.
9. Pursuant to Highland Municipal Code Section 8.32.110, the Planning Commission/Appeals Board of the City of Highland authorizes the abatement of the public nuisance by the city as follows:
 - (a) If the owner, agent of the owner, lessee, occupant, or person in possession of the Property who are served with a notice of the final decision of the Planning Commission/Appeals Board finding and ordering the abatement of a public nuisance, fail to take the required action **within sixty (60) days** as specified above, the City shall commence with the lawful procedures to have the Property abated.
 - (b) The costs and expenses of demolition, removal, and abatement by the City, including any additional administrative and legal and incidental expenses, pursuant to Highland Municipal Code Section 8.32.110, shall also be assessed and result in a lien upon the Property until paid.

10. Any owner, occupant, or other party who has a legal or equitable interest in the Property may appeal the final order of the Planning Commission/Appeals Board finding and ordering the abatement of a public nuisance pursuant to Highland Municipal Code Section 8.32.210. The appeal must be in writing and must be filed with the City Council no later than 10 days from the date of service of this Planning Commission/Appeals Board Resolution finding and ordering the abatement of a public nuisance. After 10 days from the date of service of the Planning Commission/Appeals Board resolution finding and ordering the abatement of the public nuisance, the order is deemed final and may no longer be appealed.
11. A property owner also has a right to appeal the order ordering liability incidental and administrative expenses incurred and ordering the abatement of a public nuisance.

PASSED, APPROVED AND ADOPTED this 17th day of March 2026.

Randall Hamerly,
Planning Commission/Appeals Board Chairman

ATTEST:

Lawrence A. Mainez,
Community Development Director

Exhibit "A"

Notice of Violation Letter dated April 22, 2025

Notice of Violation

City of Highland - Community Development Dept.

27215 E. Base Line

Highland, CA 92346

(909) 864-6861

Case Number: 12262



04/22/2025

MEDINA, MARIA
7770 BONNIE ST
SAN BERNARDINO, CA 92410

Subject Property: 7770 BONNIE ST, SAN BERNARDINO, CA 92410
Property ID Number: 0278-291-08-0000

Dear Property Owner:

An inspection by our Division has determined the property listed above is in violation of following Ordinance(s):

California Residential Code- Permits, fees, inspections
15.14.010 / R105.1

The following action must be taken to correct the above stated violation(s):

Submit plans and obtain all applicable permits for the unpermitted carport conversion to room addition. If permits cannot be obtained, obtain a code rehab permit to convert the unpermitted room addition back to a carport (Presentar los planos y obtener todos los permisos aplicables para la conversión no permitida del cobertizo de autos en una adición de habitación. Si no se pueden obtener los permisos, obtener un permiso de rehabilitación de código para convertir la adición de habitación no permitida de nuevo en un cobertizo de autos).

The correspondence will serve as official notification that the above state violations must be corrected before 05/22/2025. Fines, liens or special assessments may be placed on the property for noncompliance and/or the costs of abatement, repair or demolition by the City.

For further information, you may contact me at (909) 864-6861 ext. 220.

Sincerely,

Gary Chambers
Code Enforcement Officer

Exhibit “B”

Notice of Violation Letter dated May 28, 2025

Notice of Violation

City of Highland - Community Development Dept.

27215 E. Base Line

Highland, CA 92346

(909) 864-6861

Case Number: 12262



05/28/2025

MEDINA, MARIA
7770 BONNIE ST
SAN BERNARDINO, CA 92410

Subject Property: 7770 BONNIE ST, SAN BERNARDINO, CA 92410
Property ID Number: 0278-291-08-0000

Dear Property Owner:

An inspection by our Division has determined the property listed above is in violation of following Ordinance(s):

California Residential Code- Permits, fees, inspections
15.14.010 / R105.1

The following action must be taken to correct the above stated violation(s):

2nd/Final Warning: Submit plans and obtain all applicable permits for the unpermitted carport conversion to room addition. If permits cannot be obtained, obtain a code rehab permit to convert the unpermitted room addition back to a carport (Presentar los planos y obtener todos los permisos aplicables para la conversión no permitida del cobertizo de autos en una adición de habitación. Si no se pueden obtener los permisos, obtener un permiso de rehabilitación de código para convertir la adición de habitación no permitida de nuevo en un cobertizo de autos).

The correspondence will serve as official notification that the above state violations must be corrected before 06/27/2025. Fines, liens or special assessments may be placed on the property for noncompliance and/or the costs of abatement, repair or demolition by the City.

For further information, you may contact me at (909) 864-6861 ext. 220.

Sincerely,

Gary Chambers
Code Enforcement Officer

Exhibit “C”

Administrative Warning Citation, No.17002, issued
July 7, 2025



CITY OF HIGHLAND
 FINANCE DEPARTMENT
 27215 BASE LINE
 HIGHLAND, CA 92346
 (909) 864-6861

CITATION NO. 17002

ADMINISTRATIVE CITATION

Date: 7-7-2025 Time: 9:42am (Violation Observed)

WARNING

1st Citation - \$ 500.00 2nd Citation - \$ 750.00

3rd Subsequent - \$ 1,000.00

The payment listed above is due by N/A. See reverse side for payment and appeal instructions.

Corrections indicated below are required by 8-6-25. If you fail to make the indicated corrections by this date, the next level citation may be issued or the City may take other enforcement action or actions.

PERSON CITED: LAST FIRST MIDDLE

DL #: Mediano, Maria T DOB: N/A

MAILING ADDRESS: N/A N/A
7770 Bonnie St.

VIOLATION ADDRESS: San Bernardino, CA 92410
"SAME"

MUNI. / STATE CODE SECTION VIOLATED	VIOLATION DESCRIPTION
<u>HMC 15.14.010</u>	<u>Adoption California Residential Code</u>
<u>CRC 2105.1</u>	<u>Permits required.</u>

CORRECTIONS REQUIRED: Obtain permits to legalize unpermitted carport conversion to room addition or a rehab permit to restore back to carport.

[Signature] 7-7-2025
 Signature of Issuing Officer Issued Date

Gary Chambers
 Printed Name of Issuing Officer

"Mailed"
 Acknowledgement of Receipt (Signature)

READ REVERSE SIDE FOR IMPORTANT INFORMATION

Exhibit “D”

Administrative Citation, No.17013, issued
August 7, 2025



CITY OF HIGHLAND
 FINANCE DEPARTMENT
 27215 BASE LINE
 HIGHLAND, CA 92346
 (909) 864-6861

Case # 12262

CITATION NO. 17013

ADMINISTRATIVE CITATION

Date: 8-7-2023 Time: 10:25am (Violation Observed)

WARNING

1st Citation - \$ 500.00 2nd Citation - \$ _____

3rd Subsequent - \$ _____

The payment listed above is due by 9-1-25. See reverse side for payment and appeal instructions.

Corrections indicated below are required by 9-6-25. If you fail to make the indicated corrections by this date, the next level citation may be issued or the City may take other enforcement action or actions.

PERSON CITED: LAST FIRST MIDDLE

Medina, Maria T

DL #:

N/A

DOB:

N/A

MAILING ADDRESS:

7770 Bonnie St.
 San Bernardino, CA 92410

VIOLATION ADDRESS:

"SAME"

MUNI. / STATE CODE SECTION VIOLATED	VIOLATION DESCRIPTION
<u>HMC 15.14.010</u>	<u>Adoption Cal Res. Code</u>
<u>CRC 2105.1</u>	<u>Permits required.</u>

CORRECTIONS REQUIRED: Obtain a permit to legalize the unpermitted Carport Conversion to room addition as a demo permit to demolish and restore back to carport.

[Signature]
 Signature of Issuing Officer

8-7-2023
 Issued Date

Craig Chambers
 Printed Name of Issuing Officer

"Mi Led"
 Acknowledgement of Receipt (Signature)

READ REVERSE SIDE FOR IMPORTANT INFORMATION

Exhibit “E”

Administrative Citation, No.17017, issued
September 17, 2025



CITY OF HIGHLAND
 FINANCE DEPARTMENT
 27215 BASE LINE
 HIGHLAND, CA 92346
 (909) 864-6861

Case # 12262

CITATION NO. 17017

ADMINISTRATIVE CITATION

Date: 9-17-2025 Time: 11:18 am (Violation Observed)

WARNING

1st Citation - \$ _____ 2nd Citation - \$ 750.00

3rd Subsequent - \$ _____

The payment listed above is due by 10-12-2025. See reverse side for payment and appeal instructions.

Corrections indicated below are required by 10-17-2025. If you fail to make the indicated corrections by this date, the next level citation may be issued or the City may take other enforcement action or actions.

PERSON CITED: LAST FIRST MIDDLE

Medina, Maria T

DL #: _____ DOB: _____

HLA

HLA

MAILING ADDRESS: 7770 Bantest.

San Bernardino, CA 92410

VIOLATION ADDRESS: "SAME"

MUNI. / STATE CODE SECTION VIOLATED	VIOLATION DESCRIPTION
<u>HMC 15.14.010</u>	<u>Adoption Cal. Res. Code</u>
<u>CRC R105.1</u>	<u>Permits required.</u>

CORRECTIONS REQUIRED: Obtain a permit to legalize the unpermitted Carport Conversion to room addition or a demo permit to demolish and restore back to Carport.

[Signature] 9-17-2025
 Signature of Issuing Officer Issued Date

Cory Chambers
 Printed Name of Issuing Officer

"Mailed"
 Acknowledgment of Receipt (Signature)

READ REVERSE SIDE FOR IMPORTANT INFORMATION

Exhibit “F”

Notice of Non-Compliance/Public Nuisance Hearing, dated
October 20, 2025



October 20, 2025

Maria Medina
7770 Bonnie St.
San Bernardino, CA 92410

RE: Pending Notice of Non-Compliance/Public Nuisance Hearing {Parcel #0278-291-08, 7770 Bonnie St., San Bernardino, CA}

Dear Ms. Medina

The City of Highland has exhausted all efforts to bring the property into compliance with the City of Highland Municipal & Development Code's, specifically, Building and Construction regulations, carport conversion to a room addition without city approval or permits. A Public Nuisance Hearing will be scheduled to declare the subject property a public nuisance.

If you wish to avoid having the property declared a public nuisance, you may start the process to legalize the addition (obtain approval & submit plans) or obtain a Code Rehab permit to remove the room addition and restore the carport by 11/19/2025. As a reminder, should it be necessary to refer this case to the Planning Commission Appeals Board for a Declaration of Public Nuisance and to the City Attorney's Office, all administrative and incidental costs and expenses incurred in abating the nuisance, and which are proved in accordance with provisions of HMC 8.32.180, shall be assessed against the property and shall result in a **lien** until paid.

Should you have any questions, please feel free to contact me at the number below.

Sincerely,

Gary Chambers

Code Compliance Officer, City of Highland, California

Phone: (909) 864-6861 ext. 220

CC: Lawrence Mainez, Community Development Director

Mayor
Penny Lilburn

Mayor Pro Tem
Larry McCallon

City Council
Gregory Hogan

City Council
John P. Timmer

City Council
Jimmy Saldana

City Manager
Carlos Zamano

27215 Base Line • Highland, CA 92346

Tel: 909.864.6861 • Fax: 909.862.3180 • www.cityofhighland.org



Exhibit “G”

Notice of Public Hearing & Public Posting Copy dated
February 26, 2026



CITY OF HIGHLAND NOTICE OF PUBLIC HEARING

27215 Baseline, Highland, CA 92346
Telephone (909) 864-6861 FAX: (909) 862-3180

CITY OF HIGHLAND NOTICE OF PUBLIC HEARING BEFORE THE CITY OF HIGHLAND APPEALS BOARD (BOARD)

This notice is to inform you of a hearing to be held before the City of Highland Appeals Board to determine whether certain conditions and/or uses are existing on the property identified as APN 0278-291-08, located at 7770 Bonnie St. (referred to hereafter as ("The Property")) continue to constitute a public nuisance pursuant to the Highland Municipal Code & Ordinances of the City of Highland at the following place, date, and time.

TIME AND DATE OF HEARING: Tuesday, March 17, 2026, at 6:00PM

LOCATION OF HEARING: City Hall Council Chambers 27215 Base
Line Highland, CA 92346

You may bring any witnesses, pictures, photographs, reports, or any other exhibits to this hearing which you feel will establish or prove the Property is not a public nuisance. You may be represented by an attorney. You will have an opportunity to examine all evidence and witnesses testifying against you.

If the Appeals Board determines at the end of the hearing, that this Property is in fact a public nuisance, you will be ordered to abate the public nuisance or the condition thereof and your property will be assessed the City's administrative and incidental costs incurred up to that stage in the abatement process. This assessment will result in a lien upon your property until paid. Thereupon, if you fail to obey the Appeals Board's order to abate this nuisance, the City may do so for you, in accordance with applicable statutes [HMC Section 8.28.010 (A)(B)]. The costs and expense of abating the nuisance including the City's incidental and administrative expenses, may be recovered in an appropriate civil action, and will result in a lien upon the Property until it is paid. (HMC Section 8.28.020).

VIA CERTIFIED MAIL
RETURN SERVICE REQUESTED AND
FIRST CLASS MAIL

The conditions of the Property constituting a public nuisance are as follows:

Building and construction violations related to the unpermitted carport conversion to room addition.

You may voluntarily abate the nuisance yourself by doing the following things:

Obtain approval, submit plans, and obtain all necessary permits to legalize the unpermitted carport conversion to room addition or obtain a rehab permit to revert the unpermitted room addition back to a carport.

If you choose to voluntarily abate this nuisance prior to this hearing, you may notify me at least three (3) days prior to the date of hearing set below, for a prehearing inspection.



Gary Chambers,

Code Compliance Officer

Cc: Lawrence A. Mainez,

Community Development Director



CITY OF HIGHLAND NOTICE OF PUBLIC HEARING

27215 Baseline, Highland, CA 92346
Telephone (909) 864-6861 FAX: (909) 862-3180

NOTICE OF PUBLIC HEARING BEFORE THE CITY OF HIGHLAND APPEALS BOARD (BOARD)

Date: February 26, 2026

A PUBLIC HEARING HAS BEEN SCHEDULED BEFORE THE HIGHLAND APPEALS BOARD TO CONSIDER DECLARING THE FOLLOWING DESCRIBED PROPERTY A PUBLIC NUISANCE DUE TO BUILDING AND CONSTRUCTION VIOLATIONS RELATED TO THE UNPERMITTED CARPORT CONVERSION TO ROOM ADDITION.

File Number: APPEALS BOARD PUBLIC NUISANCE HEARING
CASE #12262

SUBJECT: A Public Hearing to declare the existence of a Public Nuisance in accordance with Chapter 8.32.060 of the Highland Municipal Code on the following Assessor's Parcel Number: 0278-291-08

PROPERTY OWNER(S): Maria T. Medina

VIOLATION ADDRESS/APN: 7770 Bonnie St., San Bernardino, CA 92410, APN:
0278-291-08

HEARING LOCATION: Highland City Hall Council Chambers
27215 Base Line
Highland, CA 92346

DATE AND TIME OF HEARING: Tuesday March 17, 2026, at 6:00 PM
(Or soon thereafter)

Exhibit “H”

Notice of Public Hearing, Affidavit of Mailing, dated
February 26, 2026

AFFIDAVIT OF MAILING

STATE OF CALIFORNIA)
COUNTY OF SAN BERNARDINO)

I am employed in the County of San Bernardino, State of California. I am over the age of 18 and not a party to the within action. My business address is City of Highland, 27215 Base Line, Highland, CA 92346.

On February 26, 2026, I caused to be served a copy of the attached Public Hearing Notice, Case #12262, Certified Mail, Return Receipt Requested, to the following parties: Maria T. Medina. Said service was made by placing a true copy thereof enclosed in a sealed envelope with postage thereon fully prepaid, in the United States Mail, at Highland, California, and addressed to the Parties as more fully detailed below.

Maria T. Medina
7770 Bonnie St.
San Bernardino, CA 92410

I declare under penalty of perjury under the laws of the State of California that the foregoing is true and correct, and this Declaration was executed at Highland, CA, on February 26, 2026.

Dated: 2/26/26



Camille Duarte, Administrative Assistant III
City of Highland

Attachment “2”

Aerial / Site Location Map

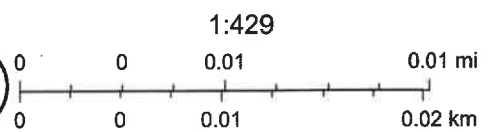
ArcGIS Web Map



2/18/2026, 7:58:45 AM

- Address Points
- Parcels
- World Imagery
- Low Resolution 15m Imagery

- High Resolution 60cm Imagery
- High Resolution 30cm Imagery
- Citations



County of San Bernardino, Microsoft, Vantor. Sources: Esri, TomTom, Garmin, FAO, NOAA, USGS, © OpenStreetMap contributors, and the GIS User Community

Attachment “3”

Google Earth Image of Carport dated February 2022



Attachment “4”

Case photographs dated April 22, 2025



Attachment "5"

Case photographs dated May 28, 2025



Attachment "6"

Case photographs dated July 7, 2025



Attachment "7"

Case photographs dated August 7, 2025



Attachment "8"

Case photographs dated September 17, 2025



Attachment "9"

Case photographs dated October 20, 2025

Oct 20, 2025 at 10:12:25 AM
7773 Bonnie S
Highland CA 9241
United States



Attachment "10"

Case photographs dated January 27, 2026



7770

7770

7770

BEWARE OF THE DOG

NOTICE
24 HOUR VIDEO SURVEILLANCE

MEDINA

Jan 27, 2026 at 10:41:40 AM

Attachment "11"

Case photographs dated February 26, 2026







Staff Report

to the Planning Commission/Appeals Board

Agenda
Item
No.3.

Date: March 17, 2026

From: Lawrence Mainez, Community Development Director

Prepared By: Gary Chambers, Code Enforcement Officer

Subject: 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 located at 25485 Base Line, San Bernardino, CA 92410 (within the corporate boundaries of the City of Highland), Tax Assessor's Parcel Number 0278-101-40.

Recommendation:

Conduct the required Public Hearing and adopt Appeals Board Resolution No 2026 - _____, declaring the existence of a public nuisance on the Property generally located at 25485 Base Line, San Bernardino, CA 92410 and order the abatement thereof.

Fiscal Impact:

The full cost to the city regarding the abatement of the Public Nuisance is currently unknown. Staff has accounted for their time in their attempt to abate the nuisance conditions on the Property. Staff will present the Property Owner(s) of record with the cost of the City's efforts to abate the violations at the time all violations are remedied. If the Property Owner(s) elect not to pay for the City's cost to abate the violations, a Public Hearing will be held to assess the property for the cost of the abatement process.

Public Notice:

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

Background:

July 22, 2024: This case was initiated due to the submission of a Commercial Information Change License Application by the establishment generally located at 25485 Base Line, San Bernardino, CA 92410, APN: 0278-101-40. The establishment, A1 Complete Auto Repair, received a business license from the City in 2017 and was approved for minor auto repair only; no body work, engine overhaul or paint (BL 17-081). An inspection of the property revealed that the business was engaged in performing major auto repair without having obtained a Conditional Use Permit and in breach of their approvals. Additionally, there was an accumulation of used or discarded automotive parts or equipment, as well as permanently disabled, junked or wrecked vehicles being stored outside the main building. The exterior parking areas were being utilized for the repair work or long-term storage (over one week) of vehicles, and semi-tractors were also noted being parked or stored on the property. A **Notice of Violation** was mailed to the property owner's address of record. A copy of the notice was also emailed to the business owner. A previous code case, 9067, was associated with the

property/business from April 22, 2022, until April 20, 2023, for similar violations. According to the business owner, Mike Nguyen, maintaining the business as a minor auto repair facility was financially unsustainable. Mr. Nguyen stated that he was conducting major auto repairs and dismantling semi-trucks for parts sales to maintain the business. Following the cleanup of the property, Mr. Nguyen stated that it was his intention to stop all major auto repairs and the dismantling of semi-trucks. Mr. Nguyen also stated that he would maintain the property moving forward. Consequently, the case was closed.

August 21, 2024: Code Compliance Officer Gary Chambers arrived at the subject property to conduct a reinspection and observed evidence that the business was engaged in performing major auto repair without having obtained a Conditional Use Permit and in breach of their approvals. Additionally, there was an accumulation of used or discarded automotive parts or equipment, as well as permanently disabled, junked or wrecked vehicles being stored outside the main building. The exterior parking areas were being utilized for the repair work or long-term storage (over one week) of vehicles, and semi-tractors were also noted being parked or stored on the property. A **Final Notice of Violation** was mailed to the property owner's address of record by certified mail. A copy of the notice was also emailed to the business owner.

September 21, 2024: Code Compliance Officer Gary Chambers received an email from business owner Alicia Nguen. In her message, she mentioned that Mr. Mike Nguyen had been away from the office for three weeks because of health issues and requested additional time to clean up the property.

October 24, 2024: Code Compliance Officer Gary Chambers arrived at the subject property to conduct a reinspection and observed evidence that the business was engaged in performing major auto repair without having obtained a Conditional Use Permit and in breach of their approvals. Additionally, there was an accumulation of used or discarded automotive parts or equipment, as well as permanently disabled, junked or wrecked vehicles being stored outside the main building. The exterior parking areas were being utilized for the repair work or long-term storage (over one week) of vehicles, and semi-tractors were also noted being parked or stored on the property. **Administrative Warning Citation, No. 15261**, was issued and mailed to the property owner's address of record by certified and regular mail. A copy of the citation was emailed to both the property owner and business owner.

November 21, 2024: Mr. Mike Nguyen, business owner, requested additional time to bring the property into compliance due to continuing health complications.

April 24, 2025: Code Compliance Officer Gary Chambers arrived at the subject property to conduct a reinspection and observed evidence that the business was engaged in performing major auto repair without having obtained a Conditional Use Permit and in breach of their approvals. Additionally, there was an accumulation of used or discarded automotive parts or equipment, as well as permanently disabled, junked or wrecked vehicles being stored outside the main building. The exterior parking areas were being utilized for the repair work or long-term storage (over one week) of vehicles. Code Compliance Officer Gary Chambers discussed the case with the property owner, Kelly Nguyen, by phone concerning the ongoing violations and state of the property. Ms. Nguyen expressed her apologies and mentioned that the business owner had told her that the problems were being addressed. She also noted that the business owner was facing a significant health issue and was frequently undergoing treatment. Ms. Nguyen said she would talk to the business owner regarding the property and explore possible options. Given the situation, she asked for more time to resolve the matter.

July 3, 2025: Code Compliance Officer Gary Chambers arrived at the subject property to conduct a reinspection and observed evidence that the business was engaged in performing major auto repair without having obtained a Conditional Use Permit and in breach of their approvals. Additionally, there was an accumulation of used or discarded automotive parts or equipment, as well as permanently disabled, junked or wrecked vehicles being stored outside the main building. The exterior parking areas were also being utilized for the repair work or long-term storage (over one week) of vehicles. **Administrative Citation, No. 17124 (\$100)**, was issued and mailed to the property owner's address of record by certified and regular mail on July 7, 2025. A copy of the citation was emailed to the property owner.

August 4, 2025: Code Compliance Officer Gary Chambers arrived at the subject property to conduct a reinspection and observed evidence that the business was engaged in performing major auto repair without having obtained a Conditional Use Permit and in breach of their approvals. Additionally, there was an accumulation of used or discarded automotive parts or equipment, as well as permanently disabled, junked or wrecked vehicles being stored outside the main building. The exterior parking areas were also being utilized for the repair work or long-term storage (over one week) of vehicles. **Administrative Citation, No. 17011 (\$200)**, was issued and mailed to the property owner's address of record by certified and regular mail. A copy of the citation was emailed to the property owner.

September 29, 2025: Code Compliance Officer Gary Chambers arrived at the subject property to conduct a reinspection and observed evidence that the business was engaged in performing major auto repair without having obtained a Conditional Use Permit and in breach of their approvals. Additionally, there was an accumulation of used or discarded automotive parts or equipment, as well as permanently disabled, junked or wrecked vehicles being stored outside the main building. The exterior parking areas were being utilized for the repair work or long-term storage (over one week) of vehicles. The business owner, Mike Nguyen, was present during the inspection. During the inspection, Code Compliance Officer Gary Chambers was approached by a neighboring business owner. She expressed her concerns regarding the excessive storage and accumulation of vehicles from the auto repair shop, noting that some of the vehicles were being parked or stored in the parking lot designated for her customers. Mr. Nguyen was informed that, due to continued non-compliance, the case would be referred to the Planning Commission/Appeals Board for a declaration of public nuisance. Mr. Nguyen stated that his customers often lacked the funds to pay for their repairs, necessitating the need for vehicle storage until payments could be settled. He also indicated that he would be shutting down his business, citing the challenges of operating under the current circumstances.

October 29, 2025: Code Compliance Officer Gary Chambers discussed the case with the property owner, Kelly Nguyen. Ms. Nguyen stated her intention to talk to the business owner about the persistent issues and work towards a solution. Code Compliance Officer Gary Chambers informed the property owner that the case would need to be referred to the Planning Commission Appeals Board for a declaration of public nuisance if the violations persisted.

November 25, 2025: Code Compliance Officer Gary Chambers discussed the case with the business owner, Mike Nguyen. Mr. Nguyen mentioned his plans to shut down the business and vacate the premises by February 1, 2026.

February 5, 2026: Code Compliance Officer Gary Chambers arrived at the subject property to conduct a reinspection and observed evidence that the business was engaged in performing major auto repair without having obtained a Conditional Use Permit and in breach of their approvals. Additionally, there was an accumulation of used or discarded automotive parts or

equipment, as well as permanently disabled, junked or wrecked vehicles being stored outside the main building. The exterior parking areas were being utilized for the repair work or long-term storage (over one week) of vehicles. No attempt was made by the business owner to vacate the property. Mr. Nguyen stated that he planned to remain at the location because of his lease agreement and expressed his intention to tidy up the property and adhere to the conditions of his approval for minor auto repair services. Mr. Nguyen was advised of the public nuisance hearing process. A **Notice of Noncompliance** was mailed to the property owner's address of record by certified mail. A copy of the notice was also emailed to the property owner.

February 26, 2026: Code Compliance Officer Gary Chambers arrived at the subject property to conduct a reinspection and observed evidence that the business was engaged in performing major auto repair without having obtained a Conditional Use Permit and in breach of their approvals. Additionally, there was an accumulation of used or discarded automotive parts or equipment, as well as permanently disabled, junked or wrecked vehicles being stored outside the main building. The exterior parking areas were being utilized for the repair work or long-term storage (over one week) of vehicles. A **Public Hearing Notice** was posted at the property informing the property owner and business owner that a Public Nuisance Hearing had been scheduled for **March 17, 2026, at 6 pm or soon thereafter**. A **Public Hearing Notice** was also mailed to the property owner's address of record by certified mail, return receipt requested. A copy of the notice was mailed by regular mail and emailed to the property owner. Kelly Nguyen, the property owner, responded by email, confirming that she had received the notice for the public hearing and expressed her gratitude for the update.

CONCLUSION:

As evidenced by all inspections conducted and the exhibits incorporated herein by reference, the property, identified as APN: 0278-101-40 (located at 25485 Base Line, San Bernardino, CA 92410) has been permitted to exist in violation of the Highland Municipal & Development Codes, and therefore, constitutes a Public Nuisance. Specifically, the property is in violation of the following provisions of the Municipal & Development Code:

I. **Highland Municipal Code Section 8.32.020 (B)(1)** (Violation of any condition of a site approval or Conditional Use Permit).

II. **Highland Municipal Code Section 8.32.020 (C)** (any building, structure, or property that is in violation of any provision of the Highland Municipal Code, including the Highland Development Code, or the statutes of the state of California).

III. **Highland Municipal Code Section 16.20.030** (Commercial use regulations; major auto repair is only permitted in the General Commercial (CG) District subject to the approval of a conditional use permit (Table 16.20.030 A). The business, A1 Complete Auto Repair, operating as a major auto repair facility without a Conditional Use Permit constitutes a public nuisance).

IV. **Highland Municipal Code Section 16.44.240 (C)(5)** (Vehicle repair facilities, minimum development standards; the premises shall be kept in a neat and orderly condition at all times, and all improvements shall be maintained in a condition of reasonable repair and appearance. No used or discarded automotive parts or equipment or permanently disabled, junked or wrecked vehicles may be stored outside the main building).

V. **Highland Municipal Code Section 16.44.240 (C)(6)** (Vehicle repair facilities, minimum

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

The property owner(s) and business owner(s) are requested to cease conducting major auto repairs on the property without City approval and permits, remove all used or discarded automotive parts or equipment or permanently disabled, junked or wrecked vehicles stored outside the main building, and ensure that the premises is kept in a neat and orderly condition at all times and all improvements are maintained in a condition of reasonable repair and appearance. The property owner(s) and business owner(s) are also requested to ensure that exterior parking areas are used for employee and customer parking only, and not for the repair or finishing work or long-term (over one week) storage of vehicles within **ninety (90) days** from the issuance of an order of the Appeals Board in accordance with Chapter 8.32 of title 8 of the Highland Municipal Code.

Attachments:

1. Planning Commission Appeals Board Resolution (Inclusive of Exhibits A - H)
2. Site Location Map
3. Photographs dated July 22, 2024 (1)
4. Photographs dated August 21, 2024 (1)
5. Photographs dated October 24, 2024 (1)
6. Photographs dated April 24, 2025 (1)
7. Photographs dated July 3, 2025 (1)
8. Photographs dated August 4, 2025 (1)
9. Photographs dated September 29, 2025
10. Photographs dated February 5, 2026
11. Photographs dated February 26, 2026
12. Business advertisement & photograph

Attachment "1"

Appeals Board Declaration of Public Nuisance Resolution
No. 2026____, Inclusive of the following Exhibits

RESOLUTION NO. 2026 -

A RESOLUTION OF THE PLANNING COMMISSION/APPEALS BOARD OF THE CITY OF HIGHLAND, CALIFORNIA, DECLARING THAT A PUBLIC NUISANCE EXISTS ON THE PROPERTY IDENTIFIED AS APN: 0278-101-40, LOCATED At 25485 BASE LINE ST., SAN BERNARDINO, CA 92410, AND ORDERING THE OWNER(S) OF THE PROPERTY TO ABATE THE NUISANCE CONTAINED THEREON.

(CODE CASE #11554)

A. RECITALS

1. On July 22, 2024, this case was initiated due to the submission of a Commercial Business Information Change Application by the establishment located at 25485 Base Line St., San Bernardino, CA 92410, APN: 0278-101-40. An inspection of the property revealed that the business was engaged in performing major auto repair without having obtained a conditional use permit and in breach of their approvals. Additionally, there was an accumulation of used or discarded automotive parts or equipment, as well as permanently disabled, junked or wrecked vehicles being stored outside the main building. The exterior parking areas were being utilized for repair work or long-term storage (over one week) of vehicles, and semi-tractors were also noted being parked or stored on the property.
2. The City of Highland has since inspected the Property numerous times and discovered that the Property has been maintained and permitted to exist in violation of multiple sections of the Highland Municipal Code and therefore constitutes a public nuisance.
3. Notice of Violations, were issued/mailed on;

07/22/2024 (Attachment A)
08/21/2024 (Attachment B)
4. Administrative Citations, were issued/mailed on;

10/24/2024 - Warning Citation (Attachment C)
07/07/2025 (Attachment D)
08/04/2025 (Attachment E)

- B.** Pursuant to Chapter 8.32 of the Highland Municipal Code, a Notice of Public Hearing was mailed via First Class Mail, and Certified Mail, Return Receipt Requested, to the property owner(s) and business owners(s) on February 26, 2026. A copy of the notice was also posted at the Property (Attachment G).

C. RESOLUTION

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

1. All of the facts set forth in the Recitals of this Resolution are true and correct and are hereby incorporated into this Resolution by this reference.
2. Staff timely notified the owner of the Property that the Planning Commission/Appeals Board would be holding a Public Hearing on March 17, 2026; that Notice is attached hereto as Attachment H. The Appeals Board held a Public Hearing on that Hearing Date, at which time, all written and oral evidence and testimony from the owner(s) of the Property, the Public, and Staff were considered.
3. All necessary hearings and opportunities for testimony, and comment have been conducted in compliance with the Municipal Code of the City of Highland.
4. The Planning Commission/Appeals Board has independently considered all relevant information of both the public, and Staff testimony, written and oral, including the Staff Report and its exhibits which are incorporated herein by this reference.

Order Finding and Ordering Abatement of Public Nuisance

5. Based upon substantial evidence in the record, the Planning Commission/Appeals Board hereby declares that a Public Nuisance, as defined by Highland Municipal Code 8.32.020, has been allowed to exist on the Property located at 25485 Base Line St., San Bernardino, California 92410, since at least July 22, 2024.
6. Specifically, based upon the evidence and testimony presented to the Planning Commission/Appeals Board during the above-referenced Hearing, the Planning Commission/Appeals Board finds as follows;
 - a. Highland Municipal Code Section 8.32.020 (B)(1) (Violation of any condition of a site approval or conditional use permit).
 - b. Highland Municipal Code Section 8.32.020 (C) (any building, structure, or property that is in violation of any provision of the Highland Municipal Code, including the Highland Development Code, or the statutes of the state of California).

- c. Highland Municipal Code Section 16.20.030 (Commercial use regulations; major auto repair is only permitted in the General Commercial (CG) District subject to the approval of a conditional use permit (Table 16.20.030 A). The business, A1 Complete Auto Repair, operating as a major auto repair facility without a conditional use permit constitutes a public nuisance).
 - d. Highland Municipal Code Section 16.44.240 (C)(5) (Vehicle repair facilities, minimum development standards; the premises shall be kept in a neat and orderly condition at all times, and all improvements shall be maintained in a condition of reasonable repair and appearance. No used or discarded automotive parts or equipment or permanently disabled, junked or wrecked vehicles may be stored outside the main building).
 - e. Highland Municipal Code Section 16.44.240 (C)(6) (Vehicle repair facilities, minimum development standards; exterior parking areas shall be used for employee and customer parking only, and not for the repair or finishing work or long-term (over one week) storage of vehicles. No vehicles to be repaired shall be parked or stored on any street or in any alley.).
7. The Planning Commission/Appeals Board of the City of Highland hereby finds that the aforementioned Violations constitute a public nuisance and hereby orders the Property Owner(s) to abate the aforementioned Violations, **within ninety (90) days**. The Planning Commission/Appeals Board of the City of Highland hereby sets forth the actions necessary to abate the public nuisance from the Property as follows:
- a. Cease conducting major auto repair from the property without obtaining the appropriate approvals and permits.
 - b. Remove all used or discarded automotive parts or equipment and permanently disabled, junked or wrecked vehicles stored outside the main building.
 - c. Ensure that the premises is kept in a neat and orderly condition at all times, and all improvements are maintained in a condition of reasonable repair and appearance.
 - d. Ensure that exterior parking areas are used for employee and customer parking only, and not for the repair or finishing work or long-term (over one week) storage of vehicles.

8. The administrative and incidental costs and expenses incurred in abating the nuisance, which are proved in accordance with provision of Highland Municipal Code Section 8.32.180, shall be assessed against the Property and shall result in a lien until paid.
9. Pursuant to Highland Municipal Code Section 8.32.110, the Planning Commission/Appeals Board of the City of Highland authorizes the abatement of the public nuisance by the city as follows:
 - (a) If the owner, agent of the owner, lessee, occupant, or person in possession of the Property who are served with a notice of the final decision of the Planning Commission/Appeals Board finding and ordering the abatement of a public nuisance, fail to take the required action **within ninety (90) days** as specified above, the City shall commence with the lawful procedures to have the Property abated.
 - (b) The costs and expenses of demolition, removal, and abatement by the City, including any additional administrative and legal and incidental expenses, pursuant to Highland Municipal Code Section 8.32.110, shall also be assessed and result in a lien upon the Property until paid.
10. Any owner, occupant, or other party who has a legal or equitable interest in the Property may appeal the final order of the Planning Commission/Appeals Board finding and ordering the abatement of a public nuisance pursuant to Highland Municipal Code Section 8.32.210. The appeal must be in writing and must be filed with the City Council no later than 10 days from the date of service of this Planning Commission/Appeals Board Resolution finding and ordering the abatement of a public nuisance. After 10 days from the date of service of the Planning Commission/Appeals Board resolution finding and ordering the abatement of the public nuisance, the order is deemed final and may no longer be appealed.
11. A property owner also has a right to appeal the order ordering liability incidental and administrative expenses incurred and ordering the abatement of a public nuisance.

PASSED, APPROVED AND ADOPTED this 17th day of March 2026.

Randall Hamerly,
Planning Commission/Appeals Board Chairman

ATTEST:

Lawrence A. Mainez,
Community Development Director

Exhibit "A"

Notice of Violation Letter dated July 22, 2024

Notice of Violation

City of Highland - Community Development Dept.

27215 E. Base Line

Highland, CA 92346

(909) 864-6861

Case Number: 11554



07/22/2024

Kelly Nguyen
17850 PALM RD
RIVERSIDE, CA 92503

Subject Property: 25485 E Base Line St, San Bernardino, Ca 92410-0000
Property ID Number: 0278-101-40-0000

Dear Property Owner:

An inspection by our Division has determined the property listed above is in violation of following Ordinance(s):

Commercial Use Regulations

HMC 16.20.030

Public nuisance - bld/prop in violation of code

8.32.020 C

Public Nuisance - Violation of site approval or CUP

HMC 8.32.020(B)(1)

Vehicle Repair Facilities - Litter

16.44.240 C5

Vehicle Repair Facilities - Long-Term storage of vehicles

16.44.240 C6

The following action must be taken to correct the above stated violation(s):

Cease all major automotive repair work. Remove all semi-tractors from the property. Per site approval, business is for minor repair work only. Used or discarded automotive parts or equipment or permanently disabled, junked or wrecked vehicles being stored outside the main building. Exterior parking area being used for the repair or finishing work or long-term (over one week) storage of vehicles. This property continues to be a nuisance; reference previous code case #9067. Please take immediate action to remedy all issues. Thank you for your prompt attention and cooperation in resolving this matter.

The correspondence will serve as official notification that the above state violations must be corrected before 08/06/2024. Fines, liens or special assessments may be placed on the property for noncompliance and/or the costs of abatement, repair or demolition by the City.

For further information, you may contact me at (909) 864-6861 ext. 220.

Sincerely,

Gary Chambers
Code Enforcement Officer

Exhibit “B”

Notice of Violation Letter dated August 21, 2024

Notice of Violation

City of Highland - Community Development Dept.

27215 E. Base Line

Highland, CA 92346

(909) 864-6861

Case Number: 11554



08/21/2024

Kelly Nguyen
17850 PALM RD
RIVERSIDE, CA 92503

Subject Property: 25485 E Base Line St, San Bernardino, Ca 92410-0000
Property ID Number: 0278-101-40-0000

Dear Property Owner:

An inspection by our Division has determined the property listed above is in violation of following Ordinance(s):

Commercial Use Regulations

HMC 16.20.030

Public nuisance - bld/prop in violation of code

8.32.020 C

Public Nuisance - Violation of site approval or CUP

HMC 8.32.020(B)(1)

Vehicle Repair Facilities - Litter

16.44.240 C5

Vehicle Repair Facilities - Long-Term storage of vehicles

16.44.240 C6

The following action must be taken to correct the above stated violation(s):

Final Notice: Cease all major automotive repair work. Per site approval, business is for minor repair work only. Remove all semi-tractors from the property. Exterior parking area being used for the repair or finishing work or long-term (over one week) storage of vehicles; The premises shall be kept in a neat and orderly condition at all times and all improvements shall be maintained in a condition of reasonable repair and appearance. No used or discarded automotive parts or equipment or permanently disabled, junked or wrecked vehicles may be stored outside the main building. This property continues to be a nuisance; reference previous code case #9067. Please take immediate action to remedy all issues. Thank you for your prompt attention and cooperation in resolving this matter. Administrative citations will be issued after 9/20/2024.

The correspondence will serve as official notification that the above state violations must be corrected before 09/20/2024. Fines, liens or special assessments may be placed on the property for noncompliance and/or the costs of abatement, repair or demolition by the City.

For further information, you may contact me at (909) 864-6861 ext. 220.

Sincerely,

Gary Chambers
Code Enforcement Officer

Exhibit “C”

Administrative Warning Citation, No.15261, issued
October 24, 2024

Exhibit “D”

Administrative Citation, No.17124, issued
July 7, 2025



CITY OF HIGHLAND
 FINANCE DEPARTMENT
 27215 BASE LINE
 HIGHLAND, CA 92346
 (909) 864-6861

Case # 11554

CITATION NO. 17124

ADMINISTRATIVE CITATION

Date: 7-3-2025 Time: 10:50 am (Violation Observed)

WARNING

1st Citation - \$ 100.00 2nd Citation - \$ _____

3rd Subsequent - \$ _____

The payment listed above is due by 8-1-2025. See reverse side for payment and appeal instructions.

Corrections indicated below are required by 8-1-2025. If you fail to make the indicated corrections by this date, the next level citation may be issued or the City may take other enforcement action or actions.

PERSON CITED: LAST FIRST MIDDLE

DL #: Mguyen, Kelly DOB

N/A N/A

MAILING ADDRESS: 17850 Palm Rd.
Riverside, CA 92503

VIOLATION ADDRESS: 25485 Base Line St.
San Bernardino, CA 92410

MUNI. / STATE CODE SECTION VIOLATED	VIOLATION DESCRIPTION
<u>HMC</u> <u>8.52.020(3)(c)</u>	<u>Violation of site approval</u>
<u>HMC</u> <u>8.52.020(c)</u>	<u>Any violation of the Highland Municipal or Development Code</u>
<u>HMC</u> <u>16.20.030</u>	<u>Commercial use regulations</u>

CORRECTIONS REQUIRED: Cease operating major

Auto repair business. Business was approved for minor repair work only. Remove all permanently disabled, junked, or abandoned vehicles or parts that are being stored outside the main building. Remove all long term storage of vehicles.

Signature of Issuing Officer _____ Issued Date 7-7-2025

Printed Name of Issuing Officer Craig Charters

Acknowledgement of Receipt (Signature) "Mini-Loed"

READ REVERSE SIDE FOR IMPORTANT INFORMATION

Exhibit "E"

Administrative Citation, No.17011, issued
August 4, 2025

Case # 1154



CITY OF HIGHLAND
FINANCE DEPARTMENT
27215 BASE LINE
HIGHLAND, CA 92346
(909) 864-6861

CITATION NO. 17011

ADMINISTRATIVE CITATION

Date: 8-4-2025 Time: 10:01 am (Violation Observed)

WARNING

1st Citation - \$ _____ 2nd Citation - \$ 200.00

3rd Subsequent - \$ _____

The payment listed above is due by 8-29-25. See reverse side for payment and appeal instructions.

Corrections indicated below are required by 9-3-25. If you fail to make the indicated corrections by this date, the next level citation may be issued or the City may take other enforcement action or actions.

PERSON CITED: LAST FIRST MIDDLE

Nguyen, Kelly

DL #: N/A DOB: N/A

MAILING ADDRESS: 17850 Palm Rd.
Riverside, CA 92503

VIOLATION ADDRESS: 25485 Baseline St.
San Bernardino, CA 92410

MUNI. / STATE CODE SECTION VIOLATED	VIOLATION DESCRIPTION
<u>HMC 8.32.020 (S)(1)</u>	<u>Violation of site approval</u>
<u>HMC 8.32.020 (C)</u>	<u>Any violation of the Highland Municipal or Development Code</u>
<u>HMC 16.20.030</u>	<u>Commercial use regulations</u>
<u>HMC 16.44.240</u>	<u>Vehicle repair facilities</u>

CORRECTIONS REQUIRED: Remove all permanently disabled, junked, or wrecked vehicles and all discarded automotive parts. No long term storage or parking of vehicles over (1) week. Cease conducting major auto repair work.

[Signature]
Signature of Issuing Officer

8-4-2025
Issued Date

[Printed Name]
Printed Name of Issuing Officer

[Signature]
Acknowledgement of Receipt (Signature)

READ REVERSE SIDE FOR IMPORTANT INFORMATION

Exhibit “F”

Notice of Non-Compliance/Public Nuisance Hearing, dated
February 5, 2026

City of
HIGHLAND
Inc. 1987



February 5, 2026

Kelly Nguyen
17850 Palm Rd.
Riverside, CA 92503

RE: Notice of Non-Compliance/Public Nuisance Hearing (Parcel #0278-101-40, 25485 Base Line St., San Bernardino, CA), Code case No. 11554

Dear Ms. Nguyen

The City of Highland has exhausted all efforts to bring the property into compliance with the City of Highland Land Use and Development Codes, specifically, Commercial Use Regulations related to a major auto repair business operating without a Conditional Use Permit (CUP), used or discarded automotive parts or equipment or permanently disabled, junked or wrecked vehicles stored outside the main building, and the exterior parking area being used for the repair or long-term (over one week) storage of vehicles. Should the property remain in violation, a Public Nuisance Hearing will be scheduled to declare the property a public nuisance.

If you wish to avoid having the property declared a public nuisance, cease operating the major auto repair business and operate as a minor auto repair business as permitted or obtain all necessary approvals and permits to operate a major auto repair business. Remove all discarded automotive parts or equipment or permanently disabled, junked or wrecked vehicles being stored outside of the main building and remove all repair or long-term (over one week) storage of vehicles from the exterior parking area by March 1, 2026. As a reminder, should it be necessary to refer this case to the Planning Commission Appeals Board for a Declaration of Public Nuisance and to the City Attorney's Office, all administrative and incidental costs and expenses incurred in abating the nuisance, and which are proved in accordance with provisions of HMC [8.32.180](#), shall be assessed against the property and shall result in a **lien** until paid.

Should you have any questions, please feel free to contact me at the number below.

Sincerely,

Gary Chambers

Code Compliance Officer, City of Highland, California
Phone: (909) 864-6861 ext. 220
CC: Lawrence Mainez, Community Development Director

Mayor Penny Lilburn	Mayor Pro Tem Jimmy Saldana	City Council Gregory Hogan	City Council Larry McCallon	City Council John P. Timmer	City Manager Carlos Zamano
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27215 Base Line • Highland, CA 92346

Tel: 909.864.6861 • Fax: 909.864.3180 • www.highlandca.gov



Exhibit “G”

Notice of Public Hearing & Public Posting Copy dated
February 26, 2026



CITY OF HIGHLAND NOTICE OF PUBLIC HEARING

**27215 Baseline, Highland, CA 92346
Telephone (909) 864-6861 FAX: (909) 862-3180**

CITY OF HIGHLAND NOTICE OF PUBLIC HEARING BEFORE THE CITY OF HIGHLAND APPEALS BOARD (BOARD)

This notice is to inform you of a hearing to be held before the City of Highland Appeals Board to determine whether certain conditions and/or uses are existing on the property identified as APN 0278-101-40, located at 25485 Base Line St. (referred to hereafter as ("The Property")) continue to constitute a public nuisance pursuant to the Highland Municipal Code & Ordinances of the City of Highland at the following place, date, and time.

TIME AND DATE OF HEARING: Tuesday, March 17th, 2026, at 6:00PM

**LOCATION OF HEARING: City Hall Council Chambers 27215 Base
Line Highland, CA 92346**

You may bring any witnesses, pictures, photographs, reports, or any other exhibits to this hearing which you feel will establish or prove the Property is not a public nuisance. You may be represented by an attorney. You will have an opportunity to examine all evidence and witnesses testifying against you.

If the Appeals Board determines at the end of the hearing, that this Property is in fact a public nuisance, you will be ordered to abate the public nuisance or the condition thereof and your property will be assessed the City's administrative and incidental costs incurred up to that stage in the abatement process. This assessment will result in a lien upon your property until paid. Thereupon, if you fail to obey the Appeals Board's order to abate this nuisance, the City may do so for you, in accordance with applicable statutes [HMC Section 8.28.010 (A)(B)]. The costs and expense of abating the nuisance including the City's incidental and administrative expenses, may be recovered in an appropriate civil action, and will result in a lien upon the Property until it is paid. (HMC Section 8.28.020).

VIA CERTIFIED MAIL
RETURN SERVICE REQUESTED AND
FIRST CLASS MAIL

The conditions of the Property constituting a public nuisance are as follows: Property Maintenance violations related to the violation of any condition of a site approval or conditional use permit, commercial use regulations related to operating a major auto repair facility without a conditional use permit, and land use and development violations related to vehicle repair facilities, specifically, an accumulation of used or discarded automotive parts or equipment or permanently disabled, junked or wrecked vehicles stored outside the main building and the exterior parking areas being used for the repair or finishing work or long-term (over one week) storage of vehicles.

You may voluntarily abate the nuisance yourself by doing the following things:

Cease conducting major auto repair from the property without City approval and permits, remove all used or discarded automotive parts or equipment or permanently disabled, junked or wrecked vehicles stored outside the main building, and ensure that the premises is kept in a neat and orderly condition at all times and all improvements are maintained in a condition of reasonable repair and appearance. Ensure that exterior parking areas are used for employee and customer parking only, and not for the repair or finishing work or long-term (over one week) storage of vehicles.

If you choose to voluntarily abate this nuisance prior to this hearing, you may notify me at least three (3) days prior to the date of hearing set below, for a prehearing inspection.



Gary Chambers,

Code Compliance Officer

Cc: Lawrence A. Mainez,

Community Development Director



CITY OF HIGHLAND NOTICE OF PUBLIC HEARING

27215 Baseline, Highland, CA 92346
Telephone (909) 864-6861 FAX: (909) 862-3180

NOTICE OF PUBLIC HEARING BEFORE THE CITY OF HIGHLAND APPEALS BOARD (BOARD)

Date: February 26, 2026

A PUBLIC HEARING HAS BEEN SCHEDULED BEFORE THE HIGHLAND APPEALS BOARD TO CONSIDER DECLARING THE FOLLOWING DESCRIBED PROPERTY A PUBLIC NUISANCE DUE TO PROPERTY MAINTENANCE VIOLATIONS RELATED TO THE VIOLATION OF ANY CONDITION OF A SITE APPROVAL OR CONDITIONAL USE PERMIT, COMMERCIAL USE REGULATIONS RELATED TO OPERATING A MAJOR AUTO REPAIR FACILITY WITHOUT A CONDITIONAL USE PERMIT, AND LAND USE AND DEVELOPMENT VIOLATIONS RELATED TO VEHICLE REPAIR FACILITIES.

File Number: APPEALS BOARD PUBLIC NUISANCE HEARING
CASE #11554

SUBJECT: A Public Hearing to declare the existence of a Public Nuisance in accordance with Chapter 8.32.060 of the Highland Municipal Code on the following Assessor's Parcel Number: 0278-101-40.

PROPERTY OWNER(S): Kelly Nguyen

BUSINESS OWNER(S): Alicia Nguyen, Mike Nguyen

VIOLATION ADDRESS/APN: 25485 Base Line St., San Bernardino, CA 92410.
Assessor's Parcel Number: 0278-101-40.

HEARING LOCATION: Highland City Hall Council Chambers
27215 Base Line
Highland, CA 92346

DATE AND TIME OF HEARING: Tuesday March 17, 2026, at 6:00 PM
(Or soon thereafter)

Exhibit “H”

Notice of Public Hearing, Affidavit of Mailing, dated
February 26, 2026

AFFIDAVIT OF MAILING

STATE OF CALIFORNIA)
COUNTY OF SAN BERNARDINO)

I am employed in the County of San Bernardino, State of California. I am over the age of 18 and not a party to the within action. My business address is City of Highland, 27215 Base Line, Highland, CA 92346.

On February 26, 2026, I caused to be served a copy of the attached Public Hearing Notice, Case #11554, Certified Mail, Return Receipt Requested, to the following parties: Kelly Nguyen, Alicia Nguyen, and Mike Nguyen. Said service was made by placing a true copy thereof enclosed in a sealed envelope with postage thereon fully prepaid, in the United States Mail, at Highland, California, and addressed to the Parties as more fully detailed below.

Kelly Nguyen
17850 Palm Rd.
Riverside, CA 92503

Alicia Nguyen & Mike Nguyen
29199 Greenbrier Pl.
Highland, CA 92346

I declare under penalty of perjury under the laws of the State of California that the foregoing is true and correct, and this Declaration was executed at Highland, CA, on February 26, 2026.

Dated: 2/26/20



Camille Duarte, Administrative Assistant III
City of Highland

Attachment “2”

Aerial / Site Location Map

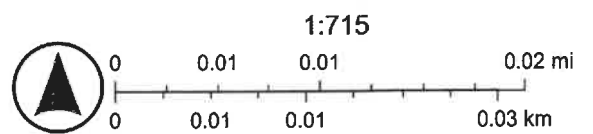
ArcGIS Web Map



2/25/2026, 7:59:51 AM

- Address Points
- Parcels
- Nearmap US Vertical Imagery (Esri Telecom)
- Red: Band_1
- Green: Band_2
- Blue: Band_3

- World Imagery
- Low Resolution 15m Imagery
- High Resolution 60cm Imagery
- High Resolution 30cm Imagery
- Citations



County of San Bernardino, Microsoft, Vantor, Sources: Esri, TomTom, Garmin, FAO, NOAA, USGS, © OpenStreetMap contributors, and the GIS User Community

Attachment “3”

Case photographs dated July 22, 2024





Attachment “4”

Case photographs dated August 21, 2024



Attachment "5"

Case photographs dated October 24, 2024





2024/10/24 09:37



2024/10/24 09:37



2024/10/24 09:38



2024/10/24 09:37





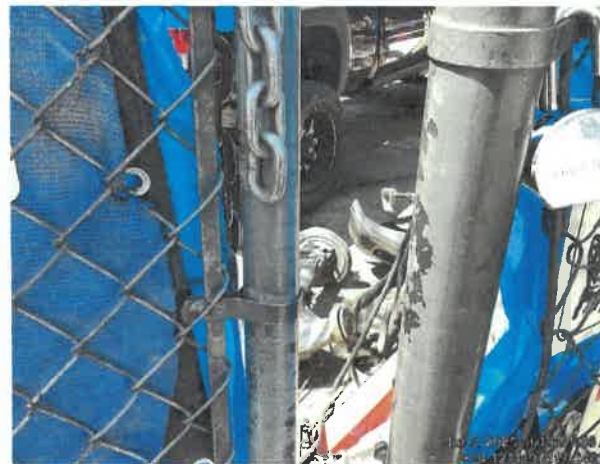
Attachment "6"

Case photographs dated April 24, 2025



Attachment “7”

Case photographs dated July 3, 2025





Jul 3, 2023 at 10:51:02 AM
+84.121202,-117.24623



Jul 3, 2023 at 10:51:16 AM
+84.121202,-117.24623



Jul 3, 2023 at 10:51:20 AM
+84.121210,-117.24623



Jul 3, 2023 at 10:51:26 AM
+84.121202,-117.24623



Jul 3, 2023 at 10:51:29 AM
+84.121210,-117.24623



Jul 3, 2023 at 10:51:04 AM
+84.121202,-117.24623

Attachment "8"

Case photographs dated August 4, 2025







Attachment "9"

Case photographs dated September 29, 2025









Sep 20, 2025 at 10:55:56 AM



Sep 20, 2025 at 10:57:07 AM



Sep 20, 2025 at 10:56:04 AM



Sep 20, 2025 at 10:58:26 AM

Attachment "10"

Case photographs dated February 5, 2026



Attachment "11"

Case photographs dated February 26, 2026



















Feb 26, 2026 at 10:25:55 AM



Feb 26, 2026 at 10:24:16 AM



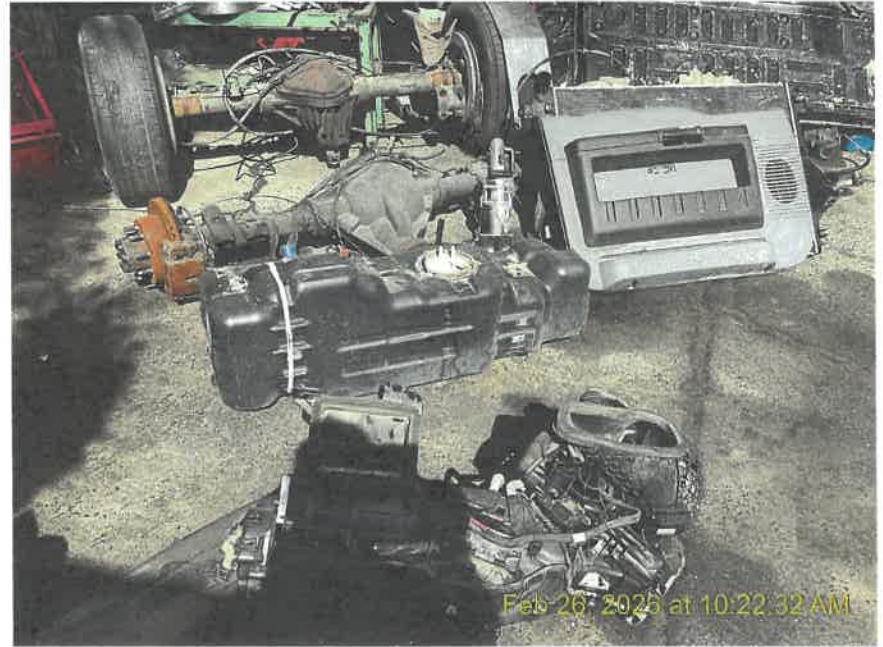
Feb 26, 2026 at 10:25:32 AM



Feb 26, 2026 at 10:24:11 AM











Feb 26, 2026 at 10:23:34 AM



Feb 26, 2026 at 10:23:51 AM



Feb 26, 2026 at 10:22:34 AM



Feb 26, 2026 at 10:23:48 AM

Attachment “12”

Business advertisement & photograph



A-1 Complete Auto Repair & Tires

Car Transmissions

5.0 2 reviews on yelp

A-1 Complete Auto Repair & Diesel offers a wide range of services. We perform tasks as simple as an oil change to engine and transmission work. We service foreign and domestic cars and trucks along with diesel trucks such as Powerstroke, Cummins, and Duramax.

[Read more](#)

Phone: (909) 601-7100

Opening soon · 8 AM

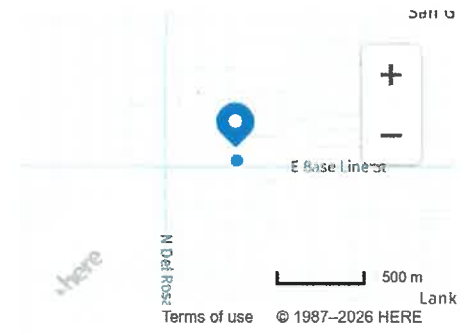
Thu 8:00 AM - 5:30 PM

25485 Base Line St
San Bernardino, CA 92410 · 245.76 mi

Is this your business? [Verify your listing](#)

Amenities

Wifi



Find Nearby: ATMs, Hotels, Night Clubs, Parking, Movie Theaters



